

IS THIS WHAT YOU HAD IN MIND WITH HIGH SPEED RAIL?



In November 2008, California voters approved Proposition 1A, a \$9.95 Billion bond measure to partially fund a \$45 billion, 800-mile High Speed Rail (HSR) system between San Francisco and Anaheim. What most Peninsula voters did not know is that the first phase of the project scheduled for completion is the San Francisco to San Jose segment. This will slice right through our communities with construction scheduled to begin as early as 2011.



There are several alignment options being considered, including two above-ground types of structures, varying in height from 15-22 ft. This height does not include 25ft. catenary poles to supply power to the trains. The train platforms will likely be 90-125 ft. in width to accommodate four tracks. It is these raised structures that are of greatest concern to residents of the Peninsula as they threaten to bisect our communities, impact quality of life and diminish property values.

The current business plan (2008) estimates 18-20 HSR trains per hour during peak daytime hours, traveling at 125 MPH. Together with projected Caltrain plans for 12 trains per hour, there will be one train approximately every 2 minutes during peak hours. Plans are being finalized by the California High Speed Rail Authority, a 10-member group with NO representation from San Mateo County. The momentum behind this project grows with each passing day, as Federal stimulus money for rail projects becomes available and powerful politicians in both San Jose and San Francisco push the HSR project.

But none of these commission members reside here, and won't live daily with the consequences and damage caused to Burlingame.

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