

Submission 435 (Melissa Adams, THE ADAMS, September 6, 2011)

Statewide - RECORD #435 DETAIL

Status : Action Pending
Record Date : 9/6/2011
Response Requested : Yes
Contact Category : Media Inquiry
Stakeholder Type : Other
Submission Date : 9/6/2011
Submission Method : Website
First Name : Melissa
Last Name : Adams
Professional Title :
Business/Organization : THE ADAMS
Address :
Apt./Suite No. :
City : Voorhees
County : Camden
State : NJ
Zip Code : 08043
Telephone : 609-352-5156
Email : missylistman@yahoo.com
Fax :
Cell Phone :
Add to Mailing List : Yes
Comment Type : Information Request/Question
Stakeholder Comments/Issues : a quick question for you and i am sorry if it sounds silly. looking at your website i could not figure out if the route from San Fransico to Anaheim is completed yet or not. Also if it is not done what isthe projected finish date. I am inquiring because we are coming to CA the end of October and want to visit family and friends across the state. Thank you for your time.
Email Subscription : All Sections
Subscription Request/Response : URL:
[http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=Melissa&ln=Adams&em=missylistman%40yahoo.com&city=Voorhees&state=NJ&zip=08043&interest=Transportation+Agency§ions\[\]=All+Sections](http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=Melissa&ln=Adams&em=missylistman%40yahoo.com&city=Voorhees&state=NJ&zip=08043&interest=Transportation+Agency§ions[]=All+Sections)
Response: "OK"
EIR/EIS Comment : No
General Viewpoint on Project : No Opinion

435-1

Response to Submission 435 (Melissa Adams, THE ADAMS, September 6, 2011)

435-1

See MF-Response-GENERAL-25.

Submission 503 (Daniel Anderson, September 22, 2011)

Statewide - RECORD #503 DETAIL

Status : No Action Required

Record Date : 9/22/2011

Response Requested : No

Contact Category : Other

Stakeholder Type : CA Resident

Submission Date : 9/22/2011

Submission Method : Website

First Name : Daniel

Last Name : Anderson

Professional Title :

Business/Organization :

Address :

Apt./Suite No. :

City : Bakersfield

County : Kern

State : CA

Zip Code : 93307

Telephone :

Email : dragondogz002@gmail.com

Fax :

Cell Phone :

Add to Mailing List : Yes

Comment Type : Issue (concern, suggestion, complaint)

503-1

Stakeholder Comments/Issues : This rail is a complete waste of our states money. The government is in deficit and a rail is not needed for our city at this time. If the rail was to be passed, Bakersfield High School , which has existed since before Bakersfield was even founded, would have some of its campus torn down for the rail. I am a student at BHS and a constant rider of the Amtrak rail system and i ride it when it is at its "busiest" times and the train is about 50% full. If amtrak is not even full during holidays and the biggest traveling times of the year, why would the high speed rail be necessary. The roadways of California are not the greatest. I have spent my whole life traveling California and out of state and it's not a good thing when you can distinguish California by its poor roadways. Therefore i beleive it would be a better investment to fix our roadways properly rater than waste money our government doesn't have on a rail that will never be used that much. I am one NOT for the rail because i love my school and beleive in what is right for our city.

Email Subscription : All Sections

Subscription Request/Response : URL:

[http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=Daniel&ln=Anderson&em=dragondogz002%40gmail.com&city=Bakersfield&state=CA&zip=93307&interest=Other§ions\[\]=All+Sections](http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=Daniel&ln=Anderson&em=dragondogz002%40gmail.com&city=Bakersfield&state=CA&zip=93307&interest=Other§ions[]=All+Sections)

Response:
 "OK"

EIR/EIS Comment : No

General Viewpoint on Project : In Opposition to CAHST Project

Response to Submission 503 (Daniel Anderson, September 22, 2011)

503-1

See MF-Response-GENERAL-14.

The policy question of how much money to spend on transportation modes is outside the scope of this project and is not a subject for the EIR/EIS. The EIR/EIS is fulfilling the requirement to consider and disclose the potential environmental effects of the project.

Submission 638 (delbert benson, October 8, 2011)

Statewide - RECORD #638 DETAIL

Status : No Action Required
Record Date : 10/8/2011
Response Requested : Yes
Contact Category : Other
Stakeholder Type : CA Resident
Submission Date : 10/8/2011
Submission Method : Website
First Name : delbert
Last Name : benson
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Milpitas
County : Santa Clara
State : CA
Zip Code : 95035
Telephone :
Email : delbert.benson@sbcglobal.net
Fax :
Cell Phone :
Add to Mailing List : Yes
Comment Type : Information Request/Question
Stakeholder Comments/Issues : Will there be a route from san jose to los angeles, and can it go faster than 220 mph
Email Subscription : All Sections
Subscription Request/Response : URL:
[http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=delbert&ln=benson&em=delbert.benson%40sbcglobal.net&city=&state=CA&zip=95035&interest=CA+Resident§ions\[\]=All+Sections](http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=delbert&ln=benson&em=delbert.benson%40sbcglobal.net&city=&state=CA&zip=95035&interest=CA+Resident§ions[]=All+Sections)
Response:
"OK"
EIR/EIS Comment : No
General Viewpoint on Project : No Opinion

638-1

Response to Submission 638 (delbert benson, October 8, 2011)

638-1

The backbone route for Phase 1 of the HST system will run from San Francisco to Los Angeles/Anaheim by way of San Jose. The trains are expected to be designed to have a maximum speed of 250 miles per hour, with 220 miles per hour being their usual speed on long stretches between stations. Speeds will be less than 220 miles per hour on uphill stretches and where curves require a lower speed.

Submission 348 (Eric Bertsch, August 15, 2011)

Statewide - RECORD #348 DETAIL

Status : No Action Required
Record Date : 8/15/2011
Response Requested : No
Contact Category : Statewide Planning Only
Stakeholder Type : CA Resident
Submission Date : 8/15/2011
Submission Method : Website
First Name : Eric
Last Name : Bertsch
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Ventura
County : Ventura
State : CA
Zip Code : 93004
Telephone : 8052182928
Email : ericbertsch@rocketmail.com
Fax :
Cell Phone :
Add to Mailing List : Yes
Comment Type : Issue (concern, suggestion, complaint)
Stakeholder Comments/Issues : Please stop this madness. The Chinese high speed train wreck should serve as a huge red flag to not build high speed rail in CA nor in the USA.
Email Subscription : All Sections
Subscription Request/Response : URL:
[http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=Eric&ln=Bertsch&em=ericbertsch%40rocketmail.com&city=Ventura&state=CA&zip=93004&interest=CA+Resident§ions\[\]=All+Sections](http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=Eric&ln=Bertsch&em=ericbertsch%40rocketmail.com&city=Ventura&state=CA&zip=93004&interest=CA+Resident§ions[]=All+Sections)
Response:
"OK"
EIR/EIS Comment : No
General Viewpoint on Project : In Opposition to CAHST Project

348-1

Response to Submission 348 (Eric Bertsch, August 15, 2011)

348-1

See MF-Response-GENERAL-14

Submission 475 (Judith Breckenridge, September 15, 2011)

Statewide - RECORD #475 DETAIL

Status : No Action Required
Record Date : 9/15/2011
Response Requested : No
Contact Category : Other
Stakeholder Type : CA Resident
Submission Date : 9/15/2011
Submission Method : Website
First Name : Judith
Last Name : Breckenridge
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Atwater
County : Merced
State : CA
Zip Code : 95301
Telephone :
Email : Judithbca@aol.com
Fax :
Cell Phone :
Add to Mailing List : Yes
Comment Type : Issue (concern, suggestion, complaint)
Stakeholder Comments/Issues : High-speed rail won't work in California. We are not Europe. What works there won't necessarily work here. Californians are too dependent on their cars. When passengers get to their destination, they will still have to rent a car to get around. Besides, there just aren't enough people to make this worthwhile. It will cost too much and I would rather drive. Please listen to the people, especially the ones who live in the San Joaquin Valley. Much farmland will be destroyed for this project. We feed the world. Who's gonna take our place? Nobody. I vote NO on this project.
Email Subscription : All Sections
Subscription Request/Response : URL:
[http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=Judith&ln=Breckenridge&em=Judithbca%40aol.com&city=Atwater&state=CO&zip=95301&interest=CA+Resident§ions\[\]=All+Sections](http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=Judith&ln=Breckenridge&em=Judithbca%40aol.com&city=Atwater&state=CO&zip=95301&interest=CA+Resident§ions[]=All+Sections)
Response: "OK"
EIR/EIS Comment : No
General Viewpoint on Project : In Opposition to CAHST Project

475-1

Response to Submission 475 (Judith Breckenridge, September 15, 2011)

475-1

See MF-Response-14 and MF-Response-GENERAL-10

Submission 396 (Jon W Candy MD, self employed, August 24, 2011)

Program-wide - RECORD #396 DETAIL

Status : No Action Required
Record Date : 8/24/2011
Response Requested : No
Contact Category : Business Opportunities
Stakeholder Type : Business
Submission Date : 8/24/2011
Submission Method : Website
First Name : Jon W
Last Name : Candy MD
Professional Title : Doctor
Business/Organization : self employed
Address :
Apt./Suite No. :
City : Loomis
County : Placer
State : CA
Zip Code : 95650
Telephone : 916-652-8030
Email : jonwcandymd@hotmail.com
Fax :
Cell Phone :
Add to Mailing List : Yes
Comment Type : Issue (concern, suggestion, complaint)
Stakeholder Comments/Issues : Alternative power and land use are sometimes in conflict. HSR will use a lot of land most of it in sunny areas. Line the right-of-way edges w/ PV solar panels adjusted to HSR needs. Advantages: easy access, you own it, transmission line right there everywhere, 'green' alternative use, cheaper power maybe even 'free', etc.
Email Subscription : All Sections
Subscription Request/Response : URL:
http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=Jon+W&ln=Candy++MD&em=jonwcandymd%40hotmail.com&city=Loomis&state=CA&zip=95650&interest=Business§ions[]=All+Sections
Response:
"OK"
EIR/EIS Comment : No
General Viewpoint on Project : No Opinion

396-1

Response to Submission 396 (Jon W Candy MD, self employed, August 24, 2011)

396-1

On September 3, 2008, the California High Speed Rail Authority Board adopted a policy “to power the train with clean renewable energy, making it the first true zero-emission train in the world.” CHSRA’s policy of powering the train operations with 100% renewable energy presents a tremendous opportunity for California to improve air quality, minimize environmental degradation, and meet its greenhouse gas reduction goals. The viability of this policy was supported by a feasibility study conducted in 2008 by Navigant, which concluded, “Integrating renewable energy into the high-speed train project would be neither cost- nor resource- prohibitive and would be well in line with the more sustainable future that California is trying to ensure for itself.”

Working with the National Renewable Energy Laboratory, the CHSRA is developing a Strategic Energy Plan, which will outline key strategies to guide the CHSRA in meeting its policy goal. For more information on the 100% Renewable Energy Policy Goal, including the Navigant study, please see the Authority’s website (http://www.cahighspeedrail.ca.gov/CHSRTemplate_STDwoBanner.aspx?pageid=8878)

Submission 572 (Jon W Candy, MD, October 5, 2011)

Statewide - RECORD #572 DETAIL

Status : No Action Required
Record Date : 10/5/2011
Response Requested : No
Contact Category : Statewide Planning Only
Stakeholder Type : CA Resident
Submission Date : 10/5/2011
Submission Method : Website
First Name : Jon W
Last Name : Candy, MD
Professional Title : doctor
Business/Organization :
Address :
Apt./Suite No. :
City : Loomis
County : Placer
State : CA
Zip Code : 95650
Telephone : 916-652-8030
Email : jonwcandyd@hotmail.com
Fax :
Cell Phone :
Add to Mailing List : Yes
Comment Type : Compliment
Stakeholder Comments/Issues : HSR will have a secure, dedicated, immense right of way in sunny CA. Installing light, ground mounts for solar PV arrays could supply power for the trains and likely more. The transmission lines will be there. The land will be paid for. Access will be easy. Using this dedicated area for alternative energy power will lessen the pressure for using other open space [like desert] for the same use. "Cleah, Green Trains" Win-Win-Win. jwc
Email Subscription : All Sections
Subscription Request/Response : URL: [http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=Jon+W&ln=Candy+MD&em=jonwcandyd%40hotmail.com&city=Loomis&state=CA&zip=95650&interest=CA+Resident§ions\[\]=All+Sections](http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=Jon+W&ln=Candy+MD&em=jonwcandyd%40hotmail.com&city=Loomis&state=CA&zip=95650&interest=CA+Resident§ions[]=All+Sections)
Response: "OK"
EIR/EIS Comment : No
General Viewpoint on Project : In Support of CAHST Project

572-1

Response to Submission 572 (Jon W Candy, MD, October 5, 2011)

572-1

See MF-Response-GENERAL-9.

Submission 410 (James Clifford, GDF, August 25, 2011)

Program-wide - RECORD #410 DETAIL

Status : Action Pending
Record Date : 8/25/2011
Response Requested : Yes
Contact Category : Statewide Planning Only
Stakeholder Type : CA Resident
Submission Date : 8/25/2011
Submission Method : Website
First Name : James
Last Name : Clifford
Professional Title : President
Business/Organization : GDF
Address :
Apt./Suite No. :
City : Bakersfield
County : Kern
State : CA
Zip Code : 93301
Telephone : 661-325-5919
Email : jc@geodf.com
Fax :
Cell Phone :
Add to Mailing List : Yes
Comment Type : Information Request/Question
Stakeholder Comments/Issues : Please define a "daily boarding". How many trains are active in a day? What times do the trains run (ie 24/7 or partial days)? What is the capacity of a train?
Email Subscription : All Sections
Subscription Request/Response : URL:
[http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=James&ln=Clifford&em=jc%40geodf.com&city=Bakersfield&state=CA&zip=93301&interest=CA+Resident§ions\[\]=All+Sections](http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=James&ln=Clifford&em=jc%40geodf.com&city=Bakersfield&state=CA&zip=93301&interest=CA+Resident§ions[]=All+Sections)
Response: "OK"
EIR/EIS Comment : No
General Viewpoint on Project : Unknown

410-1

Response to Submission 410 (James Clifford, GDF, August 25, 2011)

410-1

Daily boardings are the number of times that the train is boarded by passengers in a day. The system is being designed to be able to accommodate three minute headways in each direction, which would mean approximately 20 trains per hour at full capacity. However, an operations plan and schedule that will specify actual time between trains will not be completed until the system is closer to being operational. High-speed train (HST) systems around the world generally do not operate between midnight and 5 a.m. to allow time for regular maintenance. The California HST is expected to adopt a similar approach, however, the specific operating schedule for California HST has not been developed at this time. The capacity the individual trains will depend upon the length of the trainset. The capacity of a 200m trainset is currently specified to be a minimum of 450 passengers

Submission 549 (Whitting Dean, October 2, 2011)

Statewide - RECORD #549 DETAIL

Status : No Action Required
Record Date : 10/2/2011
Response Requested : No
Contact Category : Statewide Planning Only
Stakeholder Type : CA Resident
Submission Date : 10/2/2011
Submission Method : Website
First Name : Whitting
Last Name : Dean
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Carlsbad
County : San Diego
State : CA
Zip Code : 92008
Telephone :
Email : daneo101@gmail.com
Fax :
Cell Phone :
Add to Mailing List : Yes
Comment Type : Issue (concern, suggestion, complaint)
Stakeholder Comments/Issues : Not enough people will use the rail to make it worth the price. This is not Japan. Duhh! Quit wasting OUR money, retards. Instead fix the highways.
Email Subscription : All Sections
Subscription Request/Response : URL:
[http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=Whitting&ln=Dean&em=daneo101%40gmail.com&city=&state=CA&zip=92008&interest=CA+Resident§ions\[\]=All+Sections](http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=Whitting&ln=Dean&em=daneo101%40gmail.com&city=&state=CA&zip=92008&interest=CA+Resident§ions[]=All+Sections)
Response:
"OK"
EIR/EIS Comment : No
General Viewpoint on Project : In Opposition to CAHST Project

549-1

Response to Submission 549 (Whitting Dean, October 2, 2011)

549-1

See MF-Response-GENERAL-14

Submission 645 (C Dickman, citizen, October 10, 2011)

Statewide - RECORD #645 DETAIL

Status : No Action Required

Record Date : 10/10/2011

Response Requested : Yes

Contact Category : Statewide Planning Only

Stakeholder Type : CA Resident

Submission Date : 10/10/2011

Submission Method : Website

First Name : C

Last Name : Dickman

Professional Title : Miss

Business/Organization : citizen

Address :

Apt./Suite No. :

City : Lemoore

County : Kings

State : CA

Zip Code : 93245

Telephone : 559-924-8964

Email : cdickman_cmt@yahoo.com

Fax :

Cell Phone :

Add to Mailing List : Yes

Comment Type : Issue (concern, suggestion, complaint)

Stakeholder Comments/Issues : I don't see how guarantees can be made as to the exact amount of funding. These projects are never within budget. How much will the building of this train really cost figuring a 40% oversight? Only business persons and tourists might afford this hi-speed train. The rest of us want our AMTRAK!
 Is the Authority really listening and reading the citizen comments?

Email Subscription : All Sections

Subscription Request/Response : URL:

[http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=C&ln=Dickman&em=cdickman_cmt%40yahoo.com&city=Lemoore&state=CA&zip=93245&interest=CA+Resident§ions\]=All+Sections](http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=C&ln=Dickman&em=cdickman_cmt%40yahoo.com&city=Lemoore&state=CA&zip=93245&interest=CA+Resident§ions]=All+Sections)

Response:

"OK"

EIR/EIS Comment : Yes

General Viewpoint on Project : In Opposition to CAHST Project

645-1

Response to Submission 645 (C Dickman, citizen, October 10, 2011)

645-1

See MF-Response-GENERAL-14, MF-Response-GENERAL-2

Submission 661 (Daniel Dolan, Western States Title Services, October 13, 2011)

Statewide - RECORD #661 DETAIL

Status : No Action Required
Record Date : 10/13/2011
Response Requested : Yes
Contact Category : Environment Review Question
Stakeholder Type : Business
Submission Date : 10/13/2011
Submission Method : Website
First Name : Daniel
Last Name : Dolan
Professional Title : Owner
Business/Organization : Western States Title Services
Address :
Apt./Suite No. :
City : Martinez
County : Contra Costa
State : CA
Zip Code : 94553
Telephone : 925-451-6244
Email : westststitle@yahoo.com
Fax :
Cell Phone :
Add to Mailing List : Yes
Comment Type : Issue (concern, suggestion, complaint)
Stakeholder Comments/Issues : Environmental Review objections by biologists, Department of Fish and Game, Environmental Lawyers to initial construction segment have not been made Public? How and when will this source of inquiry and information be made available to citizens of impacted area King, Madera, Fresno, Tulare Counties?
Email Subscription : Merced - Fresno
Subscription Request/Response : URL:
[http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=Daniel&ln=Dolan&em=westststitle%40yahoo.com&city=Martinez&state=CA&zip=94553&interest=Other§ions\[\]=Merced+-+Fresno](http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=Daniel&ln=Dolan&em=westststitle%40yahoo.com&city=Martinez&state=CA&zip=94553&interest=Other§ions[]=Merced+-+Fresno)
Response:
"OK"
EIR/EIS Comment : Yes
General Viewpoint on Project : In Opposition to CAHST Project

661-1

Response to Submission 661 (Daniel Dolan, Western States Title Services, October 13, 2011)

661-1

The EIR/EIS is a public document. The comments received from agencies, organizations, and individuals are public records. In addition to responding to the issues raised by commenters, the Final EIR/EIS will include copies of all comments received on the DEIR/EIS.

Submission 546 (Philip Ferranti, TheFerrantiFoundation, September 30, 2011)

Program-wide - RECORD #546 DETAIL

Status : Action Pending
Record Date : 9/30/2011
Response Requested : Yes
Contact Category : Statewide Planning Only
Stakeholder Type : CA Resident
Submission Date : 9/30/2011
Submission Method : Website
First Name : Philip
Last Name : Ferranti
Professional Title : CEO
Business/Organization : TheFerrantiFoundation
Address :
Apt./Suite No. :
City : palm desert
County : riverside
State : CA
Zip Code : 92211
Telephone : 760-345-6234
Email : PFerran1@aol.com
Fax :
Cell Phone :
Add to Mailing List : Yes
Comment Type : Information Request/Question
Stakeholder Comments/Issues : what is the time table for completion of the various sections, including to Riverside...and completion for the entire statewide system?
Email Subscription : All Sections
Subscription Request/Response : URL:
[http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=Philip&ln=Ferranti&em=PFerran1%40aol.com&city=palm+desert&state=CA&zip=92211&interest=CA+Resident§ions\[\]=All+Sections](http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=Philip&ln=Ferranti&em=PFerran1%40aol.com&city=palm+desert&state=CA&zip=92211&interest=CA+Resident§ions[]=All+Sections)
Response:
"OK"
EIR/EIS Comment : No
General Viewpoint on Project : No Opinion

546-1 |

Response to Submission 546 (Philip Ferranti, TheFerrantiFoundation, September 30, 2011)

546-1

Construction contracts for the Merced to Fresno section are expected to be entered into in late 2012, with construction beginning in 2013. The initial construction section, comprised of the Merced to Fresno and Fresno to Bakersfield sections, is expected to be in operation in 2018, followed by the Initial Operating Section in 2022, based on the November 2011 Draft 2012 Business Plan. The Initial Operating System will consist of expansion of the Merced to Bakersfield line to either San Jose or the San Fernando Valley. The larger Phase 1, providing service from San Jose to Los Angeles/Anaheim, is anticipated to be operational by 2033. Construction for Phase 2 is in the conceptual stage and has not yet been scheduled. Phase 2 extends the Phase 1 system to Stockton and Sacramento via Merced in the north and to San Diego via the Inland Empire in the south.

Submission 316 (Yon Friedmann, ET3 Aqua=Terra Transportation and Infrastructure System,
 August 10, 2011)

Statewide - RECORD #316 DETAIL

Status : No Action Required
Record Date : 8/10/2011
Response Requested : No
Contact Category : Statewide Planning Only
Stakeholder Type : Business
Submission Date : 8/10/2011
Submission Method : Website
First Name : Yon
Last Name : Friedmann
Professional Title : Managing Director, ET3 Aqua=Terra Projects
Business/Organization : ET3 Aqua=Terra Transportation and Infrastructure System
Address :
Apt./Suite No. :
City : Los Angeles
County : Los Angeles
State : CA
Zip Code : 90049
Telephone : 310-820-5573
Email : planetarytransport@yahoo.com
Fax :
Cell Phone :
Add to Mailing List : Yes

316-1

Comment Type : Issue (concern, suggestion, complaint)
Stakeholder Comments/Issues :
 I appose the implementation of the CHSR system because it is very costly to build and sustain. This CHSR system is already dated, too slow, very expensive to build, operate and maintain, and is subject to risk from climatic and environmental events.

 A far better alternative to consider is the Terra Stations Transportation and Infrastructure System with ET3 transport technology that is illustrated, in part, by the following and must be considered since all HSR systems in the world are yet to return the cost of construction or show any profit.

 Please view and share the following before wasting money on the HSR system that is the "last generation" in transportation and not the "next generation" as is the Terra Stations system.

<http://www.facebook.com/pages/ET3/127942693949325?ref=hnav>
www.et3.net
 and
<http://www.facebook.com/pages/Aquaterra-A-SUPER-FAST-PLANETARY-TRANSPORT-SYSTEM-/106199809419664?ref=ts>
www.invention.net/aquaterra.

 We are open to a personal meeting to discuss far more detail of the Terra stations transport system.
Email Subscription : All Sections

Subscription Request/Response :

URL:
[http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=Yon&ln=Friedmann&em=planetarytransport%40yahoo.com&city=Los+Angeles&state=CA&zip=90049&interest=CA+Resident§ions\[\]=All+Sections](http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=Yon&ln=Friedmann&em=planetarytransport%40yahoo.com&city=Los+Angeles&state=CA&zip=90049&interest=CA+Resident§ions[]=All+Sections)

**EIR/EIS Comment :
 General Viewpoint on Project :**

Response:
 "OK"
 No
 In Opposition to CAHST Project

Response to Submission 316 (Yon Friedmann, ET3 Aqua=Terra Transportation and Infrastructure System, August 10, 2011)

316-1

See MF-Response-GENERAL-14.

The comment suggests as an alternative to the HST a vacuum tube-based technology for moving passengers. This proposed technology is a concept, not a full-scale operating system, and its feasibility has not been tested to any degree. This is not a viable alternative to the established, well-established technology proposed for the HST.

Submission 330 (Kelley Gosalvez, August 10, 2011)

Statewide - RECORD #330 DETAIL

Status : No Action Required
Record Date : 8/10/2011
Response Requested : No
Contact Category : Other
Stakeholder Type : CA Resident
Submission Date : 8/10/2011
Submission Method : Website
First Name : Kelley
Last Name : Gosalvez
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Santa Clara
County : Santa Clara
State : CA
Zip Code : 95050
Telephone :
Email : kelleygosalvez@gmail.com
Fax :
Cell Phone :
Add to Mailing List : Yes
Comment Type : Compliment
Stakeholder Comments/Issues : Please bring the high speed rail to CA as a travel option sooner rather than later. Access and options are limited, scarcity of options pushes transportation costs upward. With HSR, my family would not only enjoy the convenience, but appreciate the modal options.
Email Subscription : All Sections
Subscription Request/Response : URL:
[http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=Kelley&ln=Gosalvez&em=kelleygosalvez%40gmail.com&city=&state=CA&zip=95050&interest=CA+Resident§ions\[\]=All+Sections](http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=Kelley&ln=Gosalvez&em=kelleygosalvez%40gmail.com&city=&state=CA&zip=95050&interest=CA+Resident§ions[]=All+Sections)
Response: "OK"
EIR/EIS Comment : No
General Viewpoint on Project : In Support of CAHST Project

330-1

Response to Submission 330 (Kelley Gosalvez, August 10, 2011)

330-1

See MF-Response-GENERAL-9.

Submission 336 (Tim Guinn, August 12, 2011)

Statewide - RECORD #336 DETAIL

Status : No Action Required
Record Date : 8/12/2011
Response Requested : No
Contact Category : Statewide Planning Only
Stakeholder Type : CA Resident
Submission Date : 8/12/2011
Submission Method : Website
First Name : Tim
Last Name : Guinn
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Brentwood
County : Los Angeles
State : CA
Zip Code : 94513
Telephone :
Email : t_guinn@hotmail.com
Fax :
Cell Phone :
Add to Mailing List : Yes
Comment Type : Issue (concern, suggestion, complaint)
Stakeholder Comments/Issues : This is a horrible idea and a huge waste of tax dollars. It will be mismanaged just like BART and the tax burden will be on the shoulders of tax paying Californians.
 Please stop this project and put the money towards schools or public safety.
Email Subscription : All Sections
Subscription Request/Response : URL:
[http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=Tim&ln=Guinn&em=t_guinn%40hotmail.com&city=&state=CA&zip=94513&interest=CA+Resident§ions\[\]=All+Sections](http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=Tim&ln=Guinn&em=t_guinn%40hotmail.com&city=&state=CA&zip=94513&interest=CA+Resident§ions[]=All+Sections)
Response:
 OK
EIR/EIS Comment : No
General Viewpoint on Project : In Opposition to CAHST Project

336-1

Response to Submission 336 (Tim Guinn, August 12, 2011)

336-1

See MF-Response-GENERAL-14

Submission 317 (DAVID GULLIKSEN, August 10, 2011)

Statewide - RECORD #317 DETAIL

317-1 | **Status :** No Action Required
Record Date : 8/10/2011
Response Requested : No
Contact Category : Other
Stakeholder Type : CA Resident
Submission Date : 8/10/2011
Submission Method : Website
First Name : DAVID
Last Name : GULLIKSEN
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Stockton
County : San Joaquin
State : CA
Zip Code : 95204
Telephone : (209) 466-4405
Email : dgull_68@att.net
Fax :
Cell Phone :
Add to Mailing List : Yes
Comment Type : Issue (concern, suggestion, complaint)
Stakeholder Comments/Issues : The project needs less meetings and more action
Email Subscription : All Sections
Subscription Request/Response : URL:
[http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=DAVID&ln=GULLIKSEN&em=dgull_68%40att.net&city=Stockton&state=CA&zip=95204&interest=CA+Resident§ions\[\]=All+Sections](http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=DAVID&ln=GULLIKSEN&em=dgull_68%40att.net&city=Stockton&state=CA&zip=95204&interest=CA+Resident§ions[]=All+Sections)
Response:
"OK"
EIR/EIS Comment : No
General Viewpoint on Project : Unknown

Response to Submission 317 (DAVID GULLIKSEN, August 10, 2011)

317-1

See MF-Response-GENERAL-11.

Submission 311 (Jennifer Halpin, August 9, 2011)

Program-wide - RECORD #311 DETAIL

Status : Action Pending
Record Date : 8/9/2011
Response Requested : Yes
Contact Category : Environment Review Question
Stakeholder Type : CA Resident
Submission Date : 8/9/2011
Submission Method : Website
First Name : Jennifer
Last Name : Halpin
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Merced
County : Merced
State : CA
Zip Code : 95340
Telephone :
Email : jhlpn4@gmail.com
Fax :
Cell Phone :
Add to Mailing List : Yes
Comment Type : Information Request/Question
Stakeholder Comments/Issues : For the noise and vibration issue, could Rubberized asphalt or some other type of recycled rubber product be use on the tracks or in the surrounding area as a way to lessen vibration/noise, as Rubberized Asphalt Concrete does when applied to roads?
Email Subscription : Merced - Fresno, San Jose - Merced
Subscription Request/Response : URL:
[http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=Jennifer&ln=Halpin&em=jhlpn4%40gmail.com&city=Merced&state=CA&zip=95340&interest=CA+Resident§ions\[\]=Merced++Fresno§ions\[\]=San+Jose++Merced](http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=Jennifer&ln=Halpin&em=jhlpn4%40gmail.com&city=Merced&state=CA&zip=95340&interest=CA+Resident§ions[]=Merced++Fresno§ions[]=San+Jose++Merced)
Response: "OK"
EIR/EIS Comment : No
General Viewpoint on Project : Unknown

311-1

Response to Submission 311 (Jennifer Halpin, August 9, 2011)

311-1

The design of noise and vibration mitigations, where required, will be developed during the final design phase. The use of rubberized asphaltic material would not help reduce the noise levels from the train because the noise generated is a combination of noise sources that include the wheel-rail interface, the propulsion source, the wind noise from the body and top of the train, and the wind noise from the pantograph. There are several vibration mitigation systems that use rubberized products that will be considered during the final design phase for areas with vibration concerns.

Submission 362 (Roy Hanna, Self, August 17, 2011)

Statewide - RECORD #362 DETAIL

Status : Action Pending
Record Date : 8/17/2011
Response Requested : Yes
Contact Category : Statewide Planning Only
Stakeholder Type : CA Resident
Submission Date : 8/17/2011
Submission Method : Website
First Name : Roy
Last Name : Hanna
Professional Title : Property Owner
Business/Organization : Self
Address : 9765 Monterey Road
Apt./Suite No. :
City : Gilroy
County : Monterey
State : CA
Zip Code : 95020
Telephone : 408-848-8919
Email : royhanna@pacbell.net
Fax :
Cell Phone :
Add to Mailing List : Yes
Comment Type : Information Request/Question
Stakeholder Comments/Issues : C8-16-11 Attention Administration

362-1

Please count me as a negative person reference the High Speed Development. We simply do not have the money to develop it, and surely will not have the money needed to build it. The estimate to finally completely build the entire project is a joke.....it will cost many more billions of dollars than your projection. The lawsuits it will generate is in the thousands, costing more billions of dollars. I do not believe we should be setting up future generations to pay for all these costs.

Please send me a list of all the project's current job classifications, the number of employees in each class and their current salaries that are involved in this project. I would appreciate receiving the list by 8-24-11.

Thank You,

Roy Hanna
 9765 Monterey Rd
 Gilroy, Ca 95020
 408-848-8919

Email Subscription : alifornia High-Speed Rail Authority
 All Sections

Subscription Request/Response :

URL:
[http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=Roy&ln=Hanna&em=royhanna%40pacbell.net&city=Gilroy&state=CA&zip=95020&interest=CA+Resident§ions\[\]=All+Sections](http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=Roy&ln=Hanna&em=royhanna%40pacbell.net&city=Gilroy&state=CA&zip=95020&interest=CA+Resident§ions[]=All+Sections)

Response:
 OK

**EIR/EIS Comment :
 General Viewpoint on Project :**

No
 In Opposition to CAHST Project

Response to Submission 362 (Roy Hanna, Self, August 17, 2011)

362-1

See MF-Response-GENERAL-14

Submission 458 (gina hovind, INDIVIDUAL INVESMENT, September 12, 2011)

Program-wide - RECORD #458 DETAIL

Status : Action Pending
Record Date : 9/12/2011
Response Requested : Yes
Contact Category : Statewide Planning Only
Stakeholder Type : Investment Participation Notification
Submission Date : 9/12/2011
Submission Method : Website
First Name : gina
Last Name : hovind
Professional Title : ELECTED NOMENIES
Business/Organization : INDIVIDUAL INVESMENT
Address :
Apt./Suite No. :
City : Berkeley
County : ALAMEDA
State : CA
Zip Code : 94706
Telephone :
Email : hovigina@yahoo.com
Fax :
Cell Phone :
Add to Mailing List : Yes
Comment Type : Information Request/Question
Stakeholder Comments/Issues : im interested more on how far the speed rail can cover statewide.
How far the connection statewide and what are limitation
What are nessecary measured to get involved or to invest on all nation wide.
Email Subscription : All Sections
Subscription Request/Response : URL:
[http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=gina&ln=hovind&em=hovigina%40yahoo.com&city=Berkeley&state=CA&zip=94706&interest=Investment+Participation+Notification§ions\[\]=All+Sections](http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=gina&ln=hovind&em=hovigina%40yahoo.com&city=Berkeley&state=CA&zip=94706&interest=Investment+Participation+Notification§ions[]=All+Sections)
Response: "OK"
EIR/EIS Comment : No
General Viewpoint on Project : No Opinion

458-1

Response to Submission 458 (gina hovind, INDIVIDUAL INVESMENT, September 12, 2011)

458-1

California has been planning a high-speed train (HST) system since the formation of the High-Speed Rail Authority (Authority) in 1996. When completed, the nearly 800-mile train system would provide new passenger rail service to more than 90% of the state's population. More than 200 weekday trains would serve the statewide intercity travel market. The HST would be similiar to electrically-powered systems now in operation in Europe and Japan, capable of up to 220-mile-per-hour (mph) operating speeds, with state-of-the-art safety, signaling, and autmoated train control systems. Phase 1 of the HST System would connect and serve the major metropolitan areas of California, extending from San Francisco to the Los Angeles Basin. Phase 2 would add connections from Sacramento in the north to San Diego in the south.

Submission 328 (Doris Hughes, Saving Humanity, August 10, 2011)

Program-wide - RECORD #328 DETAIL

Status : No Action Required
Record Date : 8/10/2011
Response Requested : No
Contact Category : Statewide Planning Only
Stakeholder Type : CA Resident
Submission Date : 8/10/2011
Submission Method : Website
First Name : Doris
Last Name : Hughes
Professional Title : volunteer
Business/Organization : Saving Humanity
Address :
Apt./Suite No. :
City : Merced
County : merced
State : CA
Zip Code : 95348
Telephone : 209 233-9548
Email : clayton_clayton_mortal@yahoo.com
Fax :
Cell Phone :
Add to Mailing List : Yes
Comment Type : Issue (concern, suggestion, complaint)
Stakeholder Comments/Issues : Where will everyone go when there is high unemployment and we're ready for another depression? To do poor house? Let reconsider and use the money to stimulate jobs.
Email Subscription : Merced - Fresno
Subscription Request/Response : URL:
[http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=Doris&ln=Hughes&em=clayton_clayton_mortal%40yahoo.com&city=Merced&state=CA&zip=95348&interest=CA+Resident§ions\[\]=Merced++Fresno](http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=Doris&ln=Hughes&em=clayton_clayton_mortal%40yahoo.com&city=Merced&state=CA&zip=95348&interest=CA+Resident§ions[]=Merced++Fresno)
Response:
"OK"
EIR/EIS Comment : No
General Viewpoint on Project : In Opposition

328-1

Response to Submission 328 (Doris Hughes, Saving Humanity, August 10, 2011)

328-1

See MF-Response-GENERAL-14.

Submission 434 (John Hughes, September 6, 2011)

Statewide - RECORD #434 DETAIL

Status : No Action Required
Record Date : 9/6/2011
Response Requested : No
Contact Category : Statewide Planning Only
Stakeholder Type : CA Resident
Submission Date : 9/6/2011
Submission Method : Website
First Name : John
Last Name : Hughes
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Lake Isabella
County : Kern
State : CA
Zip Code : 93240
Telephone :
Email : hughesjm@earthlink.net
Fax :
Cell Phone :
Add to Mailing List : Yes
Comment Type : Issue (concern, suggestion, complaint)
Stakeholder Comments/Issues : as a California tax payer I can't understand how we are spending so much tax money on a project which is going to cost 5 to 10 times the amount of money your Authority has estimated for a project which most Californians will not be able to afford. I just hope some sanity returns to state and fedzilla governments. We have been taxed enough there is nothing left.
Email Subscription : All Sections
Subscription Request/Response : URL:
[http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=John&ln=Hughes&em=hughesjm%40earthlink.net&city=&state=CA&zip=93240&interest=CA+Resident§ions\[\]=All+Sections](http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=John&ln=Hughes&em=hughesjm%40earthlink.net&city=&state=CA&zip=93240&interest=CA+Resident§ions[]=All+Sections)
Response : *OK*
EIR/EIS Comment : No
General Viewpoint on Project : In Opposition to CAHST Project

434-1

Response to Submission 434 (John Hughes, September 6, 2011)

434-1

See MF-Response-GENERAL-14.

Submission 446 (Dan Hydar, NOYDB, Northern California, September 8, 2011)

Statewide - RECORD #446 DETAIL

Status : Action Pending
Record Date : 9/8/2011
Response Requested : Yes
Contact Category : Statewide Planning Only
Stakeholder Type : CA Resident
Submission Date : 9/8/2011
Submission Method : Website
First Name : Dan
Last Name : Hydar
Professional Title :
Business/Organization : NOYDB, Northern California
Address :
Apt./Suite No. :
City : Campbell
County : Santa Clara
State : CA
Zip Code : 95009
Telephone :
Email : dhydar@yahoo.com
Fax :
Cell Phone :
Add to Mailing List : Yes
Comment Type : Issue (concern, suggestion, complaint)
Stakeholder Comments/Issues : Um.... guys? Are you using taxpayer money to pay for all these internet ads?
Email Subscription : All Sections
Subscription Request/Response : URL:
http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=Dan&ln=Hydar&em=dhydar%40yahoo.com&city=Campbell&state=CA&zip=95009&interest=CA+Resident§ions[]=All+Sections
Response:
"OK"
EIR/EIS Comment : No
General Viewpoint on Project : Unknown

446-1 |

Response to Submission 446 (Dan Hydar, NOYDB, Northern California, September 8, 2011)

446-1

The Authority provides the public with information about its activities and proposals in a number of forums, including electronic and print media. For example, the Authority offers information and press releases through its website, as well as Facebook and Twitter feeds. Outreach is important to keep the public up to date on what is happening with the project. Because the budget of the Authority consists of public funds, as does the budget of all state and local public agencies, outreach efforts are naturally paid for from that budget.

Submission 427 (Evan Jones, Whoa Nellie Foundation, September 3, 2011)

Program-wide - RECORD #427 DETAIL

Status : No Action Required
Record Date : 9/3/2011
Response Requested : No
Contact Category : Statewide Planning Only
Stakeholder Type : CA Resident
Submission Date : 9/3/2011
Submission Method : Website
First Name : Evan
Last Name : Jones
Professional Title : Director
Business/Organization : Whoa Nellie Foundation
Address :
Apt./Suite No. :
City : Sacramento
County : Sacramento
State : CA
Zip Code : 95814
Telephone : 916 442 2661
Email : revwin@yahoo.com
Fax :
Cell Phone :
Add to Mailing List : Yes
Comment Type : Issue (concern, suggestion, complaint)
Stakeholder Comments/Issues : Better use of the money would be to invest in family planning clinics to stabilize the population...then we don't need more railroads, freeways, and other infrastructure.
Email Subscription : All Sections
Subscription Request/Response : URL:
[http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=Evan&ln=Jones&em=revwin%40yahoo.com&city=Sacramento&state=CA&zip=95814&interest=CA+Resident§ions\[\]=All+Sections](http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=Evan&ln=Jones&em=revwin%40yahoo.com&city=Sacramento&state=CA&zip=95814&interest=CA+Resident§ions[]=All+Sections)
Response:
"OK"
EIR/EIS Comment : No
General Viewpoint on Project : In Opposition

427-1

Response to Submission 427 (Evan Jones, Whoa Nellie Foundation, September 3, 2011)

427-1

See MF-Response-GENERAL-14.

The comment relates to population control and is not on point. No additional response is necessary.

Submission 375 (emi kaneshiro, August 20, 2011)

Statewide - RECORD #375 DETAIL

Status : No Action Required
Record Date : 8/20/2011
Response Requested : No
Contact Category : Statewide Planning Only
Stakeholder Type : CA Resident
Submission Date : 8/20/2011
Submission Method : Website
First Name : emi
Last Name : kaneshiro
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : san diego
County : San diego
State : CA
Zip Code : 92128
Telephone : 8582176579
Email : emikaneshiro@yahoo.com
Fax :
Cell Phone :
Add to Mailing List : Yes
Comment Type : Issue (concern, suggestion, complaint)
Stakeholder Comments/Issues : Hi Of course its too late to make helpful changes at this point but I am going to state them anyway:
 1. As predicted, my area in SDiego is objecting strongly for the argument it will be unsightly: make them pay for it and put it underground. I think they have a committee to fight you.
 2. All travel in metro and populated areas should be underground.
 3. Dig up freeways to build, to avoid the messy business of property confiscation. Follow Highway 5. They have to dig up part of the freeway anyway down here in San Diego. Follow 101 or 5
 4. Revise your mission statement to only include reduction of greenhouse gases, be an alternative to the airplane, be competitive with the airplane and the car. You are replacing the highway.
 5. Major stops should connect major pop centers San Diego, LA and San Francisco and all connecting to Sacramento only. Forget the airports and small towns
 5. You don't need windows on your trains. You are going too fast to enjoy the scenery.
 6. High Speed is going to be the symbol for big government vs small government debate. You are at the center of a political maelstrom so be tenacious, persistent, and never give up.

Email Subscription : All Sections

375-1

Subscription Request/Response :

URL:
[http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=emi&ln=kaneshiro&em=emikaneshiro%40yahoo.com&city=san+diego&state=CA&zip=92128&interest=CA+Resident§ions\[\]=All+Sections](http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=emi&ln=kaneshiro&em=emikaneshiro%40yahoo.com&city=san+diego&state=CA&zip=92128&interest=CA+Resident§ions[]=All+Sections)

Response:
 OK

**EIR/EIS Comment :
 General Viewpoint on Project :**

No
 In Support of CAHST Project

Response to Submission 375 (emi kaneshiro, August 20, 2011)

375-1

See MF-Response-GENERAL-11.

Submission 456 (Carl Kent, Network Rail, September 12, 2011)

Program-wide - RECORD #456 DETAIL

Status : Action Pending
Record Date : 9/12/2011
Response Requested : Yes
Contact Category : Employment Inquiry
Stakeholder Type : Other
Submission Date : 9/12/2011
Submission Method : Website
First Name : Carl
Last Name : Kent
Professional Title : Freight Customer Manager
Business/Organization : Network Rail
Address :
Apt./Suite No. :
City : London
County : United Kingdom
State : N/A
Zip Code : 00000
Telephone : +44 7801 900307
Email : carl.kent@networkrail.co.uk
Fax :
Cell Phone :
Add to Mailing List : Yes
Comment Type : Information Request/Question

456-1

Stakeholder Comments/Issues :

Good morning.

I currently work in UK for Network Rail. We run, maintain and develop Britain's tracks, signalling system, rail bridges, tunnels, level crossings, viaducts and 18 key stations. I was taken onto the Operations and Customer Service Graduate Scheme in October 2010. This scheme (that usually last 12-18 months) is exceptionally hard to get on to with 24 Graduates being selected nationwide from almost 10,000 applicants. As part of the scheme, all Graduates receive a wide range of experience throughout the business. I also attained all rules for train signalling, something which many of the office-based staff will not have. In June I moved into a role where I now manage the track access contract and overall relationship for 5 freight operators who operate across the whole of the UK. I am keen to build on my existing experience in the next few years working on, historically, the most challenging rail network in the world. I have impressed so far in Network Rail with projects that I have been involved in thus why I have moved up into a permanent role so soon.

I feel that within the next few years I will build up a lot of knowledge and experience that could prove to be valuable for The California High Speed Authority and believe that I would have a lot to offer to your organisation. With this in mind, I have a few questions:

1. Would you look for talent outside of USA to recruit into junior/senior management positions?
2. Do you intend to run freight trains on the network.
3. Is there a contact that is best to liaise with as part of my overall career plan, I am very keen to gain international experience?
4. Do you recruit on a contract or permanent basis for most roles?

I look forward to your reply and wish you the best of luck in the planning that is currently taking place and the trackwork that will begin soon.

Kind regards

Carl Kent
 Customer Manager - Freight | Network Rail
 East Anglia House | 12-34 Great Eastern Street | London | EC2A 3EH
 Tel: 07801 900307

Email Subscription Request/Response :

All Sections

URL:

[http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=Carl&ln=Kent&em=carl.kent%40networkrail.co.uk&city=London&state=N%2fA&zip=00000&interest=Other§ions\[\]=All+Sections](http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=Carl&ln=Kent&em=carl.kent%40networkrail.co.uk&city=London&state=N%2fA&zip=00000&interest=Other§ions[]=All+Sections)

Response:
 OK

**EIR/EIS Comment :
 General Viewpoint on Project :**

No
 In Support

Response to Submission 456 (Carl Kent, Network Rail, September 12, 2011)

456-1

Construction will begin in late 2012 or 2013 and many of the jobs will be available through the private sector contractors chosen to manage the final design and construction. The Authority's website will continue to be a good resource for finding about business and employment opportunities.

Following completion of the EIR/EIS process, the Authority will begin the process for selecting contractors and staffing for the HST Project. You can review the Business and Job Opportunities that will be posted on the Authority's website at:
http://www.cahighspeedrail.ca.gov/business_job_opportunities.aspx

Submission 421 (Del Lisk, August 30, 2011)

Statewide - RECORD #421 DETAIL

Status : No Action Required
Record Date : 8/30/2011
Response Requested : No
Contact Category : Statewide Planning Only
Stakeholder Type : CA Resident
Submission Date : 8/30/2011
Submission Method : Website
First Name : Del
Last Name : Lisk
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : San Diego
County : San Diego
State : CA
Zip Code : 91941
Telephone :
Email : dlisk@cox.net
Fax :
Cell Phone :
Add to Mailing List : Yes
Comment Type : Issue (concern, suggestion, complaint)
Stakeholder Comments/Issues : I want to express my disappointment with this project. It is a huge waste of taxpayer money for a project of little need. We need more privately, needs driven businesses developed; not more government creation of unsustainable jobs at an unsustainable cost.
Email Subscription : All Sections
Subscription Request/Response : URL:
[http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=Del&ln=Lisk&em=dlisk%40cox.net&city=San+Diego&state=CA&zip=91941&interest=CA+Resident§ions\[\]=All+Sections](http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=Del&ln=Lisk&em=dlisk%40cox.net&city=San+Diego&state=CA&zip=91941&interest=CA+Resident§ions[]=All+Sections)
Response: "OK"
EIR/EIS Comment : No
General Viewpoint on Project : In Opposition to CAHST Project

421-1

Response to Submission 421 (Del Lisk, August 30, 2011)

421-1

See MF-Response-GENERAL-14.

Submission 390 (Scott McKelvie, August 23, 2011)

Statewide - RECORD #390 DETAIL

Status : Action Pending
Record Date : 8/23/2011
Response Requested : Yes
Contact Category : Statewide Planning Only
Stakeholder Type : Other
Submission Date : 8/23/2011
Submission Method : Website
First Name : Scott
Last Name : McKelvie
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Westminster
County : Carroll
State : MD
Zip Code : 21157
Telephone : 443-974-1047
Email : smckelvie@tpscrail.com
Fax :
Cell Phone :
Add to Mailing List : Yes
Comment Type : Information Request/Question
Stakeholder Comments/Issues : What part will PTC or CBTC play in the infrastructure of the CA High Speed Rail program?
Email Subscription : All Sections
Subscription Request/Response : URL:
[http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=Scott&ln=McKelvie&em=smckelvie%40tpscrail.com&city=&state=CA&zip=21157&interest=Business§ions\[\]=All+Sections](http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=Scott&ln=McKelvie&em=smckelvie%40tpscrail.com&city=&state=CA&zip=21157&interest=Business§ions[]=All+Sections)
Response:
"OK"
EIR/EIS Comment : No
General Viewpoint on Project : Unknown

390-1 |

Response to Submission 390 (Scott McKelvie, August 23, 2011)

390-1

The California HST system will employ an Automatic Train Control (ATC) system with many of the same features of a Positive Train Control (PTC) system, plus enhancements specific to high speed passenger train operations. The ATC system specification will be closely tied to the rolling stock procurement specification and will function within all elements of the infrastructure. In the shared corridors where commuter rail services operate, the HST's ATC system will be interoperable with the PTC systems deployed along those rail lines.

Submission 523 (Jeffrey Medeiros, September 27, 2011)

Program-wide - RECORD #523 DETAIL

Status : Action Pending
Record Date : 9/27/2011
Response Requested : Yes
Contact Category : Statewide Planning Only
Stakeholder Type : CA Resident
Submission Date : 9/27/2011
Submission Method : Website
First Name : Jeffrey
Last Name : Medeiros
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Elk grove
County : Sacramento
State : CA
Zip Code : 95624
Telephone : 916-671-9664
Email : Jeffrey.medeiros@gmail.com
Fax :
Cell Phone :
Add to Mailing List : Yes
Comment Type : Information Request/Question
Stakeholder Comments/Issues : This would be a life saver for my business. How can I become involved with the project and planning? The state needs this up and running ASAP.
Email Subscription : All Sections, Business/Vendor Opportunities
Subscription Request/Response : URL:
[http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=Jeffrey&ln=Medeiros&em=Jeffrey.medeiros%40gmail.com&city=Elk+grove&state=CA&zip=95624&interest=CA+Resident§ions\[\]=All+Sections§ions\[\]=Business%2fVendor+Opportunities](http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=Jeffrey&ln=Medeiros&em=Jeffrey.medeiros%40gmail.com&city=Elk+grove&state=CA&zip=95624&interest=CA+Resident§ions[]=All+Sections§ions[]=Business%2fVendor+Opportunities)
Response: "OK"
EIR/EIS Comment : No
General Viewpoint on Project : In Support

523-1

Response to Submission 523 (Jeffrey Medeiros, September 27, 2011)

523-1

See MF-Response-GENERAL-9.

Submission 419 (derek morton, August 30, 2011)

Statewide - RECORD #419 DETAIL

Status : Action Pending
Record Date : 8/30/2011
Response Requested : Yes
Contact Category : Other
Stakeholder Type : CA Resident
Submission Date : 8/30/2011
Submission Method : Website
First Name : derek
Last Name : morton
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Beverly Hills
County : Los Angeles
State : CA
Zip Code : 90212
Telephone :
Email : dd635@yahoo.com
Fax :
Cell Phone :
Add to Mailing List : Yes
Comment Type : Information Request/Question
Stakeholder Comments/Issues : Your website summarizes the Northeast Corridor rail system under News & Facts > Learn more > FAQs > Other High-speed Train Systems
http://www.cahighspeedrail.ca.gov/other_systems.aspx
 Did CHSRA evaluate the Northeast Corridor rail system ? Is the evaluation available online ?
Email Subscription : Bakersfield - Palmdale, Fresno - Bakersfield, Merced - Fresno, Palmdale - Los Angeles, Sacramento - Merced
Subscription Request/Response : URL:
[http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=der&ln=morton&em=dd635%40yahoo.com&city=&state=CA&zip=90212&interest=CA+Resident§ions\[\]=Bakersfield++Palmdale§ions\[\]=Fresno++Bakersfield§ions\[\]=Merced++Fresno§ions\[\]=Palmdale++Los+Angeles§ions\[\]=Sacramento++Merced](http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=der&ln=morton&em=dd635%40yahoo.com&city=&state=CA&zip=90212&interest=CA+Resident§ions[]=Bakersfield++Palmdale§ions[]=Fresno++Bakersfield§ions[]=Merced++Fresno§ions[]=Palmdale++Los+Angeles§ions[]=Sacramento++Merced)
Response:
 "OK"
EIR/EIS Comment : No
General Viewpoint on Project : Unknown

419-1

Response to Submission 419 (derek morton, August 30, 2011)

419-1

For development of California proposed high-speed train system, the Authority has gathered planning, design, construction, operation, ridership and other information from a number of high-speed rail systems that operate in Asia and Europe. Operational information for the Northeast Corridor (NEC) has also been obtained. This background information is not compiled in a single Authority document but is reflected in a number of technical memos that specify design and engineering requirements adopted for the design and construction of the California system.

While the proposed project would have a maximum operating speed of 220 miles per hour (mph), Amtrak's Acela Service which operates along the NEC linking Boston, New York, Washington, DC, and intermediate cities has a maximum operating speed of 150 mph between Boston and New York and 135 mph between New York and Washington.

The NEC is not a "designated high-speed rail corridor for purposes of 23 U.S.C. Section 104(d)(2) ("Railway-highway crossing hazard elimination in high speed rail corridors") nor for programs that depend upon that Section, such as the high-speed rail corridor development program in Section 501(d) of Public Law 110-432, the Passenger Rail Investment and Improvement Act of 2008 (49 U.S.C. 26106).

Submission 326 (Russell Myers, REM Architects, August 10, 2011)

Statewide - RECORD #326 DETAIL

Status : Action Pending
Record Date : 8/10/2011
Response Requested : Yes
Contact Category : Statewide Planning Only
Stakeholder Type : CA Resident
Submission Date : 8/10/2011
Submission Method : Website
First Name : Russell
Last Name : Myers
Professional Title : President
Business/Organization : REM Architects
Address :
Apt./Suite No. :
City : Encino
County : Los Angeles
State : CA
Zip Code : 91316
Telephone : 818-788-9498
Email : russell@rem-architects.com
Fax :
Cell Phone :
Add to Mailing List : Yes
Comment Type : Information Request/Question
Stakeholder Comments/Issues : What is the Budgeted (final, soup to nuts), anticipated projects cost for the entire CA system?
Email Subscription : All Sections
Subscription Request/Response : URL:
[http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=Russell&In=Myers&em=russell%40rem-architects.com&city=Encino&state=CA&zip=91316&interest=CA+Resident§ions\[\]=All+Sections](http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=Russell&In=Myers&em=russell%40rem-architects.com&city=Encino&state=CA&zip=91316&interest=CA+Resident§ions[]=All+Sections)
Response:
"OK"
EIR/EIS Comment : No
General Viewpoint on Project : Unknown

326-1 |

Response to Submission 326 (Russell Myers, REM Architects, August 10, 2011)

326-1

The November 2011 Draft 2012 Business Plan describes the funding plan for the HST system between the San Francisco Bay Area and Los Angeles/Anaheim.. The system will neither be exclusively a public works project nor will it be a fully privatized system. The partnership between the public and private sectors will evolve as the system develops. Once the Initial Operating Section (IOS) begins to generate cash flow from its operations, the private sector is expected invest in the system. (Refer to Chapter 5 of the 2012 Business Plan for further details.)

The 2012 Business Plan lays out a phased approach to construction and operation of the HST system The Initial Construction Section (ICS) covering the section from Merced to Bakersfield will be the first step. It will be constructed with public financing, including proceeds from the state's Proposition 1A (2008) bonds and federal funds. When the ICS is complete, step two will be to extend the system either to the north (Bay Area) or south (Los Angeles basin) to complete the IOS. Upon completion of the IOS, the Authority will use the project's cash flow to attract private-sector capital to assist with further construction. Step three will make the extension necessary to provide continuous service from the Bay Area to the Los Angeles Basin (Bay to Basin). Step four would provide high speed train service from San Francisco to Los Angeles with a single ticket. Step five would complete Phase 2 of the HST system, expanding it to serve Sacramento and San Diego.

There are, in essence, two ways in which the private sector may assist in the construction and operation of the HST system. Private sector expertise has been used and will continue to be used to help design, engineer/plan, and construct the system. In the early steps, this assistance is being paid for through federal and state funding. Once the IOS enters operation in 2022, and cash flows begin to attract private investment, the role of the private sector can expand to include design, engineering/planning, construction, and operations paid for by the private investors and financed by the proceeds of the HST system. As the role of private investors expands, they will finance a the complexity of the agreements with those investors will increase accordingly.

The cost of the Bay to Basin system (operational in 2026) is currently estimated to be \$54.3 billion, of which roughly \$10.9 billion (about 20% of the total) would be private investment. However, as discussed above, the 2012 Business Plan expects no private investment until 2023. After that point, private investment would become by far the major

326-1

source of funding to complete the Bay to Basin system. (Refer to Exhibit 8-30 of the 2012 Business Plan for further details.)

Due to the need for additional planning, design and engineering work, the Authority has not prepared an updated cost estimate for construction of the high-speed train sections between Los Angeles and San Diego nor for Merced to Sacramento.

Submission 646 (Steve Novak, October 10, 2011)

Statewide - RECORD #646 DETAIL

Status : No Action Required
Record Date : 10/10/2011
Response Requested : Yes
Contact Category : Contact Board of Directors
Stakeholder Type : CA Resident
Submission Date : 10/10/2011
Submission Method : Website
First Name : Steve
Last Name : Novak
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
County :
State : CA
Zip Code : 96754
Telephone :
Email : SteveNovak@amtrade.com
Fax :
Cell Phone :
Add to Mailing List : Yes
Comment Type : Issue (concern, suggestion, complaint)
Stakeholder Comments/Issues : Do you really believe that this thing will be completely built? Even if the first leg is completed it will be a train to nowhere. Stop wasting our tax dollars!
Email Subscription : All Sections
Subscription Request/Response : URL:
[http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=Steve&ln=Novak&em=SteveNovak%40amtrade.com&city=&state=CA&zip=96754&interest=CA+Resident§ions\[\]=All+Sections](http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=Steve&ln=Novak&em=SteveNovak%40amtrade.com&city=&state=CA&zip=96754&interest=CA+Resident§ions[]=All+Sections)
Response:
"OK"
EIR/EIS Comment : No
General Viewpoint on Project : In Opposition to CAHST Project

646-1

Response to Submission 646 (Steve Novak, October 10, 2011)

646-1

See MF-Response-GENERAL-14.

Submission 455 (Matthew Parker, September 11, 2011)

Statewide - RECORD #455 DETAIL

Status : Action Pending
Record Date : 9/11/2011
Response Requested : Yes
Contact Category : Other
Stakeholder Type : CA Resident
Submission Date : 9/11/2011
Submission Method : Website
First Name : Matthew
Last Name : Parker
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Chico
County : Butte
State : CA
Zip Code : 95926
Telephone :
Email : Parkerornot@yahoo.com
Fax :
Cell Phone :
Add to Mailing List : Yes
Comment Type : Information Request/Question
Stakeholder Comments/Issues : I am trying to find when the CHSRA was first founded.
Email Subscription : All Sections
Subscription URL :
Request/Response : [http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=Matthew&ln=Parker&em=Parkerornot%40yahoo.com&city=Chico&state=CA&zip=95926&interest=Other§ions\[\]=All+Sections](http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=Matthew&ln=Parker&em=Parkerornot%40yahoo.com&city=Chico&state=CA&zip=95926&interest=Other§ions[]=All+Sections)
Response: "OK"
EIR/EIS Comment : No
General Viewpoint on Project : No Opinion

455-1 |

Response to Submission 455 (Matthew Parker, September 11, 2011)

455-1

The California High Speed Rail Authority (Authority) was created pursuant to state legislation in 1996 to develop a plan for the construction, operation, and financing of a statewide, intercity high-speed passenger train system offering intercity service (California Public Utilities Code § 185000 et seq.). The Authority completed a number of early studies to assess the feasibility of an HST system in California and to evaluate the potential ridership for a variety of alternative corridors and station areas. In 2005, the Authority certified the Final Program EIR/EIS for the overall HST system. It is now in the process of planning and analyzing the environmental impacts of the sections that make up that system. The present EIR/EIS for the Merced to Fresno section examines, discloses, and mitigates (to the extent feasible) the environmental impacts of one of those sections.

Submission 371 (John Pivrotto, August 19, 2011)

Statewide - RECORD #371 DETAIL

Status : Action Pending
Record Date : 8/19/2011
Response Requested : Yes
Contact Category : Statewide Planning Only
Stakeholder Type : CA Resident
Submission Date : 8/19/2011
Submission Method : Website
First Name : John
Last Name : Pivrotto
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Burlingame
County : San Mateo
State : CA
Zip Code : 94010
Telephone :
Email : John@ThePivs.com
Fax :
Cell Phone :
Add to Mailing List : Yes
Comment Type : Information Request/Question
Stakeholder Comments/Issues : Besides the one time bond measure approved by the voters based upon faulty information, where is the other funds coming from? How much has come from the federal government? How much from Private Partnerships? Is there more funds promised from the fed?
Email Subscription : All Sections
Subscription Request/Response : URL:
[http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=John&ln=Pivrotto&em=John%40ThePivs.com&city=&state=CA&zip=94010&interest=CA+Resident§ions\[\]=All+Sections](http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=John&ln=Pivrotto&em=John%40ThePivs.com&city=&state=CA&zip=94010&interest=CA+Resident§ions[]=All+Sections)
Response: "OK"
EIR/EIS Comment : No
General Viewpoint on Project : Unknown

371-1

Response to Submission 371 (John Pivrotto, August 19, 2011)

371-1

The November 2011 Draft 2012 Business Plan describes the funding plan for the HST system. The system will neither be exclusively a public works project nor will it be a fully privatized system. The partnership between the public and private sectors will evolve as the system develops. Once the Initial Operating Section (IOS) begins to generate cash flow from its operations, the private sector is expected invest in the system. (Refer to Chapter 5 of the 2012 Business Plan for further details.)

The 2012 Business Plan lays out a phased approach to construction and operation of the HST system. The Initial Construction Section (ICS) covering the section from Merced to Bakersfield will be the first step. It will be constructed with public financing, including proceeds from the state's Proposition 1A (2008) bonds and federal funds. When the ICS is complete, step two will be to extend the system either to the north (Bay Area) or south (Los Angeles basin) to complete the IOS. Upon completion of the IOS, the Authority will use the project's cash flow to attract private-sector capital to assist with further construction. Step three will make the extension necessary to provide continuous service from the Bay Area to the Los Angeles Basin (Bay to Basin). Step four would provide high speed train service from San Francisco to Los Angeles with a single ticket. Step five would complete Phase 2 of the HST system, expanding it to serve Sacramento and San Diego.

There are, in essence, two ways in which the private sector may assist in the construction and operation of the HST system. Private sector expertise has been used and will continue to be used to help design, engineer/plan, and construct the system. In the early steps, this assistance is being paid for through federal and state funding. Once the IOS enters operation in 2022, and cash flows begin to attract private investment, the role of the private sector can expand to include design, engineering/planning, construction, and operations paid for by the private investors and financed by the proceeds of the HST system. As the role of private investors expands, they will finance a the complexity of the agreements with those investors will increase accordingly.

The cost of the Bay to Basin system (operational in 2026) is currently estimated to be \$54.3 billion, of which roughly \$10.9 billion (about 20% of the total) would be private investment. However, as discussed above, the 2012 Business Plan expects no private investment until 2023. After that point, private investment would become by far the major source of funding to complete the Bay to Basin system. (Refer to Exhibit 8-30 of the

371-1

2012 Business Plan for further details.)

Submission 363 (Clayton Robertson, August 17, 2011)

Program-wide - RECORD #363 DETAIL

Status : No Action Required
Record Date : 8/17/2011
Response Requested : No
Contact Category : Statewide Planning Only
Stakeholder Type : CA Resident
Submission Date : 8/17/2011
Submission Method : Website
First Name : Clayton
Last Name : Robertson
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Merced
County : Merced
State : CA
Zip Code : 95348
Telephone : 209 233-9548
Email : clayton_clayton_mortal@yahoo.com
Fax :

Cell Phone :
Add to Mailing List : Yes
Comment Type : Issue (concern, suggestion, complaint)

363-1

Stakeholder Comments/Issues :
 We have big government spending, (high-speed rail), and low taxes. We must wake up. There will be a melt down of our nation if we continue to buy when we can not afford it. Do not buy stuff you can not afford, spending more than you can make. Borrowing fom China because we can not save or raise taxes and adding more debt.. The dollar is dropping rapidly, the stock market is unstable, high budget problems. This is not a good time to be spending this much money on jobs that will be mainly construction that dry up after completion. Once we complete the rail where everyone go? The jobs are not there. Let's use the Amtrak we already have? If price of foreign oil goes up I guarante more people will take he Amtrack. We are guarantee to have a crash if we continue down the same old road. We are 10 trillion or more in debt which equals to \$184,000 for every American debt. Use this money for creating permanant jobs that will not dry up after completion, like green jobs that can not be exported overseas. By the way, most of the American jobs have been taken over seas and other foreign countries and now your getting help from China for the project? They own us. Please think about not borrowing or spending from any foreign country or our children and grandchildre will have to carry this hugh debt that we CAN NOT AFFORD!

Email Subscription : Merced - Fresno
Subscription URL:
Request/Response : [http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=Clayton&ln=Robertson&em=clayton_clayton_mortal%40yahoo.com&city=Merced&state=CA&zip=95348&interest=CA+Resident§ions\[\]=Merced++Fresno](http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=Clayton&ln=Robertson&em=clayton_clayton_mortal%40yahoo.com&city=Merced&state=CA&zip=95348&interest=CA+Resident§ions[]=Merced++Fresno)
Response:
 OK

EIR/EIS Comment : No
General Viewpoint on Project : In Opposition

Response to Submission 363 (Clayton Robertson, August 17, 2011)

363-1

See MF-Response-GENERAL-14.

Submission 426 (jose angel roca sanchez, particular, September 2, 2011)

Program-wide - RECORD #426 DETAIL

Status : No Action Required
Record Date : 9/2/2011
Response Requested : No
Contact Category : Other
Stakeholder Type : Other
Submission Date : 9/2/2011
Submission Method : Website
First Name : jose angel
Last Name : roca sanchez
Professional Title : article in spain
Business/Organization : particular
Address :
Apt./Suite No. :
City : la coruña
County : spain
State : N/A
Zip Code : 15174
Telephone :
Email : joseangel.roca@hotmail.com
Fax :
Cell Phone :
Add to Mailing List : Yes
Comment Type : Issue (concern, suggestion, complaint)
Stakeholder Comments/Issues :

426-1

I send you an article about the high-speed railway in Spain (in the region of Galicia). The current problems for this new line Spanish (Madrid-La Coruña) are similar to those currently suffering from the California line. With the economic crisis there are many demands have not invested in high-speed lines. a problem similar to yours.
 I invite you to follow the events is also Spain with this line. I hope in the future (sooner than later) the line of Galicia is built and also the line between Los Angeles and San Francisco.
 Regards,
 José Ángel Roca Sánchez

LINK:
http://www.lavozdegalicia.es/galicia/2011/09/02/0003_201109G2P6993.htm

Email Subscription : All Sections
Subscription URL :
Request/Response : [http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=jose+angel&ln=roca+sanchez&em=joseangel.roca%40hotmail.com&city=la+coru%c3%b1a&state=N%2FA&zip=15174&interest=Other§ions\[\]=All+Sections](http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=jose+angel&ln=roca+sanchez&em=joseangel.roca%40hotmail.com&city=la+coru%c3%b1a&state=N%2FA&zip=15174&interest=Other§ions[]=All+Sections)

Response:
 OK

EIR/EIS Comment : No
General Viewpoint on Project : In Support

Response to Submission 426 (jose angel roca sanchez, particular, September 2, 2011)

426-1

See MF-Response-GENERAL-9.

Submission 463 (Eugenio Rossi, September 13, 2011)

Program-wide - RECORD #463 DETAIL

Status : No Action Required
Record Date : 9/13/2011
Response Requested : No
Contact Category : Environment Review Question
Stakeholder Type : Other
Submission Date : 9/13/2011
Submission Method : Website
First Name : Eugenio
Last Name : Rossi
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
County : Italy
State : N/A
Zip Code : 31100
Telephone :
Email : mr2356@hotmail.com
Fax :
Cell Phone :
Add to Mailing List : Yes
Comment Type : Issue (concern, suggestion, complaint)
Stakeholder Comments/Issues :
Good morning!
My name is Eugenio Rossi and I joined your mailing list 'cause i like the idea of high speed trains running across California.
Awesome! Just wanted to say that it would be nice covering the roofs of the new stations (and if possible their façades too) with solar panels: they say it's always sunny over there, isn't it?
The high-speed trains are planned be blue and yellow. What about painting them of white and red, instead? That is, the same colors of the California Flag.

Sincerely
Eugenio Rossi
Email Subscription : All Sections
Subscription Request/Response : URL:
[http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=Eugenio&ln=Rossi&em=mr2356%40hotmail.com&city=&state=N%2fA&zip=31100&interest=Other§ions\]=All+Sections](http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=Eugenio&ln=Rossi&em=mr2356%40hotmail.com&city=&state=N%2fA&zip=31100&interest=Other§ions]=All+Sections)
Response: "OK"
EIR/EIS Comment : No
General Viewpoint on Project : In Support

463-1

Response to Submission 463 (Eugenio Rossi, September 13, 2011)

463-1

See MF-Response-GENERAL-9.

Submission 498 (Alana Roszczewska Tavano, September 22, 2011)

Program-wide - RECORD #498 DETAIL

Status : Action Pending
Record Date : 9/22/2011
Response Requested : Yes
Contact Category : Other
Stakeholder Type : Other
Submission Date : 9/22/2011
Submission Method : Website
First Name : Alana
Last Name : Roszczewska Tavano
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
County :
State : CA
Zip Code : 05068
Telephone :
Email : alanatavano@hotmail.com
Fax :
Cell Phone :
Add to Mailing List : Yes
Comment Type : Information Request/Question
Stakeholder Comments/Issues : Hi,
I'm going to go from Los Angeles to San Francisco and I'd like to know from what time to what time the operation is. I mean the schedule. Thank you.
Email Subscription : All Sections
Subscription Request/Response : URL:
[http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=Alana&ln=Roszczewska+Tavano&em=alanatavano%40hotmail.com&city=&state=CA&zip=05068&interest=Other§ions\[\]=All+Sections](http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=Alana&ln=Roszczewska+Tavano&em=alanatavano%40hotmail.com&city=&state=CA&zip=05068&interest=Other§ions[]=All+Sections)
Response: "OK"
EIR/EIS Comment : No
General Viewpoint on Project : No Opinion

498-1

Response to Submission 498 (Alana Roszczewska Tavano, September 22, 2011)

498-1

See MF-Response-GENERAL-25.

Submission 548 (David Schlesinger, October 1, 2011)

Statewide - RECORD #548 DETAIL

Status : Action Pending
Record Date : 10/1/2011
Response Requested : Yes
Contact Category : Statewide Planning Only
Stakeholder Type : CA Resident
Submission Date : 10/1/2011
Submission Method : Website
First Name : David
Last Name : Schlesinger
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Burlingame
County : San Mateo
State : CA
Zip Code : 94010
Telephone :
Email : schlesinger29@comcast.net
Fax :
Cell Phone :
Add to Mailing List : Yes
Comment Type : Information Request/Question
Stakeholder Comments/Issues : Hi I would like to know when the high speed rail project well 2 questions
1. when will you begin to build the high speed rail?
2. When will the high speed rail be done and available to the public?
Email Subscription : All Sections
Subscription Request/Response : URL:
[http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=David&ln=Schlesinger&em=schlesinger29%40comcast.net&city=Burlingame&state=CA&zip=94010&interest=CA+Resident§ions\[\]=All+Sections](http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=David&ln=Schlesinger&em=schlesinger29%40comcast.net&city=Burlingame&state=CA&zip=94010&interest=CA+Resident§ions[]=All+Sections)
Response: "OK"
EIR/EIS Comment : No
General Viewpoint on Project : No Opinion

548-1

Response to Submission 548 (David Schlesinger, October 1, 2011)

548-1

Construction contracts for the Merced to Fresno section are expected to be entered into in late 2012, with construction beginning in 2013. The initial construction section, comprised of the Merced to Fresno and Fresno to Bakersfield sections, is expected to be in operation in 2018, followed by the Initial Operating Section in 2022, based on the November 2011 Draft 2012 Business Plan. The Initial Operating System will consist of expansion of the Merced to Bakersfield line to either San Jose or the San Fernando Valley. The larger Phase 1, providing service from San Jose to Los Angeles/Anaheim, is anticipated to be operational by 2033. Construction for Phase 2 is in the conceptual stage and has not yet been scheduled. Phase 2 extends the Phase 1 system to Stockton and Sacramento via Merced in the north and to San Diego via the Inland Empire in the south.

Submission 321 (Sharon Shelgren, August 10, 2011)

Statewide - RECORD #321 DETAIL

Status : Action Pending
Record Date : 8/10/2011
Response Requested : Yes
Contact Category : Statewide Planning Only
Stakeholder Type : CA Resident
Submission Date : 8/10/2011
Submission Method : Website
First Name : Sharon
Last Name : Shelgren
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : san jose
County : Santa Clara
State : CA
Zip Code : 95128
Telephone : (408) 406-8909
Email : sshelgren@comptraining.com
Fax :
Cell Phone :
Add to Mailing List : Yes
Comment Type : Information Request/Question
Stakeholder Comments/Issues : I do not believe you can deliver the expectations of traveling from San Jose - Los Angeles in 2 hours. What happens when the first terrorist blows up a section of track? Also, i have heard that the train will be lucky to reach 65mph. This is the biggest swindle ever going backward in technology.
Email Subscription : All Sections
Subscription Request/Response : URL:
[http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=Sharon&In=Shelgren&em=sshelgren%40comptraining.com&city=san+jose&state=CA&zip=95128&interest=CA+Resident§ions\[\]=All+Sections](http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=Sharon&In=Shelgren&em=sshelgren%40comptraining.com&city=san+jose&state=CA&zip=95128&interest=CA+Resident§ions[]=All+Sections)
Response:
"OK"
EIR/EIS Comment : No
General Viewpoint on Project : In Opposition to CAHST Project

321-1

Response to Submission 321 (Sharon Shelgren, August 10, 2011)

321-1

See MF-Response-GENERAL-6, MF-Response-GENERAL-14, and MF-Response-S&S-8

Submission 454 (Ryan Shidyak, September 10, 2011)

Statewide - RECORD #454 DETAIL

Status : Action Pending
Record Date : 9/10/2011
Response Requested : Yes
Contact Category : Media Inquiry
Stakeholder Type : CA Resident
Submission Date : 9/10/2011
Submission Method : Website
First Name : Ryan
Last Name : Shidyak
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Chico
County : Butte
State : CA
Zip Code : 95973
Telephone :
Email : Ryanshidyak@gmail.com
Fax :
Cell Phone :
Add to Mailing List : Yes
Comment Type : Information Request/Question
Stakeholder Comments/Issues : It looks like it's going to take a while to build this rail. Probably 9 years or more. How can your travel times be accurate if technology is going to increase dramatically, to allow for much faster travel times? Are the rails being built going to be able to hold the technology for the trains?
Email Subscription : All Sections
Subscription Request/Response : URL:
[http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=Ryan&ln=Shidyak&em=Ryanshidyak%40gmail.com&city=&state=CA&zip=95973&interest=CA+Resident§ions\[\]=All+Sections](http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=Ryan&ln=Shidyak&em=Ryanshidyak%40gmail.com&city=&state=CA&zip=95973&interest=CA+Resident§ions[]=All+Sections)
Response: "OK"
EIR/EIS Comment : No
General Viewpoint on Project : Unknown

454-1

Response to Submission 454 (Ryan Shidyak, September 10, 2011)

454-1

Travel times are based on computer simulations taking into account the HST technology capability and performance characteristics. The model also accounts for the performance of the high-speed train on the steep grades and curves in the proposed alignments. The California HST system is being designed and constructed to achieve the required performance that supports the reported travel times.

That said, the travel times are estimates only. The HST System will be built to accommodate the technology of the trains that are selected for its use.

Submission 467 (Ryan Shidyak, September 13, 2011)

Program-wide - RECORD #467 DETAIL

Status : Action Pending
Record Date : 9/13/2011
Response Requested : Yes
Contact Category : Other
Stakeholder Type : CA Resident
Submission Date : 9/13/2011
Submission Method : Website
First Name : Ryan
Last Name : Shidyak
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Chico
County : Butte
State : CA
Zip Code : 95973
Telephone :
Email : Ryanshidyak@gmail.com
Fax :
Cell Phone :
Add to Mailing List : Yes
Comment Type : Information Request/Question
Stakeholder Comments/Issues : I love that this rail will be built. But how will people get around those cities without a car, once they arrive? Can businessmen really depend on public transportation to get to meetings and appointments?
Email Subscription : All Sections
Subscription Request/Response : URL:
[http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=Ryan&ln=Shidyak&em=Ryanshidyak%40gmail.com&city=Chico&state=CA&zip=95973&interest=CA+Resident§ions\[\]=All+Sections](http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=Ryan&ln=Shidyak&em=Ryanshidyak%40gmail.com&city=Chico&state=CA&zip=95973&interest=CA+Resident§ions[]=All+Sections)
Response: "OK"
EIR/EIS Comment : No
General Viewpoint on Project : Unknown

467-1

Response to Submission 467 (Ryan Shidyak, September 13, 2011)

467-1

The HST stations are envisioned to be multi-modal, serving large numbers of passengers. Bus and local/commuter train service would be only two of the modes serving the stations. Like airports, there will be a demand for rental automobiles at the stations. These would likely be provided by private car rental agencies in response to that demand.

Submission 393 (Kirk Tathwell, August 24, 2011)

Program-wide - RECORD #393 DETAIL

Status : Action Pending
Record Date : 8/24/2011
Response Requested : Yes
Contact Category : Other
Stakeholder Type : CA Resident
Submission Date : 8/24/2011
Submission Method : Website
First Name : Kirk
Last Name : Tathwell
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
County :
State : CA
Zip Code : 93561
Telephone :
Email : ktathwell@yahoo.com
Fax :
Cell Phone :
Add to Mailing List : Yes
Comment Type : Information Request/Question
Stakeholder Comments/Issues : Hello!
 Your interactive route map shows "travel time" between Fresno and Los Angeles as 84 minutes. Is this 84 minutes the actual "sitting-in-your-seat-time" from Fresno to L.A. or just the moving-under-power time? If this 84 minutes is the actual leave Fresno at 12:00 noon and pull into L.A. at 1:24 p.m. time, isn't this an average speed of over 180 mph? How can this be accomplished with the various stops in between and going through the Tehachapi mountains? If this 84 minutes is just "moving" time, what is the actual TOTAL travel time from Fresno to L.A.
 Thank you,
 Kirk
Email Subscription : All Sections
Subscription Request/Response : URL:
[http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=Kirk&ln=Tathwell&em=ktathwell%40yahoo.com&city=&state=CA&zip=93561&interest=CA+Resident§ions\[\]=All+Sections](http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=Kirk&ln=Tathwell&em=ktathwell%40yahoo.com&city=&state=CA&zip=93561&interest=CA+Resident§ions[]=All+Sections)
Response:
 "OK"
EIR/EIS Comment : No
General Viewpoint on Project : Unknown

393-1

Response to Submission 393 (Kirk Tathwell, August 24, 2011)

393-1

The interactive route map on the Authority's website provides only rough time estimates. The 84 minutes reflects the estimated time necessary for an express train to travel from Fresno to LA. It includes acceleration, deceleration and travel of a train, but does not include any dwell time or intermediate stops. The total minimum time between Fresno and Los Angeles would therefore be somewhat longer than 84 minutes, but is not estimated at this time because there is no operations plan for this segment of the system and the number of intermediate stops that might be made on an express train (which does not stop at each station) is unknown.

Submission 431 (MICHAEL THRONE, NONE, September 4, 2011)

Statewide - RECORD #431 DETAIL

Status : Action Pending
Record Date : 9/4/2011
Response Requested : Yes
Contact Category : Statewide Planning Only
Stakeholder Type : CA Resident
Submission Date : 9/4/2011
Submission Method : Website
First Name : MICHAEL
Last Name : THRONE
Professional Title :
Business/Organization : NONE
Address :
Apt./Suite No. :
City : MONTEREY
County : MONTEREY
State : CA
Zip Code : 93940
Telephone : 6468363
Email : BUSRIDER41@YAHOO.COM
Fax :
Cell Phone :
Add to Mailing List : Yes
Comment Type : Information Request/Question
Stakeholder Comments/Issues : is it comming to monterey?
Email Subscription : All Sections
Subscription URL :
Request/Response : [http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=MICHAEL&ln=THRONE&em=BUSRIDER41%40YAHOO.COM&city=MONTEREY&state=CA&zip=93940&interest=CA+Resident§ions\[\]=All+Sections](http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=MICHAEL&ln=THRONE&em=BUSRIDER41%40YAHOO.COM&city=MONTEREY&state=CA&zip=93940&interest=CA+Resident§ions[]=All+Sections)
Response: "OK"
EIR/EIS Comment : No
General Viewpoint on Project : Unknown

431-1 |

Response to Submission 431 (MICHAEL THRONE, NONE, September 4, 2011)

431-1

A key purpose of the HST system is to link the major metropolitan areas of the state. The HST system, as envisioned and analyzed in the 2005 Program EIR/EIS and approved at that time, establishes the route through the Central Valley. The draft 2012 Business Plan is based on the assumption that the system will be built along this route.

Because Phase 1 of the HST system is intended to provide high-speed, point-to-point service from the Bay Area to Los Angeles/Anaheim, that is where the train line will run. There will be no direct access to the system from areas such as the Central Coast and Palm Springs. Phase 2 of the HST system, which is envisioned to provide service to Sacramento, the Inland Empire, and San Diego has not yet been scheduled for completion.

Submission 327 (Paul Tominac, August 10, 2011)

Statewide - RECORD #327 DETAIL

Status : No Action Required

Record Date : 8/10/2011

Response Requested : No

Contact Category : Other

Stakeholder Type : CA Resident

Submission Date : 8/10/2011

Submission Method : Website

First Name : Paul

Last Name : Tominac

Professional Title :

Business/Organization :

Address :

Apt./Suite No. :

City : San Francisco

County : San Francisco

State : CA

Zip Code : 94109

Telephone :

Email : gryphonisle@sbcglobal.net

Fax :

Cell Phone :

Add to Mailing List : Yes

Comment Type : Compliment

327-1

Stakeholder

Comments/Issues :

I hear a lot of concern about the project making money. I never hear anyone advocating Cal HS rail pointing out that the Empire State Building and Golden Gate Bridge weren't profitable for nearly twenty years after completion. The transcontinental railroads so oversupplied the market that the resulting fare wars not only nearly wrecked the companies, but did sink wages for workers as the companies continually lowered their pay to make up for losses.

Cal HS rail may not be able to prove profitability now, but it stands to reason that it will succeed, and in the process--given its downtown to downtown access--will generate better local transit in Los Angeles and Sacramento, and increase demand in San Francisco and San Diego, leading to improvement in transit all around--thus making the HS trains all the more profitable in the long run.

Email Subscription : All Sections

Subscription

Request/Response : URL:
[http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=Paul&ln=Tominac&em=gryphonisle%40sbcglobal.net&city=&state=CA&zip=94109&interest=CA+Resident§ions\[\]=All+Sections](http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=Paul&ln=Tominac&em=gryphonisle%40sbcglobal.net&city=&state=CA&zip=94109&interest=CA+Resident§ions[]=All+Sections)

Response:

"OK"

EIR/EIS Comment : No

General Viewpoint on Project : In Support of CAHST Project

Response to Submission 327 (Paul Tominac, August 10, 2011)

327-1

See MF-Response-GENERAL-9.

Submission 398 (Paul Werts, August 24, 2011)

Program-wide - RECORD #398 DETAIL

Status : No Action Required
Record Date : 8/24/2011
Response Requested : No
Contact Category : Statewide Planning Only
Stakeholder Type : CA Resident
Submission Date : 8/24/2011
Submission Method : Website
First Name : Paul
Last Name : Werts
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Tujunga
County : USA
State : CA
Zip Code : 91042
Telephone : 2136220066
Email : paulwerts@msn.com
Fax :
Cell Phone :
Add to Mailing List : Yes
Comment Type : Issue (concern, suggestion, complaint)
Stakeholder Comments/Issues : As much as I am excited about California High Speed Rail, I would recommend delaying the start of construction for 3 or 4 years.

 The state of California's finances are horrible. This additional debt is just not a good idea presently.

 In 4 years from now, the building should be from a central valley large city to another central valley large city.

 The first planned phase between 2 small towns will not do it. The rail will not be used and you will receive so little revenue that the project will look like a failure.

Email Subscription : All Sections
Subscription Request/Response : URL:
[http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=Paul&in=Werts&em=paulwerts%40msn.com&city=Tujunga&state=CA&zip=91042&interest=CA+Resident§ions\]=All+Sections](http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=Paul&in=Werts&em=paulwerts%40msn.com&city=Tujunga&state=CA&zip=91042&interest=CA+Resident§ions]=All+Sections)

Response:
 "OK"
EIR/EIS Comment : No
General Viewpoint on Project : In Opposition

398-1

Response to Submission 398 (Paul Werts, August 24, 2011)

398-1

See MF-Response-GENERAL-11.

Delay of the project is not a viable option because the time limits on the available federal funding for the ICS would result in no federal funding being available, and the cost increases that invariably result from delay of a major infrastructure project.

Submission 479 (Laci Whitley, Saint Louis University Law student, September 17, 2011)

Program-wide - RECORD #479 DETAIL

Status : Action Pending
Record Date : 9/17/2011
Response Requested : Yes
Contact Category : Statewide Planning Only
Stakeholder Type : Other
Submission Date : 9/17/2011
Submission Method : Website
First Name : Laci
Last Name : Whitley
Professional Title : Faculty Fellow
Business/Organization : Saint Louis University Law student
Address :
Apt./Suite No. :
City : St. Louis
County : St. Louis
State : MO
Zip Code : 63104
Telephone : 618-499-2953
Email : lwhite2@slu.edu
Fax :
Cell Phone :
Add to Mailing List : Yes
Comment Type : Information Request/Question
Stakeholder Comments/Issues : Hello,
 My name is Laci Whitley and I am a 2nd year law student at St. Louis University School of Law. I am currently employed as a faculty fellow for Professor Dana Malkus. She and a couple other professors are going to be teaching a class about high speed rail development in the United States in the near future. As such she has a couple of questions about the steps California has been taking to prepare for their project the two questions are:
 1) Has there been any effort to consider implementing uniform zoning regs for the property adjacent to the planned ROW to protect the newly acquired ROW from incompatible development? and
 2) Have any municipalities along the planned route taken any steps to enact special zoning around planned stations?
 I would really appreciate any feedback you have to these two questions at your earliest convenience. Thank you so much, Laci Whitley
Email Subscription : All Sections
Subscription Request/Response : URL:
[http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=Laci&ln=Whitley&em=lwhite2%40slu.edu&city=St.+Louis&state=MO&zip=63104&interest=Other§ions\[\]=All+Sections](http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=Laci&ln=Whitley&em=lwhite2%40slu.edu&city=St.+Louis&state=MO&zip=63104&interest=Other§ions[]=All+Sections)
Response: "OK"
EIR/EIS Comment : No
General Viewpoint on Project : No Opinion

479-1

Response to Submission 479 (Laci Whitley, Saint Louis University Law student, September 17, 2011)

479-1

Since zoning is the sole responsibility of local jurisdictions (cities or counties), the CHSRA has not formally pursued development of uniform zoning regulations. On the other hand, discussions concerning compatible activities adjacent to the proposed operating right-of-way are a normal part of the project development process. The issue of compatible activities becomes a key component in alignment selection, right-of-way acquisition and final design.

The CHSRA has taken special interest in zoning around the proposed high-speed train stations. Station Area Planning is critical to the function of a high-speed rail system and creates a valuable opportunity for the promotion of a wide range of economic, environmental and social benefits. To encourage comprehensive planning, the CHSRA is in the process of establishing its Station Area Planning funding program to support local planning efforts. To date, the level of station area planning completed by local jurisdictions varies greatly across the system. The local jurisdiction's formal adoption of specific zoning and development programs will be increasingly important as we move forward with the implementation of the high-speed rail system.

For more specifics concerning coordination efforts with individual land use jurisdictions, please visit the Authority's website page entitled "Get Involved." This will provide a direct link to the project team responsible for individual segments of the system.

Submission 361 (yousef zaatar, Illinois Institute Of Technology, August 17, 2011)

Program-wide - RECORD #361 DETAIL

Status : Action Pending
Record Date : 8/17/2011
Response Requested : Yes
Contact Category : Statewide Planning Only
Stakeholder Type : Other
Submission Date : 8/17/2011
Submission Method : Website
First Name : yousef
Last Name : zaatar
Professional Title :
Business/Organization : Illinois Institute Of Technology
Address :
Apt./Suite No. :
City : Chicago
County : United States
State : IL
Zip Code : 60601
Telephone : 708-670-3069
Email : Yzaatar@Hawk.iit.edu
Fax :
Cell Phone :
Add to Mailing List : Yes
Comment Type : Information Request/Question
Stakeholder Comments/Issues : In your High-Speed Train Station Platform Geometric Design TM 2.2.4 you provide information on installing Platform Screen Doors. Does your agency provide information/guidelines on when Platform Screen Doors when to use this product or how it is warranted?
Email Subscription : All Sections
Subscription Request/Response : URL:
[http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=yousef&ln=zaatar&em=Yzaatar%40Hawk.iit.edu&city=Chicago&state=IL&zip=60601&interest=Other§ions\[\]=All+Sections](http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=yousef&ln=zaatar&em=Yzaatar%40Hawk.iit.edu&city=Chicago&state=IL&zip=60601&interest=Other§ions[]=All+Sections)
Response: "OK"
EIR/EIS Comment : No
General Viewpoint on Project : Unknown

361-1

Response to Submission 361 (yousef zaatar, Illinois Institute Of Technology, August 17, 2011)

361-1

The requirements and specification for station and platform equipment is in development and will be confirmed at a later stage in the project. We are not aware of the application of platform screen doors on any operational HST system in Asia or Europe.