

6/14/16
Board
mtg

**Wye Madera County
High-Speed Rail Authority Board Meeting Suggested
Talking Points
June 9, 2016**

Speaker 1: Max Rodriguez (Regional benefits)

- Good morning, I'm Max Rodriguez from the Madera County Board of Supervisors.
- I am here today with numerous community leaders, elected officials and residents representing ~~Wye~~ Madera County.
- ~~Wye~~ Madera County is committed to working with the Authority to make sure the heavy maintenance facility is located in the most cost effective and operationally efficient location in the Central Valley – Madera County.
- We are the **cheaper, faster, smarter** location for the heavy maintenance facility, as you will hear today.
- One reason for this and something that makes Madera County unique is our sites would provide economic benefits for an entire region.
- We are centrally located, and that enables us to have access to a regional labor pool the other counties' sites do not.

- This means a Madera-based heavy maintenance facility will have economic benefits to Fresno, Madera, Merced, Mariposa and Stanislaus counties.
- The benefits of other counties' sites are largely limited to one or maybe two counties at most.
- In addition, we have established job training programs oriented toward the skills required for heavy maintenance facility operations in our local schools.
- This includes:
 - building trades and construction;
 - agriculture mechanics fabrication and power systems;
 - manufacturing;
 - engineering;
 - information technology; and
 - transportation.
- Madera County was ranked number one in the nation last year for manufacturing job growth, and we have access to the workforce needed to successfully operate the heavy maintenance facility.

- Thank you.

Speaker 2: Brett Frazier (Shovel ready sites)

- Good morning, board members.
- I am Brett Frazier, and I serve on the Madera County Board of Supervisors.
- I'm here with others from Wye Madera County to express my support for locating the heavy maintenance facility in Madera County.
- As you know, our Madera County sites are shovel ready, which is a stark contrast to some of the other sites being considered in other areas.
- Our sites represent a significant cost savings to the High-Speed Rail Authority, both during construction and for long term operations.
- We have single parcel sites with willing sellers, which means lower land costs and faster land acquisition for the Authority than other sites, which comprise multiple parcels and have major land use hurdles that need to be overcome.
- In addition, our sites are already connected to infrastructure, including freight transportation networks, light rail, highways, utilities, and municipal water and sewer systems.
- The importance of having this infrastructure in place is vital to ensuring the heavy maintenance facility can be seamlessly

launched and meet the Authority's timelines for launching the Central Valley-San Jose passenger service.

- A Madera County site significantly limits overhead, construction costs and any opportunities for unforeseen construction delays.
- We are shovel ready, and we look forward to working with you to make this happen.
- Thank you for your time.

Good Morning, Mr. Chairman, and Directors.

Alan Scott, Kings County, Citizens for California High Speed Rail Accountability.

I stand before you today confused, frustrated, and most important ashamed of the management of this HSR project. Time does not permit a more detailed presentation with the massive amounts of supportive evidence that many others and I can and are ready to produce, but....

Since November 2008, the simple requirement to construct an HSR system-taking passenger from SFO to LA in 2 hours and 40 minutes at 220 Mph and as stated in Proposition 1A to build a **Safe, Reliable High-Speed Passenger Train for the 21st Century carrying 120,000 riders per day. Not a convoluted circuitous routing to nowhere solves nothing!**

What has been going on these last 5+ years does not even come close to what the law required. Furthermore, there is nothing on the drawing table even resembling that requirement. Point in fact, this a direct result of politics gone rogue to pacify unions, political I owe you's, counties, and cities.

The obvious fact is this project is now seriously doomed because of these key factors:

1. There is no established funding stream today or tomorrow to be found anywhere. Moreover, creative financial shenanigans achieve nothing except more confusion and unnecessary expense.

2. The private sector is not even on the same planet as the governor and the authority regarding this project.
3. Empirical evidence presented over the years, by qualified experts has been shoved aside repeatedly by the questionable management of this project.
4. More important, the issuance of dramatically questionable promises to counties, cities, and most important to the taxpayers have all been proven false.
5. Today, the governor, and the authority are racing to get as many unfunded questionable contracts established so they can say, we have a ton of work booked, and thus the project must continue.
6. Well, a couple of serious issues stand in there way:
 - a. You cannot get from San Jose to SFO successfully. Nor can you transit the Tehachapi's or the San Gabriel Mountain Ranges successfully. Thus, you now have a stranded project that does not comport to the law.
 - b. You cannot prove successfully the proposed blended system will work.
 - c. You are not allowed to build addition tracks in the above alignment since 2012, if memory serves me; the party in power created this law and the governor signed it. So why are you rushing to do what you cannot?
 - d. Cap & Trade. CA is following the path that the European Union experienced; however, the EU

recognized the fallacy of this financial disaster, and they killed the process. However, the party in power in Sacramento discovered another extremely questionable method creating a tax stream without voter approval. Most important, the sins of irresponsibility have now surfaced and the auction is now a disaster. It is not looking good going forward either. The evidence, once again, was there and it is based on flawed methodology!

7. The disastrous land acquisition process in the Central Valley is a nightmare created by the lack of serious due diligence and oversight.

In closing, it is now time to recognize that competent managerial skills must come to the forefront immediately for the express purpose of making the hard decision(s) - **cancel this fiscal disaster now saving the State of California and their citizens from bearing the expense of a seriously flawed broken legacy project. The pending financial stress to CA is unacceptable.**

PS: A broke extremely underfunded "Legacy Project" does not automatically mean it will be successful. These last six-years have proven this true.

Alan Scott
6/14/16

Slide 1: EDC logo—Lee Ann Eager, President and CEO

Slide 2: About the EDC: Overview

In 1978, the Fresno County Economic Development Corporation was established as a nonprofit organization to market and sustain Fresno County as the premier location for business prosperity. We strive to not only facilitate site selection for new businesses within Fresno County, but we also assist in the retention and expansion of businesses that are already located in the area.

Slide 3:

In 2013, entered into a partnership with the City and County of Fresno to ensure an all-hands-on-deck effort toward retaining businesses impacted along the High-Speed Rail alignment—sparking one of the greatest business and job retention efforts in our region.

Slide 4: Lawson Rock and Oil:

- Early-on, our staff became engaged with businesses and property owners along the N. Golden State corridor, helping many industrial users, one being John Lawson, owner of Lawson Rock and Oil.
- In addition to HSR impacts, became aware that Mr. Lawson faced a shortage of trained truck drivers
- EDC worked with County of Fresno on developing unique training program for new truck drivers to satisfy both Mr. Lawson's and industry needs.
- 8th graduated cohort complete—83% job placement rate to date.
- Based on industry feedback, pivoting towards establishing welders training.
- All started with an initial discussion with an impacted business and property owner.

Slide 5. Cosmos:

- Long-standing family-owned business for over 100 years.
- Worked with the City of Fresno on obtaining purchase of city-owned property
- Broke ground September 2015

- Set to reopen Summer 2016 on the corner of Ventura and O Street, which is just off of Highway 41 and within close proximity to federal, state and local government agencies (over 40,000 employees).

Slide 6: Main Event Graphics and Boxing:

- Early on, found comfort in the collaboration between the EDC, High-Speed Rail Authority and City of Fresno, fostering clear communication and flow of information.
- EDC identified a replacement property within 0.25 miles of Mr. Perez's existing location, within budget and large enough to accommodate future potential growth
- Expanded building space by 30% at his new facility and soon after landed the largest client to date.
- Went from 5 to 12 employees within a year of relocation
- Because of growing success of his Graphic Design business, he needed to move Main Event Boxing off-site to a different location.
- Fortunately HSR afforded relocation benefits to offset the moving costs of the Boxing Gym.
- Subsequently, he identified a site in an M1 zone district in Downtown Fresno.
- EDC and City of Fresno worked together on establishing a "Directions Classification", which would allow a "boxing school" in a M1 zone district by-right (thus avoiding a CUP).
- Recently purchased third business, Tower Prints and is gearing up for a busy election season with sign printing.
- Our BEAR Department is now assisting AI with the Ready To Hire (NEO) program for Main Event Graphics and Tower Prints.
- He is planning on hosting a Grand Opening of Main Event Boxing on Saturday, June 18th at 11:00AM.

Slide 7. STARS Dance Studio:

- Willing and eager to help all businesses, both large and small.
- STARS Dance Studio is a Family-owned business and dance studio, including father and his two daughters.
- EDC assisted with site search and after finding replacement property, helped assist with a rezone to accommodate their use in this zone district.

- More than doubled their space at relocation property.
- Since then, they have grown their membership, adding 80 students since relocating.
- With the expanded space, looking to expand programs and services tailored to youth.
- They're excited to host their own Dance Recital on June 18th as well.

Slide 8. Fresno Tank and Trailer:

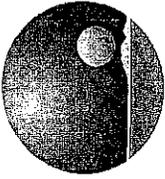
- After meeting with business and determining his needs, we directed our focus toward replacement properties for sale. The owner Jose Gonzales had been renting for over 20 years.
- We identified a property and Mr. Gonzales went from a tenant to owner-user.
- Helped align financing through a local community lender, CDFI.
- Remained in Downtown Fresno Industrial submarket.

Slide 9. Fowler Overpass:

- During our initial outreach with rural property owners and farmers, we became aware of concerns surrounding the proposed Fowler overpass.
- As proposed, the overpass would impact hundreds of acres of prime agricultural land
- Working with six property owners, LAE engaged the High-Speed Rail Authority and County of Fresno to entertain a new concept following the S. Fowler Avenue corridor.
- Working with all parties, we were able to facilitate the discussion and reach a positive resolution, supporting the new T Intersection Fowler overpass with a unanimous BOS vote
- Refer to images on the slide.

Slide 10. EDC Involvement to date

- 30% of relocated business have expanded their footprint
- 90% retention with EDC assisted businesses
- 1,100 jobs retained



High Speed Rail Business Support

Lee Ann Egger, President and CEO

Company Overview

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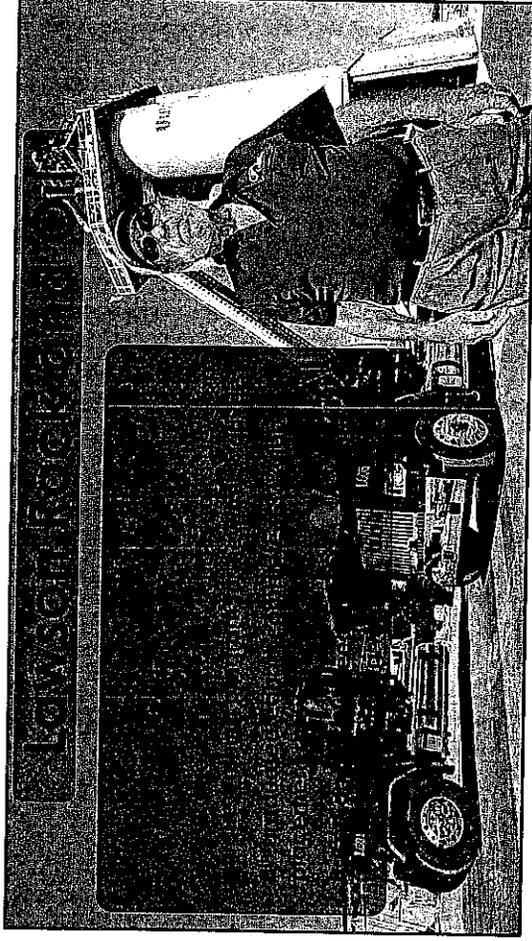
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- **Incentive Services**
- **Facilitation of Site location for Business Expansion**
- **Local Government/Stakeholder Liaison**
- **Project Financing**
- **Permit Assistance**
- **Referral Services**

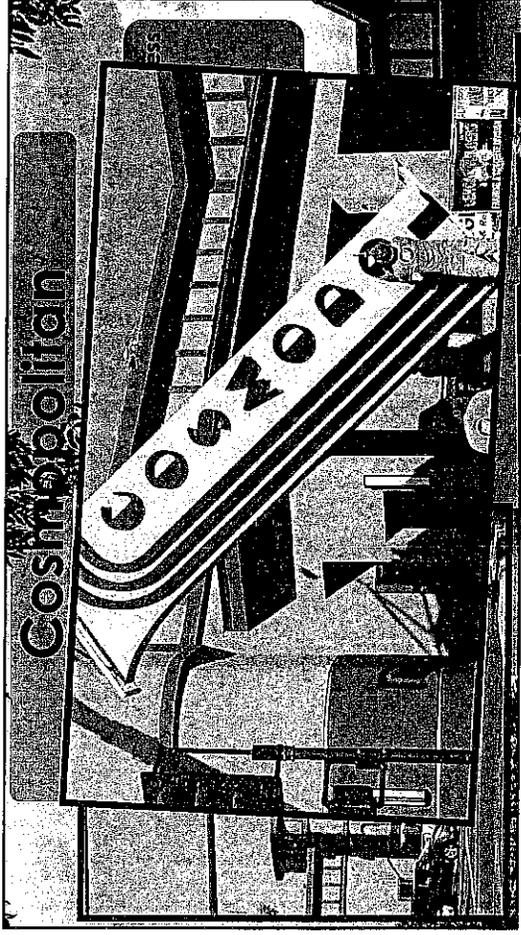
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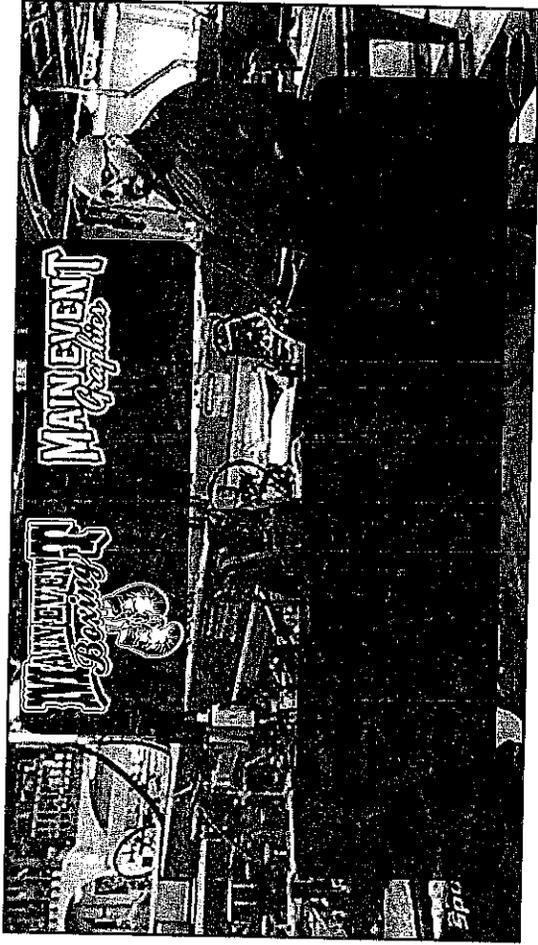
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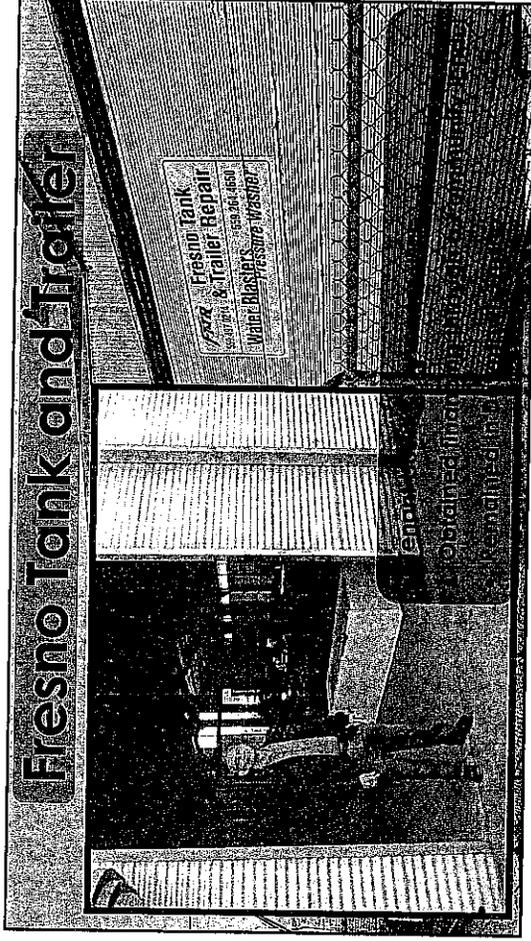
Side of Main Event graphics and lighting

- Early on, I would consider in the collaboration between the CDC, High Street, Dan Rooney and City of Fresno, fostering user communication and flow of information.
- CDC submitted a preliminary property within 0.23 miles of the event's venue location, with a budget and time enough to accommodate future potential growth.
- Expanded building used by 20% of the venue facility and accessible, within the largest urban venue.
- Venue (rows 5 to 13) reworked, within a part of relocation.
- Because of growing interest of the Crown Plaza building, we needed to move Main Event away from the different location.
- Fortunately, we had several options available to either the main event, or the building gym.
- Subsequently, we identified a site in an M3 zone, located in Downtown Fresno.
- CDC and City of Fresno worked together in establishing a "Director's Classification", which would allow a "main event" to be held at the building & CDC.
- Recently purchased from business, Tower Plaza, and a permit to be a large scale event with the structure.
- Our RFP Department is now working to work the theory to the CDC program for main event of Fresno and Tower Plaza.
- Not planning on having a Grand Opening at Main Event Building on Saturday, June 28th at 11:00am.



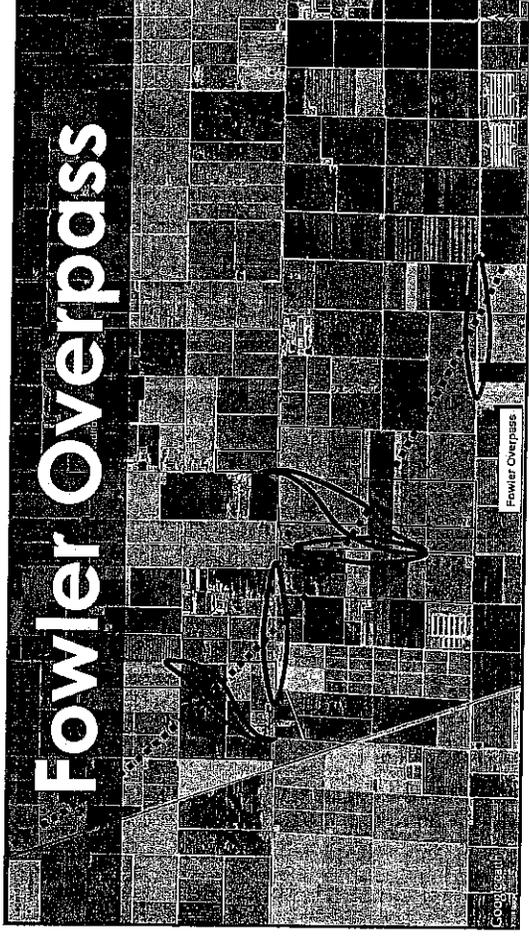
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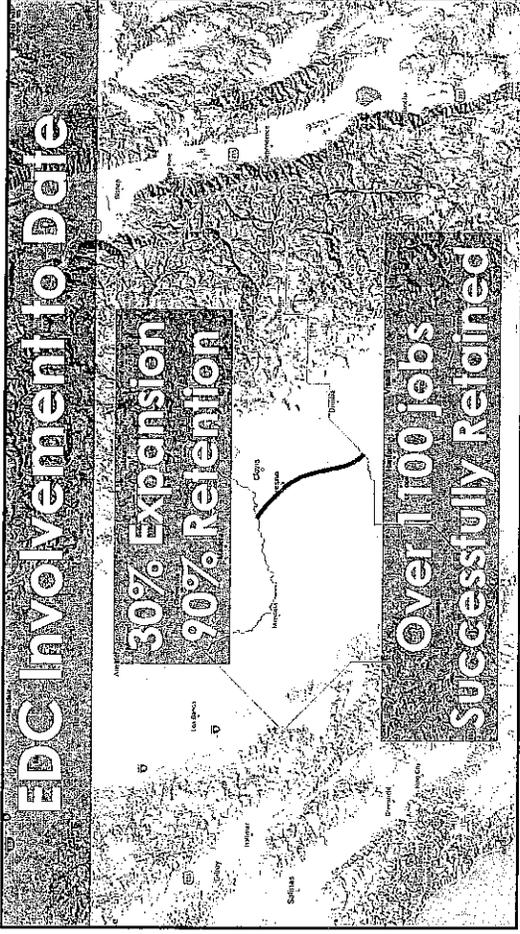


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We are committed to ensuring that our businesses not only get a fair shake through the process, but that they're poised for future success and growth. Whether it's a small family-owned dance studio, a graphic design business or a large industrial user like OK Produce, we're proud to employ an all hands on deck approach toward serving our businesses, both small and large.

HSR Authority Board Meeting – Sacramento 06-14-16

I'm Bill Descary

Mr. Chairman and Board Members

Many aspects of the HSR project trouble me. Two stand out in the newly approved 2016 Business Plan. They are: ridership and train operator.

First, ridership and farebox revenue are crucial to the success of this project. Without them, the project is doomed. The Authority is relying solely on Monte Carlo Modeling for estimating ridership and revenue.

It is only prudent, especially with this mega project, to corroborate modeling with surveys or polling of Central Valley residents asking such questions as frequency of trips to San Jose in the last 1, 2 or 3 years and their interest in the trip. Similar questions must be asked of those in San Jose. Demographic data will indicate affordability of a HSR ride.

It's hard to believe droves of people are chomping at the bit to travel

between the Central Valley and San Jose much less to San Francisco, the most expensive city in the United States.

Relying on modeling, is reminiscent of former Federal Reserve Chairman, Alan Greenspan, who relied on his model to guide him in setting interest rates during the housing boom. The resulting low rates were like pouring gasoline on a fire. Later he testified his model was flawed. Sustained low rates contributed to the housing bubble that brought our economy to its knees. In the case of HSR, if Monte Carlo Modeling is wrong, and ridership isn't as projected, given the subsidy prohibition of Prop 1A, billions of tax dollars would be stranded or in effect wasted and a lot of Ag land and other property destroyed.

The second troubling point, is the absence of a train operator. Both the 2014 and 2016 Business Plans emphasize bringing a train operator on board **early** (I repeat **early**) to benefit from industry expertise on ridership and revenue and on operations and maintenance.

According to both Business Plans, the operator will develop mitigation strategies based on real operations experience and help make future decisions on how to maximize ridership and revenue as well as estimating, planning and allocation efforts. I've attended a lot of Authority Board meetings up and down the state over the years but I don't recall anything about a train operator ever being on an agenda.

In conclusion, I see both ridership and the absence of a train operator as glaring problems because we are long passed the early phase of the project.

Thank you.

Grade Crossings

1 message

Robert Allen <robertseeallen@gmail.com>
To: Robert Allen <robertseeallen@gmail.com>

Tue, Jun 14, 2016 at 6:17 AM

Bourbonnais showed what will happen on 79 mph track at a grade crossing. Train derailed on hitting a heavy truck.

Track for trains of that speed or higher certainly need to be grade separated and securely fenced.

Even quad gates are not enough.



Alfredo D. Garza

50 Beverly Blvd.
San Jose, CA 95116

Phone No. 408-205-3415
E-Mail. ironworkrdanny@yahoo.com

June 10, 2016

Jeff Morales
Chief Executive Officer
High Speed Rail Authority
770 J Street
Sacramento, CA 95814

Via Certified Mail No. 7016 0340 0001 0553 5891

Dear Mr. Morales.

I have reviewed your response to my public records request for a copy of the "Environmental Justice, (E.J.) Report" prepared by the High Speed Rail for the San Jose segment. Apparently you have failed to prepare the requisite E.J. study, or report.

The report would be similar to the reports prepared by your agency for the Merced to Fresno Segment, issued in 2010 and the report for the Fresno to Bakersfield Segment, issued in 2009.

In both reports, Part 3, "Socioeconomics", deals with the impact the route would have on residents and businesses. For example the Merced to Bakersfield report, Page 3-12-41 Discusses a Homeless Shelter, its disruption and the remedy, relocation. The studies examine possible diminution in home values and the remedy, reimbursement of the home owners. The effects on properties along proposed routes are examined and a resolution to the impact on each property.

The studies examine the population, their median household income, population below poverty level, and the amount that low income persons can afford prior to the establishment of, or increase in, fares, such as the fares set forth in your business plan.

You have developed, and produced a lot of paper, none of which rises to an environmental justice plan similar to the detailed plans developed by your agency for the Central Valley, Fresno area.

Please advise. can you produce an entire E.J. study, parts 1, 2, and 3., or must I file a complaint with the Federal Rail Authority.


Alfredo Garza

CC Dan Richards Chair Board of Directors
Senator Jim Beall
Calvin Gibson Director Civil Rights F.R.A.

Alfredo D. Garza
50 Beverly Blvd.
San Jose, CA 95116

UNITED MAIL



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RETURN RECEIPT
REQUESTED

Jeff Morales
Chief Executive Officer
High Speed Rail Authority
770 J Street
Sacramento, CA 95814

95814\$2502 C012



Drozd, Doug@HSR

From: Vanessa May <may.vanessa.d@gmail.com>
Sent: Wednesday, June 08, 2016 3:31 PM
To: Richard, Dan@HSR; HSR boardmembers@HSR
Subject: CA HSR Refined Routes SR 14, E1 and E2
Attachments: Routes of Environmental InJustice.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Dear CA High Speed Rail Chair Richard and Board Members,

Please see the attached letter expressing my sentiments regarding the current refined CA High Speed Rail routes SR 14, E1 and E2 and how they are all paths to injustice.

Any route that comes anywhere near Lake View Terrace, around or through, is problematic.

I will send a subsequent letter presenting other concerns and a possible viable alternative.

In hopes *for* Environmental Justice,

Vanessa Denise May
11801 Gager Street
Lake View Terrace, CA 91342
818.691.6371

June 7, 2016

RE: CA High Speed Rail Refined Routes SR 14, E1 and E2

Dear CA High Speed Rail Authority - Palmdale to Burbank Project Team:

The currently proposed refined SR 14, E1 and E2 routes of the Palmdale to Burbank section of the CA High Speed Rail project must be eliminated, as they ALL subject already beleaguered Lake View Terrace residents to a grave **environmental injustice**. Refined routes SR 14 and E1 come perilously close to the highly combustible methane gas producing Lopez Canyon former landfill. Any major digging and heavy construction anywhere near this location can precipitate a dangerous gas leak that will endanger Lake View Terrace residents. Refined route E2 will disturb and destroy essential aquifers, watersheds and flora and fauna and erode the life of residents, livestock, and pets. Consequently, all of the refined routes must be terminated.

Kindly understand that Lake View Terrace residents already suffer environmental ***injustices*** in the forms of having lived with a municipal trash dump for over 30 years and now live with tons of this decomposing waste and the very volatile methane gas it produces. Moreover, Lake View Terrace is a "Food Desert" and "Alcoholic Beverage Selling Oasis". Residents' access to wholesome, nutritious local food is limited, as Lake View Terrace has no Farmers' Market and lacks a mainstream, quality grocery store. Additionally, its main corridor contains 5 alcoholic beverage retailers within a mile of each other. This configuration has created an environment that is ***toxic*** and has lead to many residents being afflicted with and/or dying from preventable chronic diseases.

Furthermore, Lake View Terrace is presently working on socioeconomic revitalization without "gentrification". The construction and presence of the CA High Speed Rail anywhere near the community will extinguish ALL opportunities for this revitalization, further entrenching it as a "Sacrifice Zone".

Lake View Terrace residents have suffered and sacrificed enough!

CA state and LA county and city OWE Lake View Terrace a reprieve. This embattled community has been under environmental siege for 40 years. The neighborhood deserves peace and **JUSTICE**. All of the presently proposed refined routes, if pursued, will disturb the peace, be justice **DENIED** and further degrade Lake View Terrace residents' quality of life. This pursuit is, fundamentally, unfair and is not right.

Please note, as a result of the aforementioned experiences, Lake View Terrace residents are ***FIGHTERS*** and will fight! In proceeding with this project, as presently planned, you are walking into a fight you will not win. Residents will literally lay their bodies on the line, go to the media, protest and sue; if need be.

Please do what is fair. Please do what is right. It's time to stop and rethink the entire CA High Speed Rail project; especially the currently proposed Palmdale to Burbank refined SR 14, E1 and E2 routes.

Sincerely,



Vanessa D. May

California High Speed Rail Authority
770 "L" Street, Suite 1160
Sacramento, Calif. 95814

June 8, 2016
68 Linden Ave.
Gustine, Calif. 95322

To all involved, or concerned:

I was born and raised near Volta, California. I am a retired agr-businessman that traveled this state from Humbolt County to San Bernadino County on a reasonably steady basis, and the San Joaquin Valley on a regular basis. I'm also a retired banker, land appraiser, and served seventeen years on a state board having been appointed four times by three different governors.

In regard to HSR, my work, and banking experience raises several concerns. As a banker and appraiser, I fear of lower yields from poor tree and crop pollination because of dust, wind, and noise in or near orchards or fields. That, and trains actually running into bees could/will have a serious affect on yields resulting in lower income, cash flow problems, and lower appraisals; that could jeopardize the ability to get suitable crop loans, possibly creating a situation where loans could become subject to Federal Bank Examiner scrutiny. This a Serious Situation ! High Speed trains could quickly reduce the "keepers" bee inventory and ruin the business of a needed industry... possibly even creating another endangered specie in a few years. In my agri-business travels during pollination, I had to either dodge direct road routes, or stop and clean my windshield from dead bees. We could be destroying one of our most valuable assets that affect food production needed to feed a hungry world. Serious concerns because of the type of wind, noise and dust created by the train, could spook cattle of all ages. The train (especially near fallowed land) will create dust and be subject to Regional Air Board fines. Who pays those fines? Spooking some high "Genomic Value" cattle could create injury, or possibly even abortions of cattle worth middle to high six figure amounts. How about the death of water-fowl, and kit fox; and any other endangered species etc. with your current proposed route? Who will be financially responsible for any problems you may create? Trying to compensate for land locked properties, zero visibility fog, and spongy water logged sub soils where very high water table exists are very serious, expensive to correct; and possibly created dangerous conditions...especially with trains traveling over 200 mph. Pollination in Kern County starts before Merced County extending the pollination period where several trains per day will pass from the Bay Area to Wasco and vice-versa many times.

ANOTHER SERIOUS CONERN IS THE HEALTH HAZARD CREATED BY DUST. When DOCTORS tell their patients to not even ride their bicycle on dirt because of the dangers of VALLEY FEVER you know it's SERIOUS. Dust allergies also!

I'm not sure what is expected from any "reduced auto use" on freeways by going through the middle of San Joaquin Valley, but it seems that a route following I-5 would be a faster, less expensive alternative because (1) you would still offer service

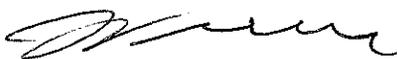
to Bakersfield, then if desired or needed, run a line from Fresno west, along Manning Avenue to I-5 that would serve Fresno and Madera. (2) since AC Rail is considering rail lines to Modesto and Merced to the Bay area, why would people want to take a H S train back south from Merced and then all the way around with at least two stops to get to the Bay area. AC Rail would be a "no brainer" (3) the I-5 route would not cut up as many ranches, or 'land lock" them.

Another alternative would be that at Volta; move the school a little (there's lots of room) and go southwest to the south side of the San Luis Dam and come in to Gilroy from the south. You would save from land locking all those ranches, destruction of the livability of homes removed, or other homes left close to the HSR. You would also eliminate elevating the rail line over the CCID holding pond; and dodge some areas where high water table (created from clay soils that prevent sub drainage) can have standing water as high as 18 inches below the surface, sometimes less. I know this from actual experience as an appraiser.

Lastly, you must listen to the common sense taxpayers and those directly affected; to those who will actually suffer the detrimental financial outcome of the decisions created by the High Speed Rail Board. I strongly recommend that advice be taken from those who create jobs, meet a payroll and sign the front of the check (the employers/farmers etc.) rather than those who only endorse the back. If they can generate a profit, they usually create jobs, and/or food.

In closing, a well educated successful man once told me the following: "the theory of the text book, rarely matches the reality of the check book"! ... "don't let an education get in the way of learning" ... "in order to have employees, you need employers, preferably not from a government payroll" ... And the four principles of consultants are that they: "Charge more than estimated, Deliver less than anticipated, Know less about the subject matter, than the people they affect, ...and lastly; are not responsible for the outcome of their mistakes or projections" !

Regards:



Lloyd R. Vierra

CC: Jeff Denham, Devin Nunes, David Valadao, Jerry O'Banion, Anthony Cannella, CCID, San Luis Canal Co.



Ivor E. Samson
Partner

ivor.samson@dentons.com
D +1 415 882 2491

Dentons US LLP
525 Market Street
26th Floor
San Francisco, CA 94105
United States

大成 Salans FMC SNR Denton McKenna Long
dentons.com

June 8, 2016

By FedEx and Email

Michael Cohen
Chair
California State Public Works Board
915 L Street, 9th Floor
Sacramento, California 95814-3706

Sally Luckenbill
Deputy Director
California State Public Works Board
915 L Street, 9th Floor
Sacramento, California 95814-3706

Re: June 13, 2016 Board Meeting
Fresno Rescue Mission, Inc.'s Objection to Resolution of Necessity
APN: 467-020-17 & 467-020-18
HSR Parcel Nos. FB-10-0175, FB-10-0175-03-01 & FB-10-0176-1

Dear Mr. Cohen and Ms. Luckenbill:

I represent the Fresno Rescue Mission ("FRM" or "Mission"), a nonprofit, faith-based social services provider in Fresno, California. This letter follows up on my June 3rd letter to you (copy attached) requesting an opportunity to appear before the Public Works Board ("PWB") and be heard at the June 13, 2016 hearing on the proposed resolution of necessity ("Resolution of Necessity" or "Resolution") in order to object on behalf of the Mission.

Adoption of the proposed Resolution of Necessity would authorize the California High Speed Rail Authority ("HSRA" or the "Authority") to condemn the FRM's interests in the property located at the 310 G Street, Fresno, California (the "Property"), bearing APN Nos. 467-020-17 & 467-020-18 and identified by the Authority as Parcel Nos. FB-10-0175 & FB-10-0176. Specifically, the proposed Resolution of Necessity would authorize the Authority to commence an eminent domain lawsuit in order to take fee interest title to approximately six (6) acres of land, structural and site improvements, and furniture, fixtures and equipment at the Property's location for construction of the California High Speed Rail Project ("Project").

The FRM presently owns the Property in fee and the Property is part of the FRM's integrated campus, which includes a chapel, dormitories, dining hall, classrooms, offices, health care, auto shop and other facilities. See accompanying Declaration of Steve Ocheltree ("Ocheltree Dec."), ¶¶ 4-5. FRM facilities are located on both sides of G Street. *Id.*, ¶ 6. This condemnation will physically take all of the FRM property on the east side of G Street but will effectively constitute a total taking of the Mission due to the fully integrated and cross-functional nature of the Mission's facilities located on both sides of G Street. In addition to spiritual guidance, the Mission provides a full range of vital social services on this integrated campus, including food and housing, drug and alcohol rehabilitation, vocational training, counseling, etc., to socio-economically disadvantaged citizens, such as the poor, homeless, abused and/or addicted. *Id.*, ¶¶ 6-7.

While the FRM does not wish to delay construction of the Project, it does have strong legal and factual objections to the adoption of the Resolution of Necessity. As discussed in further detail below, the FRM hereby objects to the adoption of the Resolution of Necessity and will appear at the June 13, 2016 hearing before the PWB in Sacramento, California to state its opposition.

1. The Fresno Rescue Mission And The Authority Have Negotiated In Good Faith But Have Run Out Of Time

Representatives of the FRM and the Authority have had numerous meetings over many months to try and reach agreement such that a condemnation would not be necessary. These meetings have been candid and constructive, with all parties working diligently to reach an equitable result. We have been trying for considerable time to negotiate a Possession and Use Agreement ("PUA") and a Temporary Relocation Agreement. There are complicated financial considerations and timing issues involved with both agreements, and the required conditions to ensure the seamless operation of the Mission while it transitions to temporary and then new permanent facilities are complex. At this juncture, despite diligent and good faith efforts by both the Mission and the Authority, no final agreements have yet been reached (in part due to the slowness of the Authority's internal review process). Now, the Mission has run out of negotiating time. The Mission simply cannot and will not enter into a PUA that does not adequately provide sufficient guarantees for its continuous and uninterrupted operation.

The Authority has, for several months, stated that if no PUA was executed by the June PWB meeting, it would proceed with the RON hearing. The FRM understands, but does not necessarily agree with, the Authority's position. Delaying the adoption of the RON for another month might well give both parties enough time to reach negotiated agreements, which would obviate the need for a condemnation action and request for immediate possession - which the Mission would vigorously oppose on all fronts.

2. The Project Is Not Planned In A Manner Most Compatible With The Greatest Public Good And The Least Private Injury

A public agency has no right to condemn property or adopt a resolution of necessity unless the condemning agency (here, the State PWB) concludes, based on "substantial evidence" that "[t]he proposed project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury. Cal. Code Civ. Proc. §§ 1245.230(c)(2), 1250.370; *Redevelopment Agency v. Norm's Slauson*, 173 Cal.App.3d 1121, 1125 (1985). In fact, a resolution of necessity adopted absent such "substantial evidence" is invalid, lacks conclusive effect, and is evidence of "a gross abuse of discretion" by the public agency. *City of Stockton v. Marina Towers, LLC*, 171 Cal.App.4th 93 (2009); *Norm's Slauson*, *supra* at 1125-1126.

a. There Is No "Substantial Evidence" That "The Proposed Project Is Planned or Located In The Manner That Will Be Most Compatible With....The Least Private Injury."

The FRM objects to the adoption of the proposed Resolution of Necessity because there is no substantial evidence that the Project is "planned or located in the manner that will be most compatible with the greatest public good and the least private injury." Cal. Code Civ. Proc. §§ 1245.230(c)(2), 1250.370.

While the Mission does not dispute that the Project may present some future public good (e.g. alternative, efficient modes of transportation, reduced greenhouse gases, etc.), the present location for the Project, combined with the timing of the adoption of the Resolution of Necessity and the anticipated attempt to

acquire early possession of the Mission's Property, will cause enormous private injury that will disproportionately inflict private harm on minorities, the homeless and low-income citizens of Fresno.

Indeed, the Project as planned places the right-of-way on the Mission's Property and will result in the total taking of the Property. The Mission currently uses that Property to provide benefits and social services to disadvantaged, minority citizens. Founded in 1949, the FRM is a faith-based, non-profit charitable organization in Fresno, California. Ocheltree Decl., ¶ 3. The Mission's Property on G Street is an integrated campus, which includes a chapel, dormitories, dining hall, classrooms, offices, health care, auto shop and other facilities. *Id.*, ¶ 5. It is on this integrated campus that the FRM offers a full range of social services. *Id.*, ¶ 6. A large percentage of the clientele that the FRM serves is comprised of minority and low-income men, women and children. *Id.*, ¶ 7. Specifically and based on internal statistics, the FRM provides social services to members of the African-American community and Hispanic community, as well as men and women recovering from addiction, the homeless, parolees reentering society, and women and children seeking protection and shelter from abusive living situations. *Id.*

If the PWB adopts a Resolution of Necessity on June 13, 2016, it is anticipated and expected that the Authority would file an eminent domain lawsuit shortly thereafter. With the service of its eminent domain complaint, the Authority will very likely concurrently serve a motion for immediate possession under the guise of the need for "timely delivery of the parcels," maintaining construction schedules and the potential loss of dollars for each working day.

The Authority's forced and immediate possession of the Property in order to make way for the Project will result in the taking of property, improvements and facilities that the FRM presently uses for the benefit of its minority clientele. As a result, the Mission's services will be abruptly interrupted (or terminated) and its clientele will have no alternatives for vital services and their daily needs. In addition, the individuals who live at the Mission will be immediately displaced with no alternative housing options. The adoption of a Resolution of Necessity for the Project at the June 13, 2016 hearing will effectively prioritize construction schedules and money above the needs of the areas most vulnerable people. Clearly, this scenario does not represent the greatest public good with the least private injury.

3. Predetermination: The Adoption of The Resolution of Necessity Will Have No Conclusive Effect Because The HSRA Has Already Committed Itself To Condemn The Property.

A resolution of necessity lacks conclusive effect where the condemning agency has "irrevocably committed itself to take the property in question, regardless of any evidence that might be presented at hearing." *Norm's Slauson, supra* at 1127.

Here, the FRM objects to the adoption of the proposed Resolution of Necessity because the PWB and the Authority have already determined that the Resolution of Necessity will be approved. Also, the Authority has already committed itself to the fee taking of the Property because the Authority has already determined that the path and right-of-way for the Project requires the Property. In addition, construction schedules and state and federal funding require expeditious possession of the Property. In fact, the Authority's Right-Of-Way agent, Steve Castellano, admitted that, "[a]lthough there have been previous discussions of the initiating (sic) the RON process in June, the Authority would like [to] start this process now to avoid potential delays for parcel delivery." See attached email correspondence from S. Castellano, dated March 18, 2016. The language in Mr. Castellano's email essentially confirms that the adoption of a Resolution is a "done deal" in order to avoid (not real but merely potential) delays for parcel delivery and construction.

Put simply, the PWB and the HSRA have irrevocably committed themselves to take the Property, regardless of any evidence that the Mission may present in opposition at the June 13, 2016 hearing. Accordingly, the adoption of the Resolution of Necessity would be, at worst, a sham where the PWB exercises no discretion at all due to the predetermined nature of the proceeding, or at the very least, a gross abuse of discretion. In either event, the Resolution will not have conclusive effect. See Cal. Code Civ. Proc. § 1245.255(b); *Norm's Slauson, supra* at 1125-1127 (a condemning agency must, at the hearing concerning the adoption of a proposed resolution of necessity, "engage in a good faith and judicious consideration of the pros and cons of the issue").

4. The HSRA Has Failed To Comply With The Statutory Offer Requirements Set Forth In The California Government Code

A public agency cannot condemn property or adopt a resolution of necessity unless the condemning agency concludes, based on "substantial evidence," that "the offer required by Section 7267.2 of the Government Code has been made to the owner or owners of record." Cal. Code Civ. Proc. §§ 1245.230(c)(4), 1250.370; Cal. Govt. Code § 7267.2 ("Prior to adopting a resolution of necessity pursuant to Section 1245.230 of the Code of Civil Procedure," a condemnor is required to make the owner an offer to purchase the property for the full amount of just compensation); *Norm's Slauson, supra* at 1125.

The HSRA has not made an offer of "just compensation" satisfying the requirements of section 7267.2 of the Government Code. The HSRA's offer to the FRM for the Property is based on an improper methodology by an appraiser who failed to properly follow the applicable eminent domain law. As such, the appraisal of the Property and any offers derived from that appraisal are so fundamentally flawed that the HSRA cannot legally take the Property. The Authority's appraisal is unlawful in at least the following respects:

- HSRA has not employed the required valuation methodology required by Evidence Code section 824 for this non-profit special use property.
- HSRA has not appropriately identified the "larger parcel" for this non-profit special use property.
- HSRA has not appropriately calculated damages based upon the taking and construction of the Project in the manner proposed.
- HSRA has violated the Project influence rule.
- HSRA has not recognized the inherent inequity in seeking a Resolution of Necessity and ultimately pre-judgment possession for this non-profit, special use property and ownership which requires full-cost new replacement and relocation prior to any pre-judgment possession.

In sum, the Authority's offer is invalid for failure to comply with Gov. Code section 7267.2 due to improper determination of the larger parcel, failure to comply with Evidence Code section 824, improper determination of damages, violation of the project influence rule, inadequate offer less than appraised value, and, finally, relocation must be approved before there can be possession.

5. Conclusion

Based upon the foregoing, the Mission respectfully requests that the PWB:

- delay authorizing the Resolution of Necessity for one month to give the Authority and the Mission additional time to try and negotiate the terms of a mutually satisfactory Possession and Use Agreement,

OR

- If the PWB is inclined to adopt the Resolution of Necessity, delay its effective date for one month to give the parties time to negotiate without dealing with the threat of immediate litigation.

Very truly yours,



Ivor E. Samson
DENTONS US LLP

IES/kzc

cc: Dan Richard (by email)
Diana Gomez (by email)
Don Grebe (by email)
Steve Castellano (by email)

大成 DENTONS

Ivor E. Samson
Partner

ivor.samson@dentons.com
D +1 415 882 2491

Dentons US LLP
525 Market Street
28th Floor
San Francisco, CA 94105-2708
United States

大成 Salans FMC SNR Denton McKenna Long
dentons.com

June 3, 2016

BY FEDEX AND EMAIL

Sally Lukenbill
Deputy Director
State Public Works Board
915 L Street, Ninth Floor
Sacramento, CA 95814-3706

Re: PWB Meeting: June 13, 2016
Authority Parcel Nos.: FB-10-0175-1, FB-10-0175-03-01, and FB-10-0176-1
Assessor Parcel Nos: 467-020-17 and 467-020-18
Grantor: Fresno Rescue Mission, a corporation aka Fresno Rescue Mission
A California non-profit corporation; Fresno Rescue Mission a California
non-profit corporation

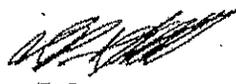
Dear Ms. Lukenbill:

The Fresno Rescue Mission objects to the Board of Public Works adopting Resolutions of Necessity in preparation for the condemnation of the above referenced properties and respectfully requests the opportunity to be heard on this matter at the Board's June 13, 2016 hearing.

A detailed letter outlining the Mission's legal and factual objections will follow shortly.

Very truly yours,

DENTONS US LLP



Ivor E. Samson

IES/kzc

97153888

DECLARATION OF STEVE OCHELTRREE

I, STEVE OCHELTRREE, declare as follows:

1. I have personal knowledge of the facts set forth in this declaration, and if called as a witness, I could and would testify competently thereto.

2. I have been on the Board of Directors of the FRESNO RESCUE MISSION ("FRM" or the "Mission") for the last seven (7) years and Chairman since January 2016.

3. Founded in 1949, the FRM is a faith-based, non-profit charitable organization in Fresno, California.

4. In addition to other properties, the FRM has fee ownership of the property located at 310 G Street, APN Nos. 467-020-17 and 467-020-18 (the "Property").

5. There are eleven (11) buildings totaling approximately sixty-five thousand (65,000) square feet, including a chapel, dormitories, dining hall, classrooms, offices, health care services, auto shop and other facilities located on the Property.

6. The FRM offers a full range of social services on this integrated campus, which is on both sides of G Street, (e.g. food and housing, drug and alcohol rehabilitation, vocational training, counseling, etc.) to socio-economically disadvantaged citizens of the City and County of Fresno.

7. A large percentage of the clientele that the Mission serves is comprised of minority and low-income men, women and children. The Mission provides social services to members of the African-American community and Hispanic community, as well as men and women recovering from addiction, the homeless, parolees re-entering society, and women and children seeking protection and shelter from abusive and/or dangerous living situations.

8. I, and other individuals working on behalf of the Mission, have been personally engaged in negotiations with representatives of the California High-Speed Rail Authority ("Authority") and representatives of the City of Fresno, in connection with various issues, including the Authority's acquisition of the Property, temporary facilities for the Mission and the construction of new replacement facilities. Those negotiations remain ongoing.

9. The acquisition and immediate possession of the Property will have a directly

DENTONS US LLP
525 MARKET STREET, 26TH FLOOR
SAN FRANCISCO, CALIFORNIA 94105-2708
(415) 882-5000

1 harmful impact on the Mission's operations. That is, the Authority's acquisition and immediate
2 possession of the Property will eliminate the Mission at its present location before all the details
3 of relocation to temporary facilities can be negotiated and established, thus catastrophically
4 disrupting the FRM's provision of housing, food services and other vital social service programs.

5 10. This disruption will have a devastating impact on the socio-economically
6 disadvantaged community in Fresno, particularly on minority and low-income citizens.

7
8 I declare under penalty of perjury under the laws of the State of California that the
9 foregoing is true and correct.

10 Executed this 8th day of June, 2016 in Fresno, California.

11
12 

Digitally signed by Steve Ocheltree
DN: cn=Steve Ocheltree,
o=Ocheltree CPA, ou,
email=steve@ocheltreecpa.com,
c=US
Date: 2016.06.08 10:25:03 -07'00'

13 STEVE OCHELTRREE
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From: Steve Castellano <scastellano@arws.com>
Sent: Friday, March 18, 2016 3:06 PM
To: Samson, Ivor E.
Cc: Low, Edward; Pastor Bob; Larry Arce; "Leonel Alvarado"; Grebe, Don@HSR; Manuel, Dora@HSR; 'Jon.Oldenburg@dot.ca.gov'; Cecilia Melanson; Darryl Root; James B. Richards
Subject: CHSRA - Fresno Rescue Mission (FB-10-0175 and FB-10-0176)

Hi Ivor,

The Authority has decided to move forward now to seek the adoption of a Resolution of Necessity (RON) for parcels FB-10-0175 and FB-10-0176. The RON Hearing will be scheduled for the April 14th meeting of the State Public Works Board. A Notice of Intention to Adopt a Resolution of Necessity is expected to be sent out to you and the Rescue Mission next week. I called and spoke with Pastor Bob Brown yesterday to inform the Rescue Mission of the Authority's decision regarding the RON.

Although there had been previous discussions of the initiating the RON process in June, the Authority would like start this process now to avoid potential delays for parcel delivery. The RON process will run in a parallel path with the ongoing negotiations. It is the Authority's intention and desire to continue working with the Rescue Mission to reach a mutually amicable settlement. Jon Oldenburg and I will be in contact with you next week to continue negotiations and see if we can possibly work out an agreement.

Please let me know if you have any questions.

Thanks,
Steve

Steve Castellano, SR/WA, R/W-NAC | Right of Way Consultant
2300 Contra Costa Blvd., Suite 525 | Pleasant Hill, CA 94523
☎ (925) 691-8500 | 📠 (925) 691-6505



Drozd, Doug@HSR

From: Roland Lebrun <ccss@msn.com>
Sent: Monday, June 06, 2016 2:20 PM
To: MTC Commission
Cc: VTA Board Secretary; SFCTA Board Secretary; Caltrain Board; Nila Gonzales; HSR boardmembers@HSR; SFCTA CAC; Caltrain CAC Secretary; Caltrain BAC
Subject: MTC June 8th Programming and Allocations Committee Item 3.4
Attachments: MTC June 8 Programming & Allocations Agenda item 3.a.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Chair Wiener and Members of the Programming and Allocations Committee,

Please find attached my comments on item 3.a Peninsula Corridor Electrification Project 7-party MOU.

Thank you in advance for your consideration of the issues.

Sincerely,

Roland Lebrun

CC:

VTA Board of Directors
SFCTA Board of Directors
Caltrain Board of Directors
TJPA Board of Directors
High Speed Rail Authority Board of Directors
SFCTA CAC
Caltrain CAC
Caltrain BPAC
TJPA CAC

Roland Lebrun
 ccss@msn.com
 June 6th 2016

MTC June 8th Programming and Allocations Committee
 Agenda Item 3a
 Peninsula Corridor Electrification Project (PCEP) MOU and Funding Plan

Dear Honorable Chair Wiener and Members of the Programming and Allocations Committee

Further to my letter of May 31 (appended below) I concur with MTC staff's concerns with the uncertainty of FTA Core Capacity and Cap and Trade funds but I also believe that it would be irresponsible to assume that the proposed allocation of \$87,230,000 in Prop1A bonds in FY16-17 (MTC resolution No. 4243 attachment D) is likely to survive the inevitable legal challenge (item 2.2 on page 3 of the May 31st letter).

MTC Resolution No. 4243 Attachment D

**REGIONAL MEASURE 2 PROGRAM
 Project Cash Flow Plan**

Project Title: Caltrain Electrification
 Sponsor: Caltrain
 RM2 Project Number: 40

RM2 Project No. 40	PRIOR	FY 2014-15	FY 2015-16	FY 2016-17	FUTURE	TOTAL
RM2 Funds Total				20,000,000	-	20,000,000
PAVED	82,320,000	5,230,000		0	0	87,550,000
Prop 1B	8,000,000	5,230,000				13,230,000
JPB Members	58,640,000					58,640,000
FTA Formula	15,680,000					15,680,000
Final Design (PS&E)	0	0	0	0	0	0
Right of Way	0	0	0	0	0	0
Construction	0	0	0	396,680,000	1,496,022,000	1,892,702,000
RM2				20,000,000		20,000,000
RM1				19,400,000		19,400,000
Prop 1A				87,230,000	512,770,000	600,000,000
FTA Core Capacity				172,000,000	475,000,000	647,000,000
Carl Mover				4,000,000	16,000,000	20,000,000
JPB Members				52,170,000	91,362,000	143,532,000
FTA Formula				11,650,000	298,120,000	309,770,000
HSR/Non Prop 1A				30,230,000	82,770,000	113,000,000
TIRCP					20,000,000	20,000,000
TOTAL FUNDING						
Environmental	82,320,000	5,230,000	0	0	0	87,550,000
Final Design (PS&E)	0	0	0	0	0	0
Right of Way	0	0	0	0	0	0
Construction	0	0	0	396,680,000	1,496,022,000	1,892,702,000
PROJECT TOTAL	82,320,000	5,230,000		396,680,000	1,496,022,000	1,980,252,000

Issues highlighted in the May 31st letter to the VTA Governance & Audit Committee:

- The PCEP terminates at 4th & King instead of Transbay (Streets & Highways Codes Section 2704.04 (b) (2)).
- 79 MPH speed limit makes it impossible to achieve a travel time of 30 minutes or less between Diridon and Transbay (Streets & Highways Codes Section 2704.09 (b) (3)).
- The PCEP does not support 12 trains/hour (Streets & Highways Codes Section 2704.09 (c))

<http://www.leginfo.ca.gov/cgi-bin/displaycode?section=shc&group=02001-03000&file=2704.04-2704.095>

<http://www.thehamiltonreport.com/downloads/TOS-RULING-KENNY-3-4-2016.PDF> pp 14-15

Last but not least, **the staff memo does not give any consideration or recommendation with regards to the lack of justification for Caltrain's exorbitant electrifications costs or what if any capacity this \$2.2B project would add to the existing system.**

- \$22.5M electrifications costs/mile (5-10 times higher than Boston to New Haven)
- \$8.5M cost/vehicle (2-3 times higher than similar vehicles in Europe)

Recommendation

MTC should seek guidance from an independent entity with a proven track record of delivering cost-effective commuter railway capacity enhancements.

Sincerely,

Roland Lebrun

PS. The first paragraph on page 3 is incorrect. The correct amount for the FTA funds committed by MTC for the EMUs in the original Nine-Party MOU funding plan is \$440M, not \$315M.

CC:

VTA Board of Directors
SFCTA Board of Directors
Caltrain Board of Directors
TJPA Board of Directors
High Speed Rail Authority Board of Directors
SFCTA CAC
Caltrain CAC
Caltrain BPAC
TJPA CAC

VTA June 2nd Governance and Audit Committee Meeting
Agenda item 5 Caltrain PCEP 7-party MOU

Roland Lebrun
ccss@msn.com
May 31st 2016

Dear Honorable Chair Chavez and members of the VTA Board of Directors,

The intent of this letter is to alert the VTA & SFCTA Boards and the Metropolitan Transportation Commission to potential budget and funding issues with the Peninsula Corridor Electrification Program (PCPEP) as well as significant conflicts with major capital projects including BART and High Speed Rail.

1 Budget Issues

The PCEP consists of three components:

Budget was revised in 2016

- ▶ New Budget of \$2.221 billion
 - Results of 2014 cost estimate study
 - Bids received for both Electrification and Vehicles contracts

Early Investment Program Costs <i>(in \$ millions)</i>	2012 MOU	2016 MOU
CBOSS/Positive Train Control	\$231	\$231
Electrification	\$785	\$1,253
Vehicles - Electric Multiple Units	\$440	\$727
TOTAL	\$1,456	\$2,211



1.1 Communications-Based Overlay Signaling System (CBOSS) \$231M.

Caltrain's latest Quarterly Capital Project Report shows that this system is currently:

- **\$14.3M over budget** (as of March 31 2016)
- **Over 3 years behind schedule** (FRA safety certification rescheduled from September 2015 to December 2018)

[http://www.caltrain.com/Assets/ Finance/Quarterly+Capital+Program+Status+Report/JPB/FY16+Q3+JPB+Quarterly+Report.pdf](http://www.caltrain.com/Assets/Finance/Quarterly+Capital+Program+Status+Report/JPB/FY16+Q3+JPB+Quarterly+Report.pdf) pages 10-11

1.2 Electrification of 51 route miles \$1,253M (**\$24.5M/route mile**)

It is unclear why electrifying Caltrain between San Jose and San Francisco should cost 5-10 times as much as electrification between Boston and New Haven:

"Cost to design and install high speed rail electrification system from Boston, MA to New Haven, CT (primarily two track mainline railroad) was approximately \$2 million per mile (contract cost) but nearly \$4 million per mile (according to the federal auditor's review)"
<http://www.reconnectingamerica.org/assets/Uploads/bestpractice101.pdf> (page 4: average costs).

1.3 Procurement of 96 vehicles – Electric Multiple Units (EMUs) \$821.1M (**\$8.5M/vehicle**)

There is a \$94.1M discrepancy between the May 25 presentation to the SFCTA CAC and the FY17 Capital Budget which will be presented to the Caltrain Board on June 2nd.

- The cost of electrification dropped by \$93.5M (\$1,253M - \$1,159.5M)
- **The cost of the 96 EMUs increased by \$94.1M (\$821.1M - \$727M)**

ii. CALTRAIN MODERNIZATION												
18	Electrification	12 - 13	Raja Viswanathan									
19	EMU Procurement	12 - 15	Raja Viswanathan									
			<table border="1"> <tr> <td>1,159,500,000</td> <td>99,142,587</td> <td>139,512,533</td> </tr> <tr> <td>821,100,000</td> <td>44,828,000</td> <td>67,684,548</td> </tr> <tr> <td></td> <td></td> <td>207,197,081</td> </tr> </table>	1,159,500,000	99,142,587	139,512,533	821,100,000	44,828,000	67,684,548			207,197,081
1,159,500,000	99,142,587	139,512,533										
821,100,000	44,828,000	67,684,548										
		207,197,081										

- **The average cost of Caltrain EMU railcars is nearly triple that of recent contract awards (\$3.0M/railcar vs. \$8.5M for Caltrain).**

Client	Manufacturer/Model	Year	Contract (\$M)	#units	Unit cost	
SNCF Lux	Stadler KISS	2010	\$84	24	3.49	http://www.railway-technology.com
Deutsche Bahn	Bombardier Twindexx	2011	\$483	137	3.53	http://www.railway-technology.com
Deutsche Bahn	Bombardier Twindexx	2012	\$210	64	3.28	http://www.railway-technology.com
STIF & SNCF	Bombardier Omneo	2015	\$442	168	2.63	http://www.railway-technology.com
AeroExpress	Stadler KISS	2016	\$205	62	3.31	http://www.railway-technology.com
SNCF	Bombardier Omneo	2016	\$38	16	2.38	http://www.railway-technology.com
Caltrain	???	2016	\$821	96	8.55	

2 Funding Issues

Supplemental MOU Funding Plan

Program Funding by Source (in \$ millions)	2012 MOU	2016 MOU
PCJPB Member Agency Contributions	\$180	\$240.0
JPB Local (San Mateo County Transportation Authority)	\$11.0	\$20.0
Caltrain PTC	\$4.0	\$4.0
<i>Subtotal Local</i>	<i>\$195.0</i>	<i>\$264.0</i>
Prop 1A Connectivity	\$106.0	\$106.0
Prop 1A High Speed Rail Authority	\$600.0	\$600.0
CHSRA Cap & Trade/Other		\$113.0
Cap & Trade TIRCP		\$20.0
Prop 1B Caltrain	\$24.0	\$24.0
<i>Subtotal State</i>	<i>\$730.0</i>	<i>\$863.0</i>
Federal Rail Administration (FRA)	\$17.0	\$17.0
FTA/FHWA prior/current obligations	\$45.8	\$45.8
FTA future obligations	\$440.0	\$315.0
FTA Core Capacity		\$647.0
<i>Subtotal Federal</i>	<i>\$502.8</i>	<i>\$1,024.8</i>
MTC Bridge Tolls	\$11.0	\$39.4
BAAQMD Carl Moyer*	\$20.0	\$20.0
<i>Subtotal Regional</i>	<i>\$31.0</i>	<i>\$59.4</i>
TOTAL	\$1,458.8	\$2,211.2



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

5

2.1 PCJPB Member Agency Contributions \$240M

These contributions can be eliminated by bringing electrification and EMU procurement in line with more realistic cost estimates (total savings in excess of \$1B)

2.2 Prop 1A High Speed Rail Authority \$600M

The PCEP as envisaged by Caltrain does not qualify for Prop 1A Bonds

- The PCEP terminates at 4th & King instead of Transbay (Streets & Highways Codes Section 2704.04 (b) (2)).
- 79 MPH speed limit makes it impossible to achieve a travel time of 30 minutes or less between Diridon and Transbay (Streets & Highways Codes Section 2704.09 (b) (3)).
- The PCEP does not support 12 trains/hour (Streets & Highways Codes Section 2704.09 (c)) (<http://www.leginfo.ca.gov/cgi-bin/displaycode?section=shc&group=02001-03000&file=2704.04-2704.095>).

2.3 CHSRA Cap & Trade/Other \$113M

Risk: Cap & Trade revenues are “uncertain” at best and could be declared illegal by the Courts.

2.4 FTA Future obligations \$440M

This is currently the only guaranteed source of funding for the EMUs. SamTrans plans to “borrow” \$125M of this funding on the assumption that they can “make good” if/when they succeed in securing a \$647M FTA Core Capacity grant in the fall.

Q1: What is the backup plan if the grant does not come through?

Q2: Why is Caltrain “borrowing” \$125M for SOGR when there is less than \$25M SOGR in the FY17 Capital Budget?

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Right of Way / Signal & Communications						
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3	Los Gatos Creek Bridge Replacement	14, 15, 16	Parand Maleki	33,847,800	23,302,000	7,295,800
4	Marin St. Bridge Rehabilitation and Napoleon St. Bridge Replacement	13 - 15	Bin Zhang	3,000,000	1,364,000	1,000,000
5	Track SOGR - FY17	16	Pedro Gutierrez	9,663,000	0	3,000,000
6	PA Upgrades	13 - 15	Robert Tam	1,073,000	0	488,000
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						13,871,266
Rolling Stock						
9	F-40 Mid Life Overhaul	16	David Bennett	6,300,000	4,000,000	2,300,000
10	Bombardier Technical Spec. Mid Life Overhaul	11	David Bennett	183,642	0	183,642
11	Gallery Spec Mid Life Overhaul	12	David Bennett	183,642	0	183,642
12	F-40 SEP-HEP Replacement - FY17	16	David Bennett	2,745,000	223,865	2,130,000
13	F-40 Locomotive SOGR project - FY17	16	David Bennett	1,254,199	0	1,254,199
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						1,450,000

3 Conflicts with major Capital Projects

It is unclear how Caltrain proposes to operate an electrified system during construction of the following projects:

- Caltrain Downtown Extension (DTX) to Transbay
- Reconstruction of Diridon station throats and platforms, including BART interface
- South San Francisco station expansion (4 tracks)
- Bayshore station relocation (6 tracks)
- Hillsdale station expansion (4 tracks)
- High Speed Rail track realignments (smoother curves, 80 MPH turnouts)
- High Speed Rail capacity improvements (passing tracks)

Recommendation

Delay Caltrain electrification until all capital projects affecting the right of way have been completed

Sincerely,

Roland Lebrun

CC

VTA Board of Directors

SFCTA Board of Directors

MTC Commissioners

Caltrain Board of Directors

TJPA Board of Directors

High Speed Rail Authority Board of Directors

SFCTA CAC

Caltrain CAC

Caltrain BPAC

TJPA CAC

Drozd, Doug@HSR

From: Roland Lebrun <ccss@msn.com>
Sent: Wednesday, June 01, 2016 5:12 AM
To: Supervisor Chavez
Cc: VTA Board Secretary; SFCTA Board Secretary; MTC Commission; Caltrain Board; Nila Gonzales; HSR boardmembers@HSR; SFCTA CAC; Caltrain CAC Secretary; Caltrain BAC
Subject: VTA June 2nd Governance and Audit Committee Meeting
Attachments: VTA Governance & Audit June 2 item 5 Caltrain MOU.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Honorable Chair Chavez and members of the VTA Board of Directors,

Please find attached a letter highlighting the following concerns about the Peninsula Corridor Electrification Program 7-Party MOU:

Caltrain electrification costs are 5-10 times higher than Boston to New Haven.
Electric rolling stock procurement is 2-3 times more expensive than similar contracts in Europe.
Project does not qualify for Prop 1A bonds.
Project conflicts with multiple large capital projects including BART to Silicon Valley and High Speed Rail.

Sincerely,

Roland Lebrun

CC
VTA Board of Directors
SFCTA Board of Directors
MTC Commissioners
Caltrain Board of Directors
TJPA Board of Directors
High Speed Rail Authority Board of Directors
SFCTA CAC
Caltrain CAC
Caltrain BPAC
TJPA CAC

VTA June 2nd Governance and Audit Committee Meeting
Agenda item 5 Caltrain PCEP 7-party MOU

Roland Lebrun
ccss@msn.com
May 31st 2016

Dear Honorable Chair Chavez and members of the VTA Board of Directors,

The intent of this letter is to alert the VTA & SFCTA Boards and the Metropolitan Transportation Commission to potential budget and funding issues with the Peninsula Corridor Electrification Program (PCPEP) as well as significant conflicts with major capital projects including BART and High Speed Rail.

1 Budget Issues

The PCEP consists of three components:

Budget was revised in 2016

► New Budget of \$2.221 billion

- Results of 2014 cost estimate study
- Bids received for both Electrification and Vehicles contracts

Early Investment Program Costs <i>(in \$ millions)</i>	2012 MOU	2016 MOU
CBOSS/Positive Train Control	\$231	\$231
Electrification	\$785	\$1,253
Vehicles - Electric Multiple Units	\$440	\$727
TOTAL	\$1,456	\$2,211



1.1 Communications-Based Overlay Signaling System (CBOSS) \$231M.

Caltrain's latest Quarterly Capital Project Report shows that this system is currently:

- **\$14.3M over budget** (as of March 31 2016)
- **Over 3 years behind schedule** (FRA safety certification rescheduled from September 2015 to December 2018)

[http://www.caltrain.com/Assets/ Finance/Quarterly+Capital+Program+Status+Report/JPB/FY16+Q3+JPB+Quarterly+Report.pdf](http://www.caltrain.com/Assets/Finance/Quarterly+Capital+Program+Status+Report/JPB/FY16+Q3+JPB+Quarterly+Report.pdf) pages 10-11

1.2 Electrification of 51 route miles \$1,253M (**\$24.5M/route mile**)

It is unclear why electrifying Caltrain between San Jose and San Francisco should cost 5-10 times as much as electrification between Boston and New Haven:

"Cost to design and install high speed rail electrification system from Boston, MA to New Haven, CT (primarily two track mainline railroad) was approximately \$2 million per mile (contract cost) but nearly \$4 million per mile (according to the federal auditor's review)"
<http://www.reconnectingamerica.org/assets/Uploads/bestpractice101.pdf> (page 4: average costs).

1.3 Procurement of 96 vehicles – Electric Multiple Units (EMUs) \$821.1M (**\$8.5M/vehicle**)

There is a \$94.1M discrepancy between the May 25 presentation to the SFCTA CAC and the FY17 Capital Budget which will be presented to the Caltrain Board on June 2nd.

- The cost of electrification dropped by \$93.5M (\$1,253M - \$1,159.5M)
- **The cost of the 96 EMUs increased by \$94.1M (\$821.1M - \$727M)**

ii. CALTRAIN MODERNIZATION												
18	Electrification	12 - 13	Raja Viswanathan									
19	EMU Procurement	12 - 15	Raja Viswanathan									
			<table border="1"> <tr> <td>1,159,500,000</td> <td>99,142,587</td> <td>139,512,533</td> </tr> <tr> <td>821,100,000</td> <td>44,828,000</td> <td>67,684,548</td> </tr> <tr> <td></td> <td></td> <td>207,197,081</td> </tr> </table>	1,159,500,000	99,142,587	139,512,533	821,100,000	44,828,000	67,684,548			207,197,081
1,159,500,000	99,142,587	139,512,533										
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		207,197,081										

- **The average cost of Caltrain EMU railcars is nearly triple that of recent contract awards (\$3.0M/railcar vs. \$8.5M for Caltrain).**

Client	Manufacturer/Model	Year	Contract (\$M)	#units	Unit cost	
SNCF Lux	Stadler KISS	2010	\$84	24	3.49	http://www.railway-technology.com
Deutsche Bahn	Bombardier Twindexx	2011	\$483	137	3.53	http://www.railway-technology.com
Deutsche Bahn	Bombardier Twindexx	2012	\$210	64	3.28	http://www.railway-technology.com
STIF & SNCF	Bombardier Omneo	2015	\$442	168	2.63	http://www.railway-technology.com
AeroExpress	Stadler KISS	2016	\$205	62	3.31	http://www.railway-technology.com
SNCF	Bombardier Omneo	2016	\$38	16	2.38	http://www.railway-technology.com
Caltrain	???	2016	\$821	96	8.55	

2 Funding Issues

Supplemental MOU Funding Plan

Program Funding by Source (in \$ millions)	2012 MOU	2016 MOU
PCJPB Member Agency Contributions	\$180	\$240.0
JPB Local (San Mateo County Transportation Authority)	\$11.0	\$20.0
Caltrain PTC	\$4.0	\$4.0
<i>Subtotal Local</i>	<i>\$195.0</i>	<i>\$264.0</i>
Prop 1A Connectivity	\$106.0	\$106.0
Prop 1A High Speed Rail Authority	\$600.0	\$600.0
CHSRA Cap & Trade/Other		\$113.0
Cap & Trade TIRCP		\$20.0
Prop 1B Caltrain	\$24.0	\$24.0
<i>Subtotal State</i>	<i>\$730.0</i>	<i>\$863.0</i>
Federal Rail Administration (FRA)	\$17.0	\$17.0
FTA/FHWA prior/current obligations	\$45.8	\$45.8
FTA future obligations	\$440.0	\$315.0
FTA Core Capacity		\$647.0
<i>Subtotal Federal</i>	<i>\$502.8</i>	<i>\$1,024.8</i>
MTC Bridge Tolls	\$11.0	\$39.4
BAAQMD Carl Moyer*	\$20.0	\$20.0
<i>Subtotal Regional</i>	<i>\$31.0</i>	<i>\$59.4</i>
TOTAL	\$1,458.8	\$2,211.2



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

2.1 PCJPB Member Agency Contributions \$240M

These contributions can be eliminated by bringing electrification and EMU procurement in line with more realistic cost estimates (total savings in excess of \$1B)

2.2 Prop 1A High Speed Rail Authority \$600M

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Recommendation

Delay Caltrain electrification until all capital projects affecting the right of way have been completed

Sincerely,

Roland Lebrun

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TJPA Board of Directors

High Speed Rail Authority Board of Directors

SFCTA CAC

Caltrain CAC

Caltrain BPAC

TJPA CAC

Drozd, Doug@HSR

From: Adam Cohen <apcohen@berkeley.edu>
Sent: Friday, May 27, 2016 8:38 PM
To: HSR records@HSR
Cc: Hoffman, Marie@HSR; Morales, Jeff@HSR
Subject: Re: Unfulfilled Information Requests
Attachments: Slide1.JPG; Slide2.JPG; Cohen.FINAL.052716.pdf

Hi Marie,

I appreciate the follow-up. However, this letter does not address all of my questions and concerns.

Are you saying that an alternatives analysis has not been completed for BFSSA/LGA? I apologize for the confusion here, however, the people of Kern County are getting very inconsistent information from CHSRA regarding the supposed alternatives analysis. Can you please clarify the following:

- 1) Has an alternatives analysis been completed for the BFSSA/LGA alignment from Poplar Avenue to Oswell Street?
- 2) If it has been completed, when was it completed? And, can I get a copy pursuant to a public records request?
- 3) If it has not been completed, can we get a statement from Mr. Fellenz certifying that this analysis has not yet been completed and an approximate time frame for completion?

I do apologize for the confusion but it is highly concerning that the public has repeatedly been briefed by the Finance and Audit Committee that this analysis specific to BFSSA was complete, to now be told that this is an error. From what I can tell, BFSSA/LGA was not apart of any alternatives analysis that is listed on the CHSRA website. This means that either BFSSA/LGA has not undergone an alternatives analysis or it hasn't been made available to the public. This raises a number of procedural, ethical, and legal issues if the public and the board had been previously briefed that this analysis was completed prior to taking action on Item #3 on last month's agenda. This would also raise critical questions to the depth and breadth of the staff's analysis presented to the board.

With regards, to the cost comparison between BFSSA and the hybrid alignment, your reply points me to the Agenda Item #3 briefing documents on your website. I may be mistaken, but I have closely reviewed those documents and do not see a reference to cost in the staff report. The only reference I see in the slide deck is a single line item stating "Cost: LGA appears to be less cost" - or words to that effect, from staff in their presentation. Please allow me to clarify, but I would like the staff analysis and any documentation regarding that statement that was made in the slide deck (including all data and an explanation of the methodology).

I've attached your reply and the two slides (electronically highlighted for your reference).

On a separate note, we're having repeated issues with public comments from the CHSRA's Kern County Open Houses being excluded from the record. Mr. Bush, representing the Black Chamber of Commerce, made note of this in his documentation to the board on May 10th. This is one of many people who have raised this issue to Ms. Gomez and others. Can you provide me a copy of my hard card (hand written comment card) from the November 2015 Open House in Bakersfield? - I understand that this particular request will be considered a new item.

Thank you for your time and consideration on this matter. Hope you have a great holiday.

Very respectfully,

Adam Cohen
661-912-2986

On Fri, May 27, 2016 at 5:03 PM, HSR records@HSR <records@hsr.ca.gov> wrote:

Dear Mr. Cohen,

Please see the attached letter.

Sincerely,

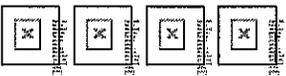
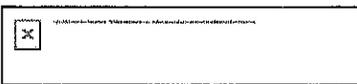
Marie Hoffman

Public Records Administrator

(916) 431-2934

marie.hoffman@hsr.ca.gov

www.hsr.ca.gov



From: Hoffman, Marie@HSR **On Behalf Of** HSR records@HSR
Sent: Friday, May 06, 2016 3:01 PM
To: Adam Cohen
Cc: HSR records@HSR
Subject: RE: Unfulfilled Information Requests

Dear Mr. Cohen,

Thank you for your email. This message is confirmation that the Authority has received your request.

Sincerely,

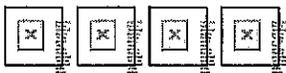
Marie Hoffman

Public Records Administrator

(916) 431-2934

marie.hoffman@hsr.ca.gov

www.hsr.ca.gov



From: Adam Cohen [<mailto:apcohen@berkeley.edu>]
Sent: Friday, May 06, 2016 2:34 PM
To: Gomez, Diana@HSR
Cc: Morales, Jeff@HSR; stephanie.perez@dot.gov; HSR records@HSR
Subject: Re: Unfulfilled Information Requests

Hi Diana and all,

I have included some of the email thread history on some of the original records requested. I am also re-summarizing the requested records below and cc to the records email on this thread as well:

Records Requested

- 1) Visual of the proposed HSR crossing at CA-178. This is one of the most significant crossings and estimated to be the tallest crossing along BFSSA and yet it was excluded from the visuals previously released.
- 2) Estimated heights of the viaducts at 7th Standard Road, CA-99, Chester Avenue, CA-178, and Pyrenees Cafe (Baker St/Old Town Kern)
- 3) Estimated height of the station and station platforms
- 4) Estimated proposed station area map that shows the amount and estimated location of parking, transit access and other facilities directly linked to the station
- 5) A copy of the alternatives analysis previously reported completed to the Finance and Audit Committee
- 6) A list of all mitigation measures already agreed upon by the authority with respect to BFSSA
- 7) Cost comparison estimate between BFSSA and hybrid alignments

8) Ridership comparison between BFSSA and hybrid alignments

9) Plans that address connectivity issues between Amtrak feeder rail service and BFSSA. What options have been looked at and/or are being considered?

10) Mitigation measures to relocate GET and the VA clinic

Please let me know if you need clarification on any of these items.

Thank you for your time and consideration.

V/r

Adam Cohen

661-912-2986

----- Forwarded message -----

From: **Adam Cohen** <apcohen@berkeley.edu>

Date: Thu, Dec 3, 2015 at 4:12 PM

Subject: Re: Additional Attachment

To: "Parker, Annie@HSR" <Annie.Parker@hsr.ca.gov>

Cc: stephanie.perez@dot.gov

Hi Annie,

Yes, I am interested in the visualization of the CA-178 crossing because this was estimated at the Open House to be the tallest viaduct along the city's generated alignment. Specifically, CAHSRA's engineers estimated that it would be approximately 70 feet tall and a few miles to elevate to 70 feet and decline down again. So I am seeking this visualization as this would be a significant community impact. Can your team generate a

visualization of this? It seems odd that CAHSRA would generate a visualization at locations where the alignment crosses state highways.

Thank you,

Adam

On Thu, Dec 3, 2015 at 3:32 PM, Parker, Annie@HSR <Annie.Parker@hsr.ca.gov> wrote:

Hi Adam – I just confirmed with staff that we do not have any other visualization than what we have on our website.

Is there a particular reason you are looking for it? I ask because I wanted to see what we might have available that would suit your needs.

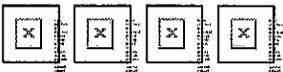
Thanks

Annie Parker

Information Officer II

annie.parker@hsr.ca.gov

w: [\(916\) 403-6931](tel:9164036931)



From: Adam Cohen [mailto:apcohen@berkeley.edu]
Sent: Thursday, December 03, 2015 2:47 PM
To: Parker, Annie@HSR
Subject: RE: Additional Attachment

Ok thanks. Best, AC

From: Parker, Annie@HSR
Sent: 12/3/2015 1:48 PM
To: Adam Cohen
Subject: RE: Additional Attachment

Hi Adam – I am checking with our technical staff. Thanks

Annie Parker

Information Officer II

annie.parker@hsr.ca.gov

w: [\(916\) 403-6931](tel:(916)403-6931)

From: Adam Cohen [mailto:apcohen@berkeley.edu]
Sent: Thursday, December 03, 2015 1:26 PM
To: Parker, Annie@HSR
Subject: Re: Additional Attachment

Hi Annie,

I hope you had a great holiday. Is there any update on being able to get a visual of CA-178 flyover along the LGA route?

Thank you,

Adam Cohen

661-912-2986

On Wed, Nov 18, 2015 at 11:37 AM, Parker, Annie@HSR <Annie.Parker@hsr.ca.gov> wrote:

Hi Adam – I wanted to introduce myself and get a little more information from you. Are you searching for the video as you are trying to get an idea of how we are crossing SB 178? I'm not sure we have the animation for that in particular. But we can certainly get you the information you need.

Let me know.

Thanks!

Annie Parker

Information Officer II

annie.parker@hsr.ca.gov

w: (916) 403-6931

From: Adam Cohen [mailto:apcohen@berkeley.edu]
Sent: Tuesday, November 17, 2015 2:35 PM

[The entire original message is not included.]

On Fri, May 6, 2016 at 1:51 PM, Gomez, Diana@HSR <Diana.Gomez@hsr.ca.gov> wrote:

Hello,

Yes please resubmit your request and we will try to get you the info before the Board Meeting.

Diana Gomez, PE, PMP

Central Valley Regional Director

California High-Speed Rail Authority

diana.gomez@hsr.ca.gov

(559) 445-5172 Office

(559) 801-1164 Cell

From: Adam Cohen [mailto:apcohen@berkeley.edu]
Sent: Wednesday, May 04, 2016 10:48 AM
To: Gomez, Diana@HSR
Cc: Morales, Jeff@HSR; stephanie.perez@dot.gov
Subject: Re: Unfulfilled Information Requests

Hi Diana,

I am happy to resubmit this request. Please note, in addition to the request that was submitted electronically, it was also stapled to my hard card comment placed in the box at the community open house on or about November 4, 2015 at Rabobank Arena.

Is it possible to have this information in advance of the board's vote next week so the public can have full disclosure on the heights of the viaducts along BFSSA? There are substantial concerns about shadows, views, and sight-lines.

Thank you for your time and consideration.

V/r

Adam Cohen

On Wed, May 4, 2016 at 10:37 AM, Gomez, Diana@HSR <Diana.Gomez@hsr.ca.gov> wrote:

Dear Mr. Cohen,

We are unable to locate the two prior requests you mention below. If we received but misplaced them, we apologize. Please resend both (with the original requests) to records@hsr.ca.gov. Our Public Records Act officer will then process those requests.

Thank you

Diana Gomez, PE, PMP

Central Valley Regional Director

California High-Speed Rail Authority

diana.gomez@hsr.ca.gov

(559) 445-5172 Office

(559) 801-1164 Cell

From: Adam Cohen [mailto:apcohen@berkeley.edu]
Sent: Monday, May 02, 2016 9:01 PM
To: Gomez, Diana@HSR
Cc: Morales, Jeff@HSR
Subject: Unfulfilled Information Requests

Dear Ms. Gomez,

Approximately 6 months ago I requested information from your office regarding the heights of the viaducts along BFSSA. I was told that an analysis had been completed and would be provided. However, these documents still have not been turned over.

Additionally, on or about March 8, 2016, I have asked for a copy of the alternatives analysis that you claim has been completed. This too has not been provided. These documents were reported completed in the Finance and Audit Committee's Monthly Operations Report. Can they be posted on the high-speed rail authority's website?

Thank you for your time and consideration.

V/r

Adam Cohen

661-912-2986





May 27, 2016

SENT VIA EMAIL

BOARD MEMBERS

Dan Richard
CHAIR

Thomas Richards
VICE CHAIR

Lou Correa

Daniel Curtin

Bonnie Lowenthal

Lorraine Paskett

Michael Rossi

Lynn Schenk

Jeff Morales
CHIEF EXECUTIVE OFFICER

Adam Cohen
apcohen@berkeley.edu

Dear Mr. Cohen:

On May 6, 2016 the Authority received a Public Records Act (PRA) request comprised of ten different categories of records which you stated were outstanding. On May 16, 2016 the Authority provided you with a partial determination and some links to responsive records available on our website. For the remaining categories of records, please see our determinations below:

“5) A copy of the alternatives analysis previously reported completed to the Finance and Audit Committee”

The Authority’s May 16, 2016 correspondence stated that in order to research this request, we needed you to please identify the date of the Finance and Audit Committee meeting where an alternatives analysis was reported as completed and the subject matter covered by such an analysis. On May 17, 2016 you sent an email which included a slide from a Finance and Audit Committee meeting from April 2016. The Alternatives Analysis cited on this slide as complete is the Fresno to Bakersfield Alternatives Analysis which is available on the following website:

http://hsr.ca.gov/Programs/Environmental_Planning/final_fresno_bakersfield.html

Because this slide is part of a report that is updated and presented to the Finance and Audit Committee on a monthly basis, Authority staff will add language to the slide for the next power point presentation to clarify which alternatives analysis is referenced in the slide you provided.

“10) Mitigation measures to relocate GET and the VA clinic”

At this point in time there is no decision or final action by the Board of Directors on the Draft Supplemental Environmental Impact Report/Environmental Impact Statement for the Fresno to Bakersfield Project Section and therefore, the Authority is not in possession of any records responsive to this request.

“7) Cost comparison estimate between BFSSA and hybrid alignments”

Preliminary cost comparison estimates are referenced in the May 10, 2016 Board Meeting Agenda Item 3 briefing document: http://hsr.ca.gov/Board/monthly_brdmtg.html

EDMUND G. BROWN JR.
GOVERNOR



Mr. Adam Cohen
May 27, 2016
Page 2

The Authority will provide any additional identifiable, non-exempt, non-privileged documents responsive to this request on or before July 8, 2016.

"2) Estimated heights of the viaducts at 7th Standard Road, CA-99, Chester Avenue, CA-178, and Pyrenees Cafe (Baker St/Old Town Kern)"

"3) Estimated height of the station and station platforms"

"4) Estimated proposed station area map that shows the amount and estimated location of parking, transit access and other facilities directly linked to the station"

"8) Ridership comparison between BFSSA and hybrid alignments"

"9) Plans that address connectivity issues between Amtrak feeder rail service and BFSSA. What options have been looked at and/or are being considered?"

"12) Also, numerous members of the community have asked for an analysis of the West Beltway alternative. Is there a way to get a copy of that analysis as well?"

"13) Finally, with regards to the upcoming staff report/recommendation on BFSSA. Can the staff please cite the sources and methodologies for the data included in that report, in particular but not limited to the data in table of that report?"

As to the above seven categories, the Authority has determined that for some of these categories disclosable responsive records do exist and are in our possession. Due to the volume of potentially responsive records, the Authority is still reviewing and examining these records to determine which are responsive to your request, and whether or not they contain exempt or privileged information.

The Authority will provide identifiable, non-exempt, non-privileged documents responsive to your request on or before July 8, 2016. Should the Authority determine that any responsive records are exempt or privileged, the Authority will assert the grounds for exemption in our subsequent correspondence.

Please direct all email inquiries to records@hsr.ca.gov

Sincerely,



Marie Hoffman
Public Records Administrator

Drozd, Doug@HSR

From: David DePinto <ddepinto@depintomorales.com>
Sent: Monday, May 23, 2016 7:02 AM
To: karen.philbrick@sjsu.edu; Richard, Dan@HSR; Boehm, Michelle@HSR; HSR Northern California@HSR; HSR Central Valley@HSR; HSR Southern California@HSR; HSR legislation@HSR; HSR news@HSR; HSR info@HSR; Boehm, Michelle@HSR; Morales, Jeff@HSR; Richard, Dan@HSR; HSR boardmembers@HSR; Arellano, Genoveva@HSR; HSR palmdale_burbank@HSR; velasquezj@pbworld.com
Cc: Felipe Fuentes; Rebecca Valdez; Claudia Rodriguez; Yolanda.Fuentes@lacity.org; Bell, Tony; DeGonia, Jarrod; Cano, Michael; Lamb, Teresa; kbarger@lacbos.org; Robles, Enrique; michael.aguilera@mail.house.gov; mayor.garcetti@lacity.org; Jankiewicz, Joe; Senator.Liu@senate.ca.gov; Susan Wong; councilmember.martinez@lacity.org; councilmember.krekorian@lacity.org; Ricardo.benitez@asm.ca.gov; assemblymember.lopez@assembly.ca.gov; scott.wilk@asm.ca.gov; sheila@bos.lacounty.gov; Jim Dantona; vickere.murphy@sen.ca.gov; Daniel; Kenny.LaSalle@mail.house.gov; elizabeth.jimenez@lacity.org; Ackley Padilla; aayala@bos.lacounty.gov; Sylvia Ballin; Joel Fajardo; max.reyes@lacity.org; ana.guerrero@lacity.org; Asatur Hovhannisyan; Fukushima, Steve; eveline.bravoayala@sen.ca.gov; william.ulmer@asm.ca.gov; jim.leahy@asm.ca.gov; jordan.langdon@mail.house.gov; Englund, Nicole; Pichardo, Nelson; Michael Murphy; Matthew Levesque; Marsha McLean; btrujillo@bos.lacounty.gov; Karo Torossian; Roberto, Jody; Leia Hernandez; TimBen Boydston; sean.macneil@asm.ca.gov; Brian Gavidia; monica.ratliff@lausd.net; eric.moody@lacity.org
Subject: Fwd: LA Times: Horse owners in the San Fernando Valley feel trod on by bullet train
Follow Up Flag: Follow up
Flag Status: Flagged

Dear Ms. Philbrick, Dan Richard and Michelle Boehm:

We continue to await the withdrawal of the Mineta Equine study which is a disservice to equestrian communities throughout Southern California, a conflict of interest, a disgrace to the Mineta name and a waste of taxpayer dollars at any level. We prescribed the proper means of conducting all of the upfront studies - water, seismic, tunneling and equestrian - to be collaborative with input from government and private experts at all levels, what Michelle called a peer review style - and you ignored that input and that of our elected officials.

CHSRA has much unfinished business in southern California. We call upon CHSRA to halt all further study of E2 and high speed train routes near residential and sensitive environmental areas as well as to re-open all community outreach and communication to the Burbank to Palmdale project section, now dormant since last May 2015. Imagine, over one year and no public outreach from the largest infrastructure project in the United States. Just a horrendous way to conduct state business.

Dave DePinto

President, Shadow Hills Property Owners Assn.

Member, SAFE Coalition

----- Forwarded Message -----

Subject:LA Times: Horse owners in the San Fernando Valley feel trod on by bullet train

Date:Mon, 23 May 2016 06:19:36 -0700

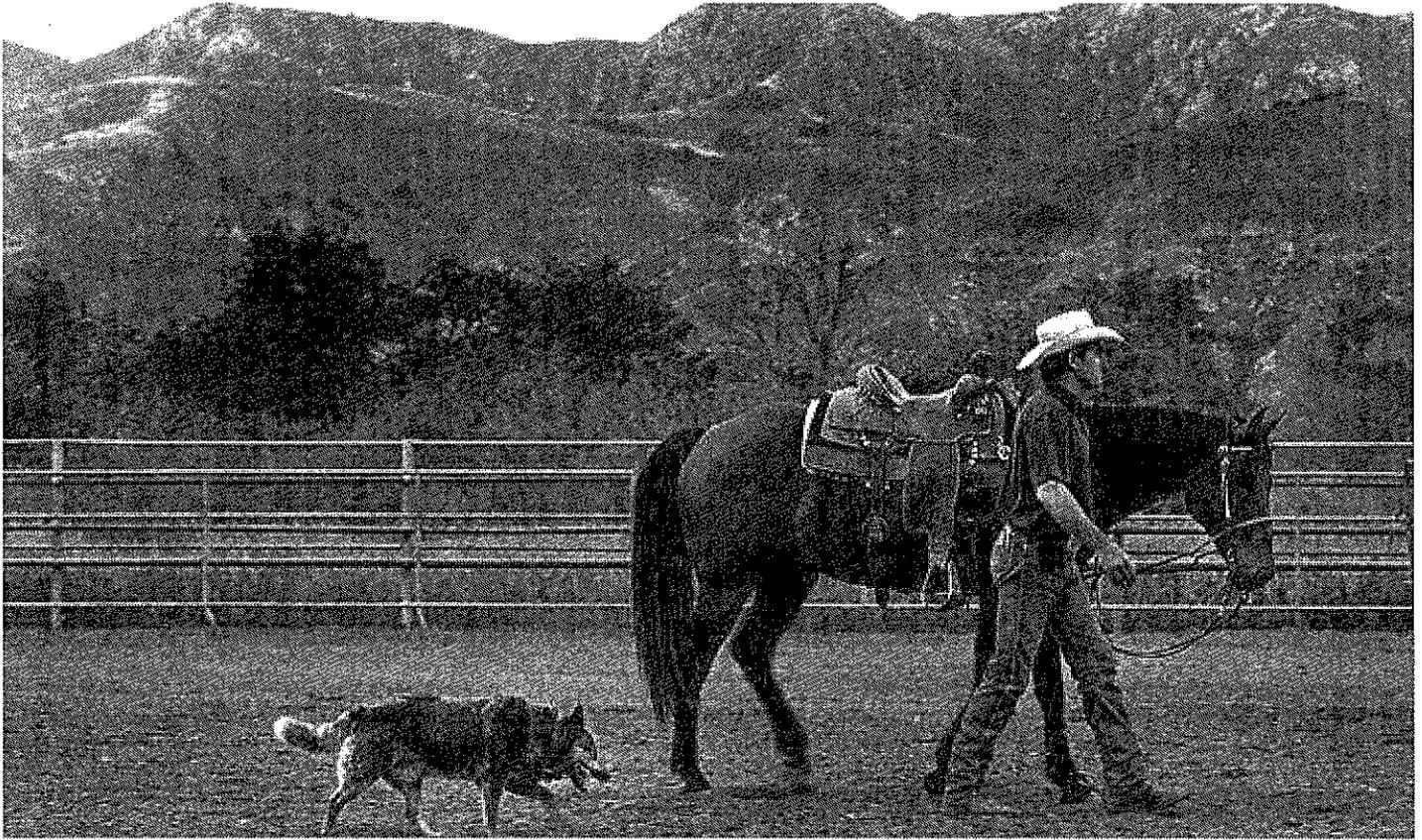
From:Cindy Bloom <cbloom57@ca.rr.com>

To:Gerri Summe <gerrisumme@gmail.com>, Susan Lustig <susan@acmedigitaldesign.com>, David DePinto <ddepinto@depintomorales.com>, Dale stedman <enchantedranch@earthlink.net>, Terri Ortiz <shpoa@shpoa.us>, Vikki Brink <summerhawkcranch@hotmail.com>, Fritz BRONNER <fritzcav@gmail.com>, Cindy Cleghorn <cindy@cmprintmail.com>, Gina Cruz <ginakeilcruz@yahoo.com>, Lois Dayen <invoices@shpoa.us>, Katherine Dayen <dayenight1@gmail.com>, Anton Bosch <anton@ifcb.net>, Sue Mansis <suemansis@gmail.com>, Linda Fullerton <linda@wrightcolor.com>, N Ahten <imakowgirl@hotmail.com>, Kathy Delson <kathy@delsonranch.com>, Mark Seigel <mark.seigel@gmail.com>, cindy bloom <cbloom57@ca.rr.com>, Linda Hornick <ljlhvt@aol.com>, TropicalPunchBand <tpunch1@aol.com>, Doug Chapin <Doug.Chapin@cbs.com>, Gina Martin <martin009@earthlink.net>, Kelly Decker <kellyerindecker@aol.com>, Katharine Paull <kpaul@earthlink.net>, Randal Ferman <rferman1@gmail.com>, William Eick <bill@eickfreeborn.com>, Mark Serridge <markserridge@gmail.com>, Jacqy Gamble <jgamble@lvmwd.com>, Joshua Jeffrey <joshuakeithjeffrey@gmail.com>, Kelly Rose <Krosepost@gmail.com>, Carol Gildersleeve <CarolGildersleeve@msn.com>, Julia Tarnawski <julie_t@earthlink.net>, Josie Zarate <josieza@gmail.com>, Nani Barnes <nblakeview@ca.rr.com>, David Lukesh <davidlukesh@gmail.com>, Dawn Jacobs <dawn_jacobs@ymail.com>, Nina Royal <nroyal9259@aol.com>, tina petrossian <tinapetrossian@yahoo.com>, tracey adams <traceyadamsacs@gmail.com>, gr8twinmom@yahoo.com

CC:cindy bloom <cbloom57@ca.rr.com>

<http://www.latimes.com/local/california/la-me-bullet-horses-20160523-snap-story.html>

Horse owners in the San Fernando Valley feel trod on by bullet train



Dale Gibson walks with his quarter horse, "Shooter," and Australian Cattle Dog Luke, inside the arena at his ranch located near Hansen Dam in Sunland. The bullet train will come very close to the ranch that also has 90 horses on it and Gibson is opposed to it's proximity because of the impact the noise will have on his livestock. (Mel Melcon / Los Angeles Times)

Ralph Vartabedian

Dale Gibson grimly shook his head, his white cowboy hat blocking out the bright afternoon sun.

"How about this mess," he said, walking through his Sunland ranch in the shadow of the San Gabriel Mountains.

Gibson, a rodeo cowboy and stuntman who has performed in more than five dozen films, was pondering the prospect of 220-mph bullet trains rocketing about 100 feet from his competition arena along the Big Tujunga Wash. He boards about 100 horses on 5 acres and, on many days, is out teaching children and actors the finer points of riding.

"It would be like trying to ride your horse down the runway at LAX," Gibson said. "We will be done."

Among the myriad complaints about the mammoth \$64-billion bullet train project — taxpayers angry over the cost, farmers fuming over land grabs and other complaints — the furor from horse owners has come at bureaucrats out of left field.

Horse owners have unleashed their wrath on bullet train officials in public meetings over the last year in a clash reminiscent of the 19th century collision between the Transcontinental railroad and the horse culture of the Great Plains. The horse owners want the above-ground section of tracks through their communities routed elsewhere, put in tunnels or eliminated altogether.

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Fritz Bronner, a veteran Rose Parade horseman who lives in Lake View Terrace with his four horses, said he was outraged over the state's handling of the issue. "These are not lawn ornaments," he said. "We get on these animals and do something with them. My horses can still get spooked and bolt."

The northern San Fernando Valley horse towns — among the nation's largest and most vibrant urban equestrian communities — worry their character will be destroyed. Ranch owners estimate as many as 10,000 horses are kept in Sunland, Tujunga, Shadow Hills, Lake View Terrace, Kagel Canyon, Agua Dulce and Acton — all of which could be affected to varying degrees by possible bullet train routes.

Rail officials have not denied those concerns, but they have offered no blanket concessions and carefully avoided confronting critics, instead responding with government jargon.

"The proposed high-speed rail alignments under consideration are going through extensive analysis and environmental review, and a draft environmental document is expected to be released in Spring 2017 with final alignment selection expected by the end of 2017," agency spokeswoman Lisa Marie Alley said in an email.

Horse owners are not encouraged.

"Imagine taking a nice trail ride and this big thing comes soaring through!" said Nicole Chase, owner of the 10-acre Monte Verde Ranch in Sylmar and an L.A. City Council candidate.

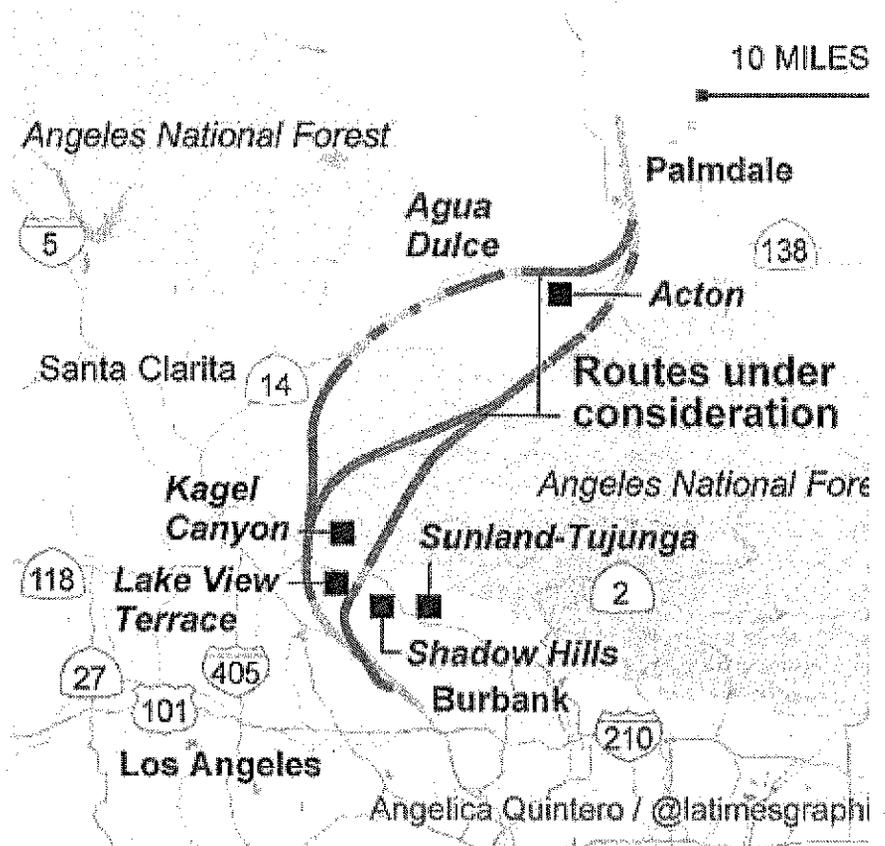
Rail line through horse country

Communities along the proposed routes for the \$64-billion bullet train project are worried their equestrian lifestyle is being threatened.

— Underground

— Above ground

Sources: California High-Speed Rail Authority, USGS



The California High-Speed Rail Authority has been fixing other neighborhood problems up and down the state. It agreed to drastically slow down trains in Silicon Valley to keep wealthy suburbanites happy; replaced a planned six-story viaduct in Fresno with a trench; and is studying costly tunnels under the mountains to keep noise from residents in Santa Clarita and San Fernando.

But the state is trying to avoid a budget-busting solution for horse owners, such as a tunnel stretching from Burbank to Palmdale. Its main effort to placate horse owners has been the commissioning of a \$15,000 study on whether bullet trains could unnerve horses.

The study was conducted by the Mineta Transportation Institute at Cal State San Jose using a “rigorous, objective method that is fully independent and guided by university principles,” said Karen Philbrick, the institute's director.

The study has been met with scorn from horse owners.

In addressing noise concerns, for example, the study quoted a handbook on the psychology of animals, which said: “horses are somewhat deaf compared to us.”

The assertion outrages Gibson who, to prove his point, made a kissing

sound to a horse about 50 feet away. The animal raised its head. "Does he look deaf to you?" asked Gibson, who serves on the Los Angeles Equine Advisory Committee.

"Deaf?" he said. "I don't think so."

Horse owners say the Mineta study was tainted by conflicts of interest, citing several linkages between the staffs of the rail authority and the institute. The chief executive of the rail authority serves on the Mineta board.

"They are not independent in any way," Gina Keil Cruz, a Lake View Terrace civil engineer and equestrian, told rail officials at a recent meeting of the San Fernando Valley Assn. of Governments in Van Nuys.

Philbrick rejected those allegations. But rail authority Chairman Dan Richard acknowledged the effort did not go well, adding that it was arranged by his top executive in Southern California. "It was well-intentioned, perhaps not a well-executed effort, to try to get some preliminary information out there," he said.

Better answers should be forthcoming in an environmental impact report, he said, adding that he would be open to conducting a new study.

Most horse owners have a tale or two about being thrown, bucked, jolted and heaved off their horse when it became spooked or startled.

"Hour for hour, horseback riding is more dangerous than riding a motorcycle," said Camie Heleski, a behavioral expert at Michigan State University's horse management program. A recent study found 45% of brain injuries involving adult recreational sports are caused by horseback riding.

The problem seems to be in the horses' DNA.

"Horses are accused of moving first and thinking second," said Claudia Sonder, director of the UC Davis Center for Equine Health. "They are the classic flight animal, evolving over time as prey."

Gibson, who wears a silver belt buckle the size of a rib-eye steak that he won at a recent roping competition, said horses can be trained to handle extreme conditions. He trained his horse Forty's Dancer to ride through a burning house for a movie.

Still, he said, Forty's Dancer can be spooked by unexpected noise. "They want to feel secure," Gibson said. "Then, we throw that high-speed train at them and it hurts their confidence."

Some horses would certainly become accustomed to bullet trains hurtling past on their turf, but the owners still resent the intrusion of rail into the equestrian lifestyle that they have shaped in their little corner of the San Fernando Valley.

It is a world apart from the bucolic farms of Kentucky or the gated estates of British royalty. They are middle-class communities, where residents enjoy special zoning to keep horses next to their homes and enjoy a little slice of the Old West. Feed stores have hay piled up high in the middle of residential streets. And horse paths lead from the Tujunga Wash to miles of trails in the San Gabriel Mountains.

On many weekends, traditional Mexican *charreada* events are held at an equestrian park in the Big Tujunga Wash, celebrating Mexican cowboy culture. Other events include competitions and shows drawing horses from across Southern California.

Two-lane roads lead into mountain enclaves, such as Kagel Canyon, where the unincorporated community is a mix of upscale homes and run-down shacks. Everybody exists on well water, and horses are as common as cats and dogs.

Kelly Decker, an actress and horse owner who has become active in the rail fight, said the state was "intentionally minimizing the importance of the equestrian community." In her view, the state seems to consider it a small niche in a big state.

Deeper into the mountains, the unincorporated communities of Acton and Agua Dulce, along California 14, would get hit by any of the three routes.

Kathy Zavala, owner of Rainbow Ridge Ranch in Acton, keeps 55 horses and rides into town for errands. "I don't think I'll be able to do that anymore," she said.

The whole community is on edge over the potential effects of the rail system on schools, businesses and homes, but horse owners seem to have taken the problem hardest.

Toni Haigh, a commercial artist who paints horses and owns seven of her own in Acton, said she'd like to see the rail line put in a tunnel through the area, but she is not optimistic it's a fight the town can win.

“Acton and Agua Dulce have no funds to fight it, so the rail authority is rolling right over us,” she said.

May 20, 2016

Via E-Mail and Federal Express

Hon. Dan Richard
Chairman
California High Speed Rail Authority
770 L Street, Suite 800
Sacramento, CA 95814

Re: SunnyGem, LLC

Dear Chairman Richard:

I am writing to advise you of recent developments in this matter and to follow up on my partner Matthew Adams' April 6, 2016 letter requesting a meeting with appropriate California High Speed Rail Authority ("HSRA" or the "Authority") staff to discuss slightly relocating the current High-Speed Rail alignment in order to avoid significant impacts on SunnyGem, LLC's Wasco almond processing facility.

1. Recent Developments

Over the last nine months, HSRA staff have repeatedly told us that they plan to place the High-Speed Rail project on an elevated viaduct through SunnyGem's property and parallel to the existing Burlington Northern Santa Fe ("BNSF") right-of-way. The stated purpose of the viaduct was to "lessen" the impacts of the project on SunnyGem. HSRA staff have also consistently represented that no construction could take place on the BNSF right-of-way when it was suggested that the pylons for the elevated track be placed on the BNSF right-of-way. HSRA staff insisted that the tracks had to be placed on SunnyGem's property and parallel to its facility.

As we have discussed, SunnyGem had (and continues to have) significant doubts that the viaduct, without more, will be sufficient to mitigate severe — and potentially fatal — impacts to the company's Wasco facility. Nevertheless, SunnyGem attempted to work collaboratively with HSRA to determine whether the facility might be able to co-exist with an elevated viaduct and, to that end, for several months the company asked HSRA staff to share specific plans for the viaduct and to facilitate a meeting between SunnyGem and the High-Speed Rail project's design-build contractor.

On April 10th, HSRA staff finally agreed to set up a meeting between SunnyGem and the High-Speed Rail project's design-build contractor. After working out various scheduling conflicts, the meeting date was set for May 11th.

Just two days before the meeting, SunnyGem was provided with documents depicting the HSRA's current plans for the SunnyGem property. Contrary to the HSRA's consistent representations that a viaduct would be used to "lessen" impacts to SunnyGem, the plans now show a rail corridor on a massive berm running through SunnyGem's property. The berm is completely different from the elevated viaduct that we had previously understood to be the proposed design. As you can imagine, we were surprised and

disappointed by this development. It was also represented to us that the area between the berm and SunnyGem would be further diminished by probable temporary construction easements necessary to accommodate construction equipment between the berm and the SunnyGem plant. The HSRA proposed design proposals for the plant for trucking access completely fail to address impacts on other aspects of the operation of the SunnyGem facility. Frankly, SunnyGem does not believe that it can successfully operate its facility with the current proposed location of the tracks. Therefore, assuming that the tracks remain on SunnyGem property at the current location, SunnyGem believes that a successful mitigation effort will require relocation of some or all of the plant.

Within the limited time available before the May 11th meeting, we had our experts review the new design. They identified serious construction and operational issues which, again, will likely result in a complete shutdown of operations at SunnyGem's Wasco facility (and the loss of hundreds of jobs). On May 11th, we expressed these concerns to HSRA staff (including Diana Gomez) and the Authority's design-build contractor.

SunnyGem made proposals to accommodate the current HSRA design and the SunnyGem operation as well as off-setting portions of the potential cost of current HSRA design proposals to create a win-win solution. At the end of the meeting, it was agreed that HSRA would look at other design options that might have less impact on SunnyGem and that we would all meet again on June 15th to see if there are other viable design options. I think that this was a good and constructive meeting and we will all have to see how this plays out in terms of locating the ROW on the SunnyGem site.

2. Relocating The Current High-Speed Rail Alignment

We have discussed proceeding on "parallel paths." As noted above, I believe the May 11th meeting represented a mutual, good faith effort on one of the two paths available to the parties — examining whether there is a viable way to locate the HSRA right-of-way on the SunnyGem property while allowing the company's existing almond processing plant to maintain its operations. However, we must also give equal consideration to the second path — alternative routing options.

The HSRA has previously suggested that it cannot even consider alternative routing options because (1) the alignment for the Fresno-to-Bakersfield segment of the High-Speed Rail Project was settled in 2014 and, in any event, (2) the alignment must follow the BNSF right-of-way for policy and engineering reasons.

With that in mind, I noted with great interest the May 10th memorandum from Ms. Gomez and Mark McLoughlin to you and your Board addressing the alignment of the Fresno-to-Bakersfield segment of the High-Speed Rail project. Among other things, the memorandum proposes to identify a new project alignment into and through Bakersfield as the "preliminary preferred alternative" in a forthcoming Draft Supplemental Environmental Impact Statement/Environmental Impact Report for the Fresno-to-Bakersfield segment of the High-Speed Rail project.

The new alignment — known as the "F Street Alternative" — represents a radical departure from the 2014 Fresno-to-Bakersfield alignment. And rather than following the BNSF right-of-way, it cuts across the Central Valley just south of Shafter before turning south to Bakersfield along the Union Pacific railroad. The HSRA's decision to adopt such an alignment as a "preliminary preferred alternative" calls into question the agency's stated bases for refusing to consider alternatives to the 2014 High-Speed Rail alignment.

Mr. Adams' April 6 letter, to which we have received no response, explained why an alternative routing makes sense: Relocating the proposed High-Speed Rail alignment from the west side of the BNSF

alignment to the east side of the BNSF alignment through Wasco (a much smaller change to the 2014 alignment than the Bakersfield F Street Alternative, and one that may not require substantial environmental review) clearly has the potential to avoid the significant and potentially fatal impacts to SunnyGem.

The May 10th memorandum shows that it remains reasonable and feasible to consider alternatives and adjustments to the 2014 High-Speed Rail alignment. HSRA is willing to do so for large, relatively wealthy municipalities like Bakersfield. We respectfully submit that the same consideration is due to Wasco — an environmental justice community — and businesses like SunnyGem that support the City's fragile economy. The City of Wasco supports an alignment on the east side of the BNSF alignment (See City of Wasco Resolution 2016-3073), as does SunnyGem.

Accordingly, we respectfully renew our April 6th request to meet with appropriate HSRA staff for an open-minded, good-faith evaluation of route alternatives capable of avoiding the conflict between the High-Speed Rail project's current alignment and continued operation of SunnyGem's Wasco almond processing facility.

Very truly yours,

DENTONS US LLP



Ivor E. Samson

cc: Diana Gomez

Drozd, Doug@HSR

From: Sevak piry <sevakpiry@yahoo.com>
Sent: Wednesday, May 18, 2016 7:50 PM
To: HSR boardmembers@HSR; Morales, Jeff@HSR; HSR palmdale_burbank@HSR
Cc: joe.jankiewicz@mail.house.gov; miguel.franco@mail.house.gov; senator.liu@sen.ca.gov; daniel.cedeno@sen.ca; vickere.murphy@sen.ca.gov; ricardo.benitez@asm.ca.gov; scott.wilk@asm.ca.gov; mcano@lacbos.org; jdegonia@lacbos.org; sheila@bos.lacounty.gov; felipe.fuentes@lacity.org; susan.s.wong@lacity.org; councilmember.martinez@lacity.org; jim.dantona@lacity.org; mayor.garcetti@lacity.org; Grnidv13
Subject: HSR - Elimination of East Corridor Alternatives

Elimination of East Corridor Alternatives from Further Consideration and from EIR/EIS for Palmdale to Burbank Project Section as Proposed by the California High Speed Rail Authority Dear HSR Chairman Richard, Board Members, CEO Jeff Morales and Regional Coordinator Michelle Boehm: In support of S.A.F.E. (Save Angeles Forest for Everyone), a coalition of Foothill communities, please add my voice to concerned area residents, and Congress members Schiff and Chu, in calling for the removal of the proposed East Corridor alternatives from further consideration and from inclusion in the EIR/EIS for the high speed rail project. It is abundantly clear that the proposed East Corridor routes would destroy many aspects of our Foothill communities and that far too many of the impacts cannot be mitigated at all or adequately enough. Thus, as my representatives, both elected and appointed, I challenge you to:

- Focus on implementing the high speed rail route into Los Angeles in a way that truly conforms to Proposition 1A's intent of an existing transportation and utility corridor.
- Preserve LA's valuable water sources including an aquifer that provides 10% of our drinking water.
- Protect Angeles National Forest, our newly created National Monument and Rim of the Valley plans.
- Safeguard our wildlife, wildlife corridors, and access to wonderful hiking, biking and equestrian trails.
- Not blight our residential, recreational and environmentally sensitive areas with grotesque tunnel openings, elevated bridges, catenaries and trains that are visible and audible for miles.
- Spare thousands of residents from the threat of losing their homes and diminishing their property values.
- Remove the threat of intolerable truck traffic, noise, dust and road damage resulting from over one million construction-related truck trips.
- Protect the health and safety of the equine population and other wildlife due to construction and operational impacts such as dust, noise, vibration and visual assaults on their habitat.
- Respect a chosen way of life that includes natural environments, animal-centric activities, and open space that serves the greater LA metropolitan region.
- Protect the value of the \$100 million horse industry and the jobs it provides in our area; and be protective of the wonderful equineassisted programs that serve our veterans and people with disabilities.
- Resist the urge to choose from among inferior alternatives that are politically expedient and cease communicating inflated claims of economic benefits and ridership projections.

Do not railroad our communities! Respectfully,

Sevak Piry
10119 foothill Blvd Sylmar CA 91342
Sevakpiry@yahoo.com
5/18/2016

Drozd, Doug@HSR

From: GOMBART Maxime (SNCF RESEAU / INGENIERIE ET PROJETS / I&P LVE ENV)
<maxime.gombart@sncf.fr>
Sent: Wednesday, May 18, 2016 6:28 AM
To: HSR info@HSR; HSR Northern California@HSR; HSR Central Valley@HSR; HSR Southern California@HSR; HSR boardmembers@HSR
Cc: maxime-gombart@wanadoo.fr
Subject: wildlife detection and anticollision system on HSR?

Hello,

As biodiversity Study Manager (environment, wildlife) in "engineering projects" SNCF company , I am in charge of 'wildlife' problems.

For my missions I have to find solutions to this problem and reduce the induced impacts :
agricultural damage
collisions (damage equipment and materiel)
delays to travel...

I seek contact with you could explain to me what is in place in US to avoid collisions with wildlife on highspeed rail.

Are there a person in charge of this problem within your organization? Have you an anti collision effective system ? could you tell me information about it?

Thank you for your answer and have a nice day

Best regards

Maxime GOMBART
Chargé d'études Biodiversité

SNCF RÉSEAU
DIRECTION INGÉNIERIE & PROJETS
DÉPARTEMENT LIGNES VOIES ET ENVIRONNEMENT (LVE)
6 avenue François Mitterrand – 93 574 LA PLAINE SAINT-DENIS CEDEX
TÉL. : 01 41 62 48 53 (29 03 01)
Maxime.gombart@sncf.fr

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Drozd, Doug@HSR

From: arthur marines <arthurmarines@gmail.com>
Sent: Tuesday, May 17, 2016 5:37 PM
To: HSR boardmembers@HSR; Morales, Jeff@HSR; Boehm, Michelle@HSR; HSR palmdale_burbank@HSR; Arellano, Genoveva@HSR
Cc: michael.aguilera@mail.house.gov; joe.jankiewicz@mail.house.gov; kenny.lasalle@mail.house.gov; miguel.franco@mail.house.gov; Enrique.robles@mail.house.gov; senator.liu@sen.ca.gov; daniel.cedeno@sen.ca.gov; vickere.murphy@sen.ca.gov; assemblymember.lopez@assembly.ca.gov; ricardo.benitez@asm.ca.gov; scott.wilk@asm.ca.gov; fifthdistrict@lacobos.org; mcano@lacobos.org; jdegonia@lacobos.org; kbarger@lacobos.org; sheila@bos.lacounty.gov; felipe.fuentes@lacity.org; claudia.rodriguez@lacity.org; susan.s.wong@lacity.org; wesly.hernandez@lacity.org; councilmember.martinez@lacity.org; jim.dantona@lacity.org; councilmember.krekorian@lacity.org; mayor.garcetti@lacity.org
Subject: HSR - Elimination of East Corridor Alternatives

Subject: Elimination of East Corridor Alternatives from Further Consideration and from EIR/EIS for Palmdale to Burbank Project Section as Proposed by the California High Speed Rail Authority

Dear HSR Chairman Richard, Board Members, CEO Jeff Morales and Regional Coordinator Michelle Boehm:

In support of S.A.F.E. (Save Angeles Forest for Everyone), a coalition of Foothill communities, please add my voice to concerned area residents, and Congress members Schiff and Chu, in calling for the removal of the proposed East Corridor alternatives from further consideration and from inclusion in the EIR/EIS for the high speed rail project. It is abundantly clear that the proposed East Corridor routes would destroy many aspects of our Foothill communities and that far too many of the impacts cannot be mitigated at all or adequately enough.

Thus, as my representatives, both elected and appointed, I challenge you to:

- Focus on implementing the high speed rail route into Los Angeles in a way that truly conforms to Proposition 1A's intent of an existing transportation and utility corridor.
- Preserve LA's valuable water sources including an aquifer that provides 10% of our drinking water.
- Protect Angeles National Forest, our newly created National Monument and Rim of the Valley plans.
- Safeguard our wildlife, wildlife corridors, and access to wonderful hiking, biking and equestrian trails.
- Not blight our residential, recreational and environmentally sensitive areas with grotesque tunnel openings, elevated bridges, catenaries and trains that are visible and audible for miles.
- Spare thousands of residents from the threat of losing their homes and diminishing their property values.
- Remove the threat of intolerable truck traffic, noise, dust and road damage resulting from over one million construction-related truck trips.
- Protect the health and safety of the equine population and other wildlife due to construction and operational impacts such as dust, noise, vibration and visual assaults on their habitat.
- Respect a chosen way of life that includes natural environments, animal-centric activities, and open space that serves the greater LA metropolitan region.
- Protect the value of the \$100 million horse industry and the jobs it provides in our area; and be protective of the wonderful equine-assisted programs that serve our veterans and people with disabilities.
- Resist the urge to choose from among inferior alternatives that are politically expedient and cease communicating inflated claims of economic benefits and ridership projections.

Do not railroad our communities!

Respectfully,

Drozd, Doug@HSR

From: Greg Iger <greg@igerstudio.com>
Sent: Thursday, May 12, 2016 10:31 AM
To: Kevin Bush
Cc: HSR boardmembers@HSR
Subject: Re: URGENT: High-Speed Rail in Kern County - YOUR INPUT IS NEEDED

Follow Up Flag: Follow up
Flag Status: Flagged

Thanks, Adam for this opportunity to vent my frustration. Sorry I could not attend the meeting.

SCRAP THIS BOONDOGGLE....Waste of money...including salaries of engineers and bureaucrats galore..... It will bring too many people to Bakersfield....Isn't high speed (compared to 50yr. old technology in Japan). The environmental impact study in itself is a waste of time and money on this partucular project. WHERE IS THE COMMON SENSE IN THIS PROJECT? Private enterprises are coming up with better more efficient methods of transportation. In 1970 I was in Japan and rode a 200mph train to Osaka. This rail project won't even match the speed capability of 46 years ago! Thanks, Greg Iger

----- Original Message -----

From: Kevin Bush
To: stationareajustice@gmail.com
Sent: Monday, May 09, 2016 10:30 AM
Subject: URGENT: High-Speed Rail in Kern County - YOUR INPUT IS NEEDED

Dear Kern County Neighbors:

We need your support in our efforts to ensure the accountability and transparency of high-speed rail in Kern County.

Tomorrow morning, the California High-Speed Rail Authority (CHSRA) board will be meeting at Bakersfield City Hall South. On the agenda, CHSRA staff will ask their board to select a "preferred" alignment through Western Kern County before the public can view and comment on an environmental impact report (EIR).

Selecting a "preferred" alignment tomorrow means that the High-Speed Rail Authority will be able to commence property acquisitions before having an environmentally cleared route and disclosing the impacts of their route on the community. The simple truth is the impacts of the proposed alignment have not been thoroughly studied and openly disclosed to the public.

Regardless of whether you support or oppose high-speed rail or which alignment you prefer; we must demand a complete environmental impact report before the High-Speed Rail Authority adopts a preferred alignment in

Kern County. Only then, can the people of Kern County, other agencies, and decision-makers understand the full spectrum of impacts, consequences, alternatives, and mitigation measures required.

*Please join us in saying **NO TO A RUSHED ENVIRONMENTAL PROCESS** and demand the completion of an environmental impact report before a preferred alignment is selected in Kern County.*

We are asking everyone to attend tomorrow's high-speed rail meeting at the Bakersfield City Council Chambers. The meeting will be held at 1501 Truxtun Avenue at 9:15AM. If you are unable to attend, please send comments to: boardmembers@hsr.ca.gov.

Thank you for your time and consideration.

Very respectfully,

Adam Cohen

Kern Citizens for Government Accountability

Drozd, Doug@HSR

From: RCLANTON <kellyclanton@yahoo.com>
Sent: Tuesday, May 10, 2016 6:42 AM
To: HSR boardmembers@HSR
Subject: Bakersfield route

Follow Up Flag: Follow up
Flag Status: Flagged

I am opposed to high speed rail. The difference between us and Japan and Europe is that these countries are compact and when you arrive it is easy to get to your final destination with public transportation. America is spread out so far that once you arrive at the station, it is difficult to get to a final destination. That's why all our Buses are empty - and we do not need an empty train running to prove how stupid our leaders are. After the regulatory SB4, the oil business took a hit that we may not recover from. The oil business supports California tax base. This is a significant loss in revenue for the state and building a train is ludicrous.

If it is built, I prefer the station near Robobank.

Ray Clanton
9118 celeste ct
Bakersfield ca

Drozd, Doug@HSR

From: C Cade <cgcade1@gmail.com>
Sent: Tuesday, May 10, 2016 10:23 PM
To: Richard, Dan@HSR; HSR boardmembers@HSR; stationareajustice@gmail.com
Subject: Say no to a rushed HSR environmental process and demand accountability

Follow Up Flag: Follow up
Flag Status: Flagged

An EIR serves to inform governmental agencies and the public of a project's environmental impacts. Further, an EIR proposes mitigations and alternatives which may reduce or avoid the environmental impacts; as the EIR is considered the heart of CEQA, mitigation and alternatives are also considered the heart of the EIR. The reason I am in agreement with this article and believe that a rushed decision without public engagement is wrong and must not be allowed, is that transparency and accountability are essential components that government must adhere to as to eliminate any matter being thrust and forced upon the taxpayers impacted by any such decision. Being this has been and continues to be such a controversial project, there need not be any additional delays in moving forward with the HSR that would result from a procedural attempt to circumvent any objections, concerns and/or support for this vital decision of the alignment choice. While my position on the High Speed Rail has been and remains 100% in support of it, I do not support this method to get things done expeditiously under the guise of secrecy, as the ends never justifies the means. Any attempt to finalize a decision of this magnitude must be done right and correct. Does that mean it will have to take another 10 year study? NO! There has been ground work that has been invested that needs to be valued as substantial as serve as a basis for which alignment choice best meets the needs and goals of the overall project and impacts the community the least as well as provide the most benefits to the community concurrently. There is no perfect solution however, in the United States of America, the State of California, the County of Kern and the City of Bakersfield, there are procedural steps that we must adhere to in order to achieve these goals. I learned these governing principles while sitting in classroom in Warren Hall at Bakersfield High School and also learned Drafting and Architectural Design in the Industrial Arts Building as well. My time spent in my formative years researching matters concerning Urban Renewal, City and Regional Planning, Housing and Urban Development, Political Science, Sociology and Public Administration bring me to agreement with Adam Cohen that a Tuesday May 10, 2016 at 9:30 am meeting with the California High-Speed Rail Authority Board in Bakersfield with Bakersfield City Manager Alan Tandy and the HSRA staff to ask the high-speed rail board to select a preferred alignment without public engagement fully exercised is wrong and disingenuous which does not serve the best interests of a positive approach to moving this valuable project forward. In closing, I submit that policy makers must not lose sight of the fundamental essentials of building consensus due to opposition and disagreement. Finding a way to proceed without the cloud of dishonesty is more important than moving forward with it. While I am no longer a resident of Bakersfield and probably may not be allowed to speak in such meeting if residents are given the opportunity to, please do not be silent on this matter whether you are for or against the High Speed Rail project, speak up.

Drozd, Doug@HSR

From: Adam Cohen <apcohen@berkeley.edu>
Sent: Tuesday, May 10, 2016 12:44 PM
To: HSR boardmembers@HSR; Richard, Dan@HSR
Subject: Follow-up

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Chairman Richard and Members of the Board,

I want to thank you for the opportunity to provide comments this morning. As a concluding written comment for the record, id like to encourage you to walk to each of the proposed station sites in Bakersfield from City Hall. You will see that its about 0.6 miles to the Hybrid and 1.7 miles to F Street. So if you were taking high speed rail to todays meeting, you would have to take a taxi or an uber to get to todays meeting."

Thank you,

Adam Cohen
661-912-2986

Sent from my Windows 10 phone

CALIFORNIANS ADVOCATING RESPONSIBLE RAIL DESIGN (CARRD)

May 10, 2016

Today the Authority is being asked to approve a preliminary preferred alignment for the high speed rail route in Bakersfield. While we understand that this is not a final decision, we would urge you to expand the scope of the environmental review to consider a wider range of alternatives .

First, the limit of the study is arbitrary. The new station location requires crossing over from the BNSF alignment to the UPRR. From an environmental standpoint, there are several other places that this could be accomplished without having to bisect prime farmland. In the rush to spend federal ARRA grants, the Authority is precluding the study of alternatives which would likely have lower environmental impacts and not require trains to travel at full speed through the small towns of Wasco and Shafter.

This is especially troubling given that the routing along the BNSF from Fresno in the Final EIR/EIS was largely premised on several asserted facts, which turned out not to be true. The complexity of the utility relocation along the BNSF ROW was ignored, there was a presumption that there would be none of the same challenges for alignments adjacent to the BNSF right-of-way as those that UPRR had been vocal about for its right-of-way and finally, and most important, that the station in Bakersfield had to be on the BNSF right-of-way.

The original environmental analysis that rejected an alignment along the UPRR corridor that would serve Visalia more directly concluded that the environmental impact of having to cross from UPRR line back to the BNSF line before Bakersfield was a deal killer. Now, you are being asked to approve an alignment which will effectively do the same thing by again crossing between the two ROWS.

The presumption of a Truxton Avenue station was based on a highly flawed analysis in 2003 that concluded a downtown station would have almost no impact to homes, businesses or other existing enterprises. The issues with this study's results were well understood by the time the Authority approved the Final EIR/EIS. In a rush to commence with construction, all parties involved understood that the station choice was not actually finally, but an expedience to allow construction to commence while the work was done to find a less impactful station location.

The problem is that this incremental decision making means that the final route is likely to be significantly worse than any of the three routes originally considered for the Central Valley segment. It is worse in terms of travel time, environmental impact, coordination with existing train service and probably capital costs.

There were three options on the table that would have followed existing transportation corridors.

- 1) An I-5 alignment, with a spur to Fresno [fast, cheap]
- 2) A BNSF alignment, which would have duplicated existing Amtrak service and had the greatest impact to farmland and wetlands.
- 3) A UPRR alignment, which was straight and provided service to cities not on the current Amtrak route.

The route that has come to be is the worst of all these routes.

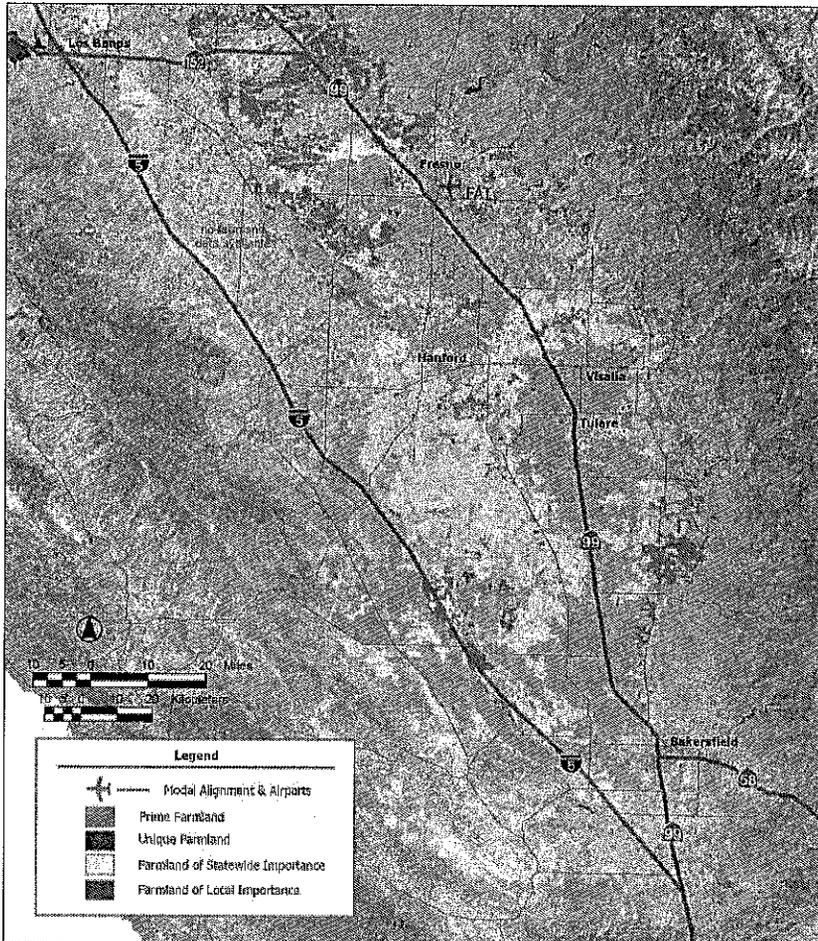
The stations in Merced, Fresno and Bakersfield will be on the UPRR alignment, which means there are no easy connections to the Amtrak service – which is forcing the Authority to have a sprawl inducing station outside of Madera.

The route itself though travels along the BNSF corridor between cities which means that trains must go back and forth between the two corridors – which is as disruptive as possible to the environment. Because of the poor connectivity with the Amtrak service, the small cities on the BNSF route will likely lose their service and have their towns bifurcated by 220 mph trains.

The current propose route will still have significant impacts on East Bakersfield, an area that is among the poorest in the state, if not the country. There are neighborhoods there that cannot stand the loss of their community institutions, like churches and the Mercado.

The Authority should consider other alternatives as well. For some reason, a study done 18 months ago that would look at a station on the westside of Bakersfield is not mentioned in any of the environmental review documents. Considering the significant impacts to East Bakersfield, the new understanding of the seismic challenges of a Tehachapi route and the decision to build towards San Jose first, the Authority should take the opportunity to look at all options.

Agricultural impact



“Based on GIS analysis included in the related System-Wide Agricultural Resources and Farmlands Report (Parsons Brinkerhoff 2003), there would be consistently less agricultural land potentially impacted by the alignment options adjacent to the UPRR corridor than the BNSF corridor. Map observations and review of aerial photography reveal that the UPRR corridor runs parallel to SR-99.”

Source: https://www.hsr.ca.gov/docs/programs/eir-eis/statewide_final_EIR_vol1ch3part3.pdf

Transition from UPRR to BNSF Railway Corridor.

“Because Visalia and Tulare are located along the UPRR corridor, some of the initial alternatives for a Kings/Tulare Regional Station were in the UPRR corridor. However, all of the alternatives needed to

return to the BNSF Railway Corridor before entering Bakersfield. The HST alternative selected in the Statewide Program EIR/EIS calls for a station located in Downtown Bakersfield near the existing Amtrak station on the BNSF Railway line, and both Kern County and the City of Bakersfield passed resolutions supporting this station. By entering Bakersfield from the west along the BNSF Railway Corridor instead of the UPRR Corridor, the HST would result in far fewer relocation impacts and be more consistent with current and planned land uses.”

Source: CALIFORNIA HIGH-SPEED TRAIN PROJECT FINAL EIR/EIS FRESNO TO BAKERSFIELD (Pages 2-20 and 2-21)

Original Visalia study:

http://www.hsr.ca.gov/docs/programs/statewide_rail/proj_sections/Fresno_Bakersfield/Appendix_A_pages_1_5_August_2007.pdf

Technical report on Visalia study:

http://www.hsr.ca.gov/docs/programs/statewide_rail/proj_sections/Fresno_Bakersfield/Appendix_B_August_2007.pdf

Technical study on UPRR route:

http://www.hsr.ca.gov/docs/programs/fresno-baker-eir/drft_EIR_FresBaker_CPb_appen_D.pdf

Second, the Authority decided to investigate potential alignments for a potential station location in the area near the communities of Hanford, Visalia, and Tulare. Since Visalia and Tulare are located along the UPRR Alignment, most of the potential alternatives were partially or largely located in the UPRR Corridor. However, all the alternatives had to return to the BNSF Corridor before they entered Bakersfield. With the Statewide Program EIR/EIS, the Authority and FRA selected a station location in downtown Bakersfield near the existing Amtrak station on the BNSF Railway line. Both Kern County and the City of Bakersfield adopted resolutions in 2003 supporting the downtown Bakersfield HST station. The UPRR tracks are roughly a mile north of the Bakersfield Amtrak station. To approach the Amtrak station from UPRR, the HST alignment would have to cut across the heart of downtown Bakersfield, disrupting established neighborhoods and major commercial centers, and crossing primary roadways including Golden State Avenue (SR 204) and the SR 178 freeway. By entering Bakersfield from the west along the BNSF Corridor instead of the UPRR Corridor, the HST would result in far fewer relocation impacts and would be more consistent with current and planned land uses.

Source: Checkpoint B

DRAFT
for discussion only



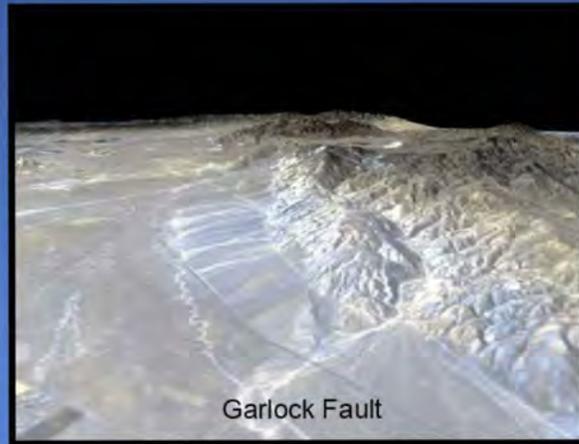
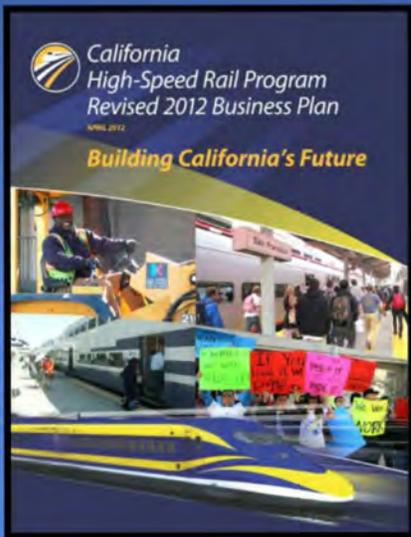
CALIFORNIA HIGH-SPEED RAIL AUTHORITY

September 23, 2013

Bakersfield to Palmdale Westside Bypass Feasibility Study
Michelle Boehm

CRITICAL SUCCESS FACTORS

1. Providing an Alternative Alignment (Bakersfield)
2. Minimizing Capital Costs
3. Crossing Faults Safely
4. Avoid Re-opening 2005 EIR/EIS
5. Next Steps



BAKERSFIELD TO PALMDALE ALIGNMENTS



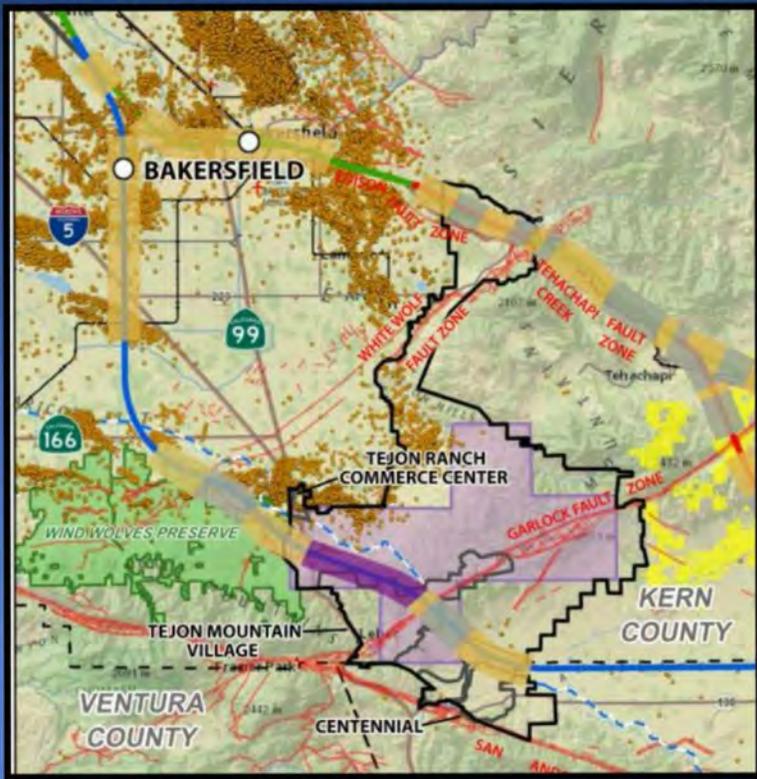
Westside Bypass

- WSBP1
- WSBP2

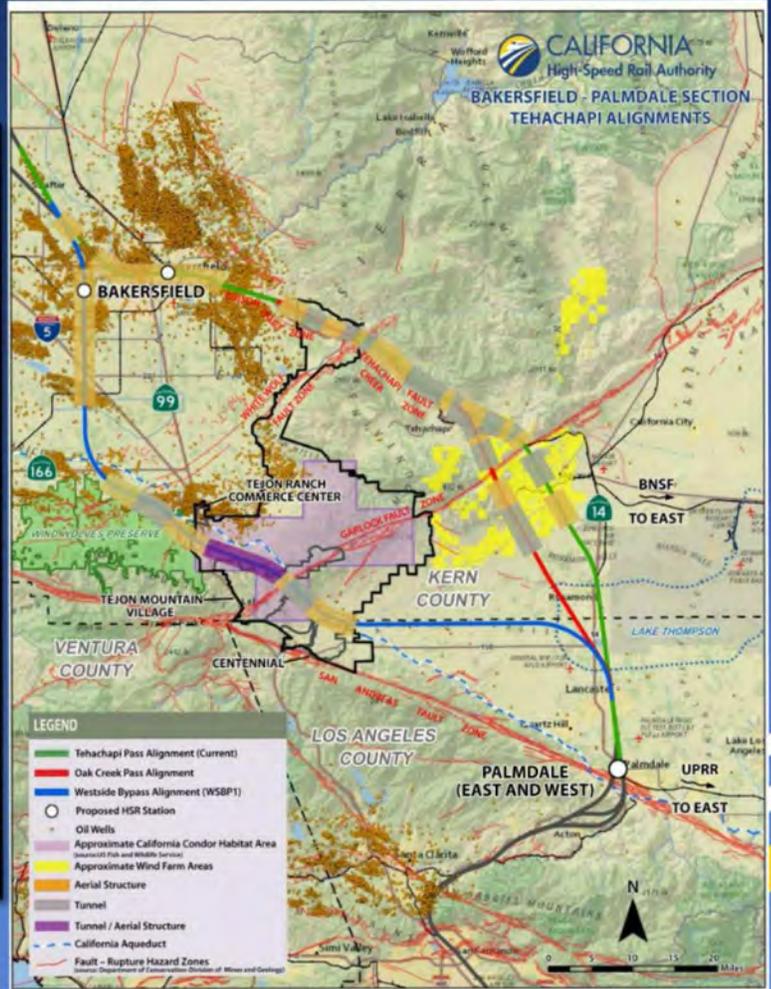
SR-58 Alignments

- Tehachapi Pass
- Oak Creek Pass

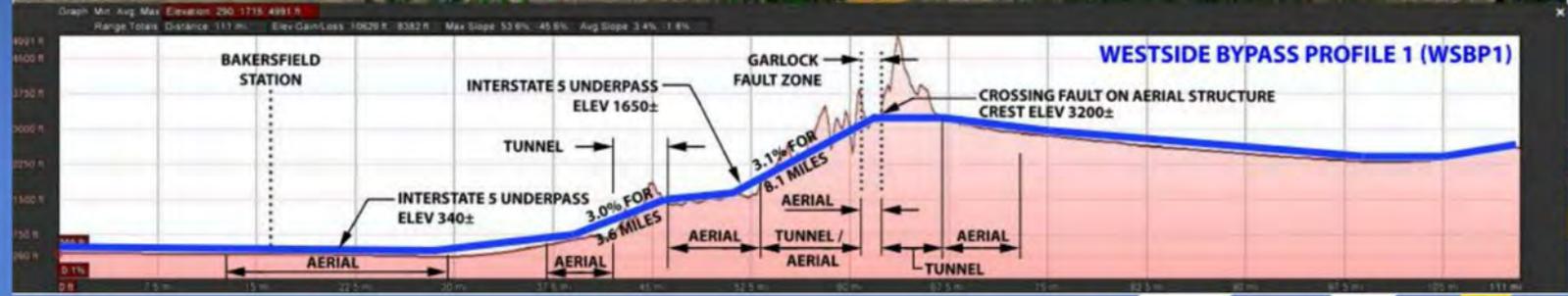
BAKERSFIELD TO PALMDALE ALIGNMENTS



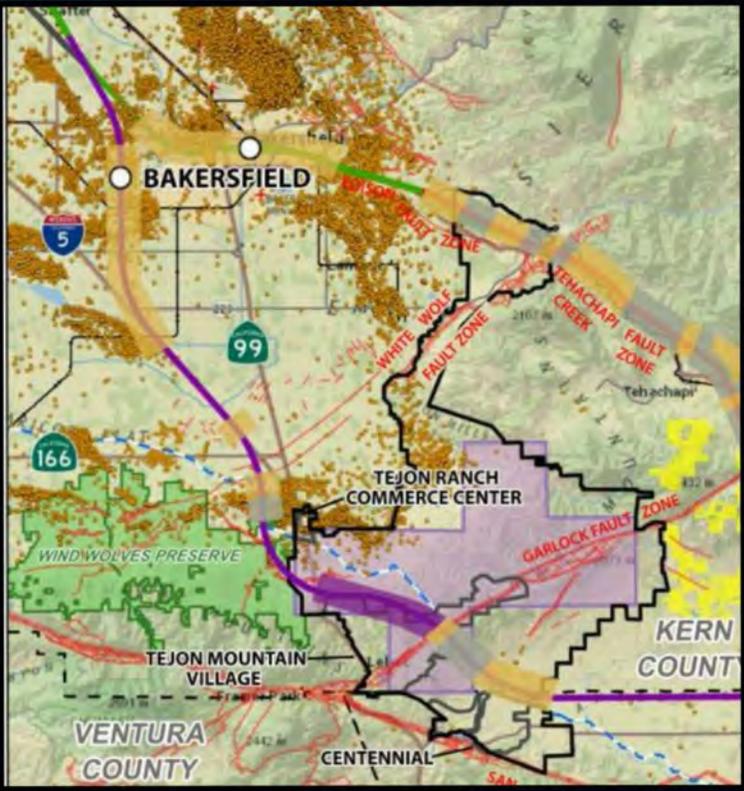
WSBP1



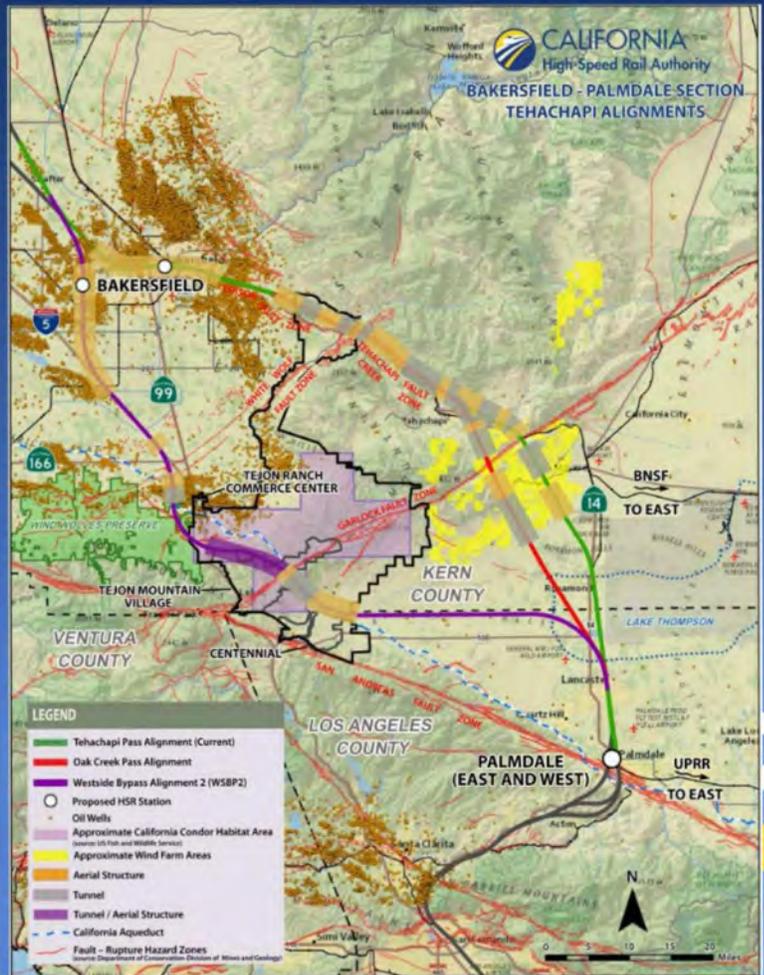
WSBP1 PLAN & PROFILE



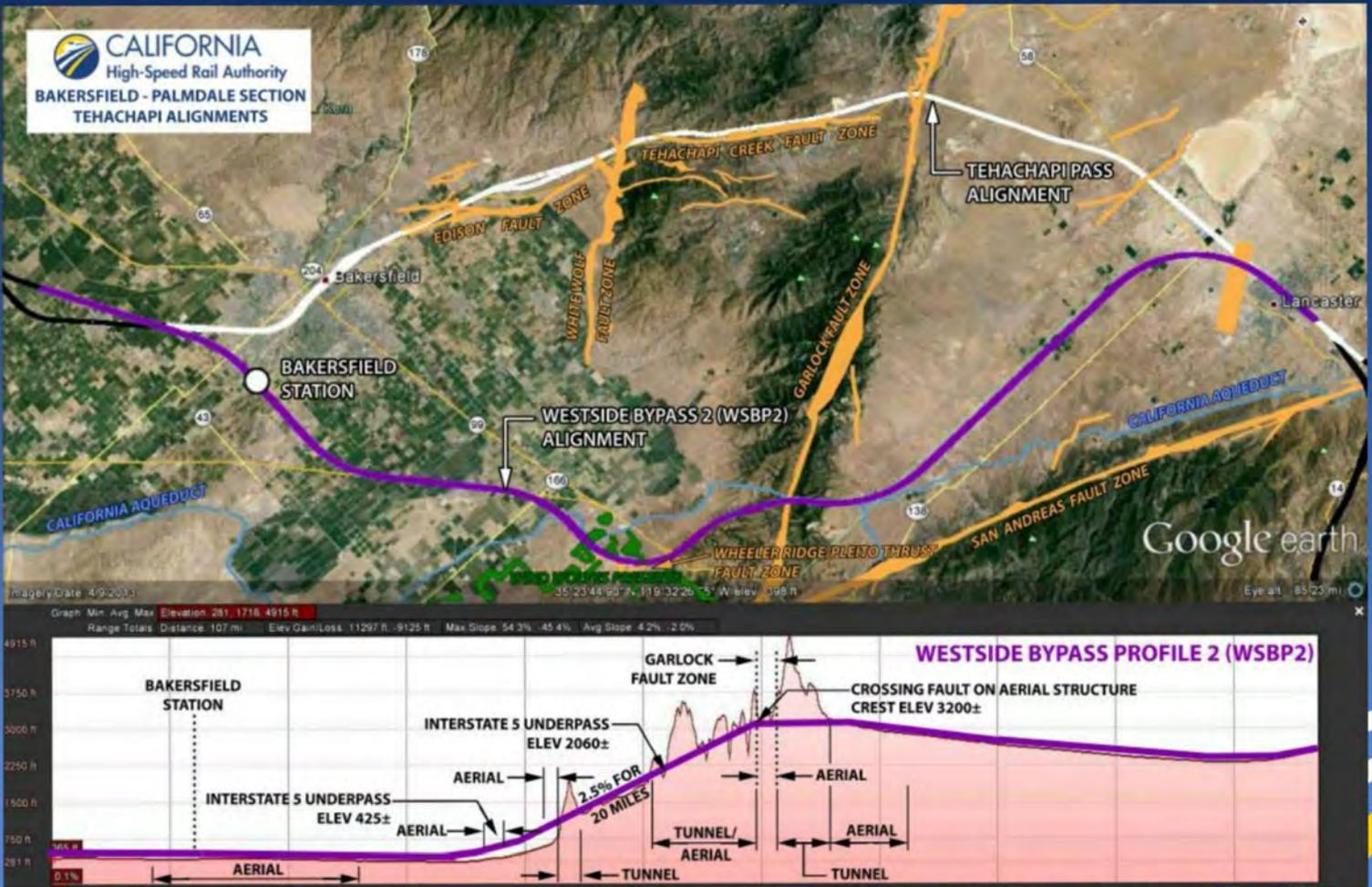
BAKERSFIELD TO PALMDALE ALIGNMENTS



WSBP2



WSBP2 PLAN & PROFILE



CAPITAL/SOFT COST & ROD DATE SUMMARY

	TEHACHAPI PASS	OAK CREEK PASS	WESTSIDE BYPASS 1	WESTSIDE BYPASS 2
Cost Normalized to Tehachapi Pass (High Cost)	100%	83% *	77% *	76% *
Soft Cost to Ready to List (Normalized Feb/2013 C2C) (\$M)	100%	103%	133%	133%
Potential Adjustment beyond Sept, 2015 (months/date)	5.5 to 11.5 Mar - Sept, 2016	6.5 to 11.5 Apr - Sept 2016	22 to 27 Jul – Dec 2017	22 to 27 Jul – Dec 2017

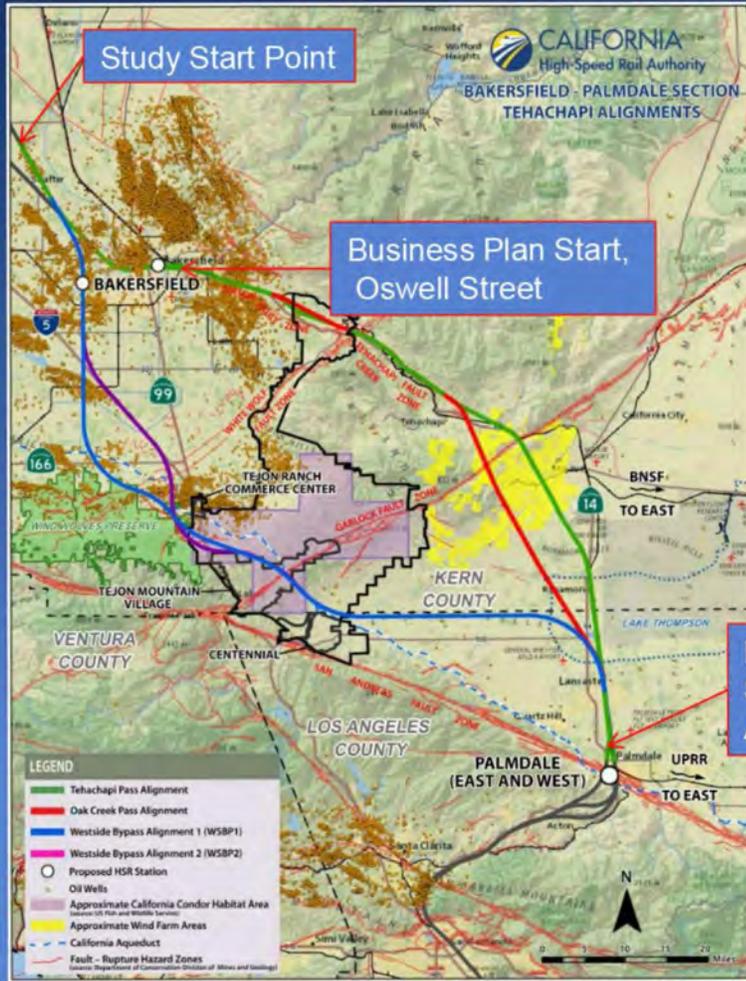
LIMITS FOR COST COMPARISONS

Environmental Documents & Business Plan

- Segment length 77 miles
- Stations within adjacent segments

Study

- Segment length varies 102-111 miles
- Includes Palmdale Station



Study Start Point

Business Plan Start,
Oswell Street

Business Plan and
Study End Point
Avenue M

ENGINEERING SUMMARY

ALIGNMENT COMPARISON	TEHACHAPI PASS	OAK CREEK PASS	WESTSIDE BYPASS 1	WESTSIDE BYPASS 2
ALIGNMENT LENGTH (miles)	104	102	111	109
JOURNEY TIME (min:sec) (Difference from Tehachapi Journey Time in min:sec) (Ave speed in mph)	34:50 179	34:28 (-0:22) 178	33:10 (-1:40) 201	32:59 (-1:59) 198
DESIGN SPEED (mph)	250	250	250	250
MAXIMUM GRADE	3.5%	3.5%	3.1%	2.5%
LENGTH OF MAX GRADE (miles)	9*	9*	8*	20*
HIGH POINT ELEVATION (ft)	El 4,374	El 4,469	El 3,204	EL 3,204
LONGEST TUNNELS (miles)	1.3	1.6	4.4	4.4
OVERALL TUNNEL LENGTH (miles)	7.6	6.7	12.6	12.3
TUNNEL CONSTRUCTION DURATION	within 5 yrs	within 5 yrs	within 5 yrs	Within 5 yrs
MAXIMUM AERIAL STRUCTURE HEIGHT (Above original ground- ft)	301	325	490	547
MAXIMUM PIER HEIGHT (ft)	270	270	200	250
OVERALL AERIAL STRUCTURE LENGTH (miles)	29.1	24.6	32.0	24.5
GRADE SEPARATIONS	42	36	27	25
LENGTH OF TRACKWAY ACROSS LAKE THOMPSON (miles)	9.4	11.1	7.5	7.5

Design level varies for each alignment

10

ENGINEERING SUMMARY

Fault	TEHACHAPI PASS	OAK CREEK PASS	WESTSIDE BYPASS 1	WESTSIDE BYPASS 2
Garlock (Mw 6.8-7.6, slip 2-11 mm/yr)	Crossed on Embankment	Crossed at Grade	Crossed at Grade (Steam in Culverts), 90 deg	Crossed at Grade (Steam in Culverts), 90 deg
White Wolf (Mw 6.5-7.5, slip 3-8.5 mm/yr)	Crossed on Embankment	Crossed on Embankment		Crossed on Embankment
Edison	Crossed on Embankment	Crossed on Embankment		
Tehachapi Creek	Parallel at Grade, <u>potential trace fault crossed on aerial structure</u>	Parallel at Grade, <u>potential trace fault crossed on aerial structure</u>		
Willow Springs/Rosamond	Crossed on Embankment			
Wheeler Ridge (Mw 6.0-7.1)			<u>In Tunnel</u> , 45 deg	<u>Crossed on Aerial Structure</u> , 90 deg
Pleito (Mw 6.3-7.3, slip 1.4 mm/yr)			<u>In Tunnel</u> , 90 deg	Crossed on Embankment

Design level varies for each alignment

Mw is probable magnitude
 1 mm slip/year is 3.9 inch/100 years
 San Andreas Fault: Mw 6.8-8.0, slip 20-35 mm/yr

TM 2.10.6

Crossing of fault hazard zones shall be avoided where feasible. Where crossing fault hazard zones cannot be avoided, the primary mitigating strategy is to place the alignment at-grade with ballasted track, oriented as near to perpendicular as feasible to the fault trace, in order to minimize the fault zone length beneath the HST footprint. The system will be developed with the intent of satisfying the Seismic Performance Criteria as defined in the TM 2.10.4 Interim Seismic Design Criteria.

ENVIRONMENTAL IMPACT SUMMARY

	TEHACHAPI PASS	OAK CREEK PASS	WESTSIDE BYPASS 1	WESTSIDE BYPASS 2
Tejon Ranch Company Impacts	Alignment crosses approx. 6.9 miles of northern part of ranch, which is open space conservation land	Alignment crosses approx. 7.1 miles of northern part of ranch, which is open space conservation land	Alignment traverses approx. 20.6 miles of ranch, including the planned Tejon Mountain Village & open space conservation land (grade, aerial, and tunnel)	Alignment traverses approx. 20.5 miles of ranch, including the planned Tejon Mountain Village & open space conservation land (grade, aerial and tunnel)
Threatened/Endangered Species	Alignment passes through suitable foraging and roosting habitat for the California condor	Alignment passes through suitable foraging and roosting habitat for the California condor	Alignment passes through approx. 20 miles of condor critical habitat, with half in tunnel	Alignment passes through approx. 20 miles of condor critical habitat, with half in tunnel
Oil Well Impacts (Hazmat & Safety Issues)	139	143	104	96
LENGTH OF TRACKWAY ACROSS LAKE THOMPSON (miles)	9.4	11.1	7.5	7.5
California Aqueduct Impacts	No impact	No impact	HSR parallel to aqueduct	3 crossings required, and HSR parallel to aqueduct
Wind Wolves Preserve Impacts	No impact	No impact	Slight encroachment on northern perimeter (tunnel and viaduct)	Passes adjacent/parallel to the northern perimeter (embankment)

Design level varies for each alignment

ENVIRONMENTAL IMPACT SUMMARY

	TEHACHAPI PASS	OAK CREEK PASS	WESTSIDE BYPASS 1	WESTSIDE BYPASS 2
Agricultural Impacts	Less impact to agricultural land and agribusinesses	Less impact to agricultural land and agribusinesses	More impact to agricultural land due to severance of existing farms & conversion to transportation uses	More impact to agricultural land due to severance of existing farms & conversion to transportation uses
Socioeconomic Impacts	Potential EJ issues in Rosamond	Reduced EJ issues in Rosamond	Potential EJ issues between Bakersfield & Tejon Ranch	Potential EJ issues between Bakersfield & Tejon Ranch
Wildlife Crossings	Known travel corridors can be accommodated during design	Known travel corridors can be accommodated during design	Known travel corridors can be accommodated during design	Known travel corridors can be accommodated during design
Wind Turbine Impacts	85	16	None	None

Design level varies for each alignment

NEW POWER TRANSMISSION

ALIGNMENT COMPARISON	TEHACHAPI PASS OAK CREEK PASS (straight line route miles of new transmission line to interconnection*)		WESTSIDE BYPASS 1 WESTSIDE BYPASS 2 (straight line route miles of new transmission line to interconnection**)	
	Option No. 1	Option No. 2	Option No. 1	Option No. 2
Bakersfield Traction Power Station	10	17 (along HSR)	1	2
Tehachapi Traction Power Station	3	10	8	11
Total	13	27	9	13

Design level varies for each alignment

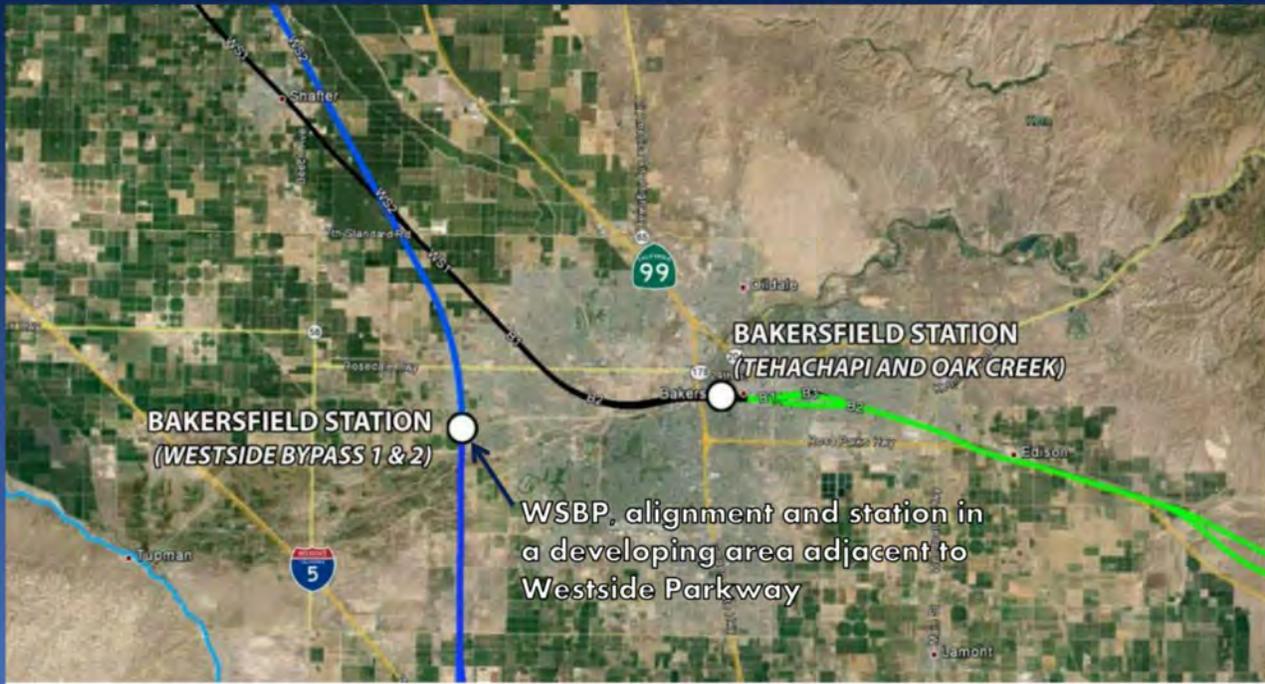
•Straight line route does not avoid potential impacts at national cemetery or wind turbines.
(route source: SCE)

•Straight line route does not avoid potential impacts to wind turbines.
(route source: Commonwealth Associates, Inc.)



(28 m)

BAKERSFIELD AREA IMPACTS



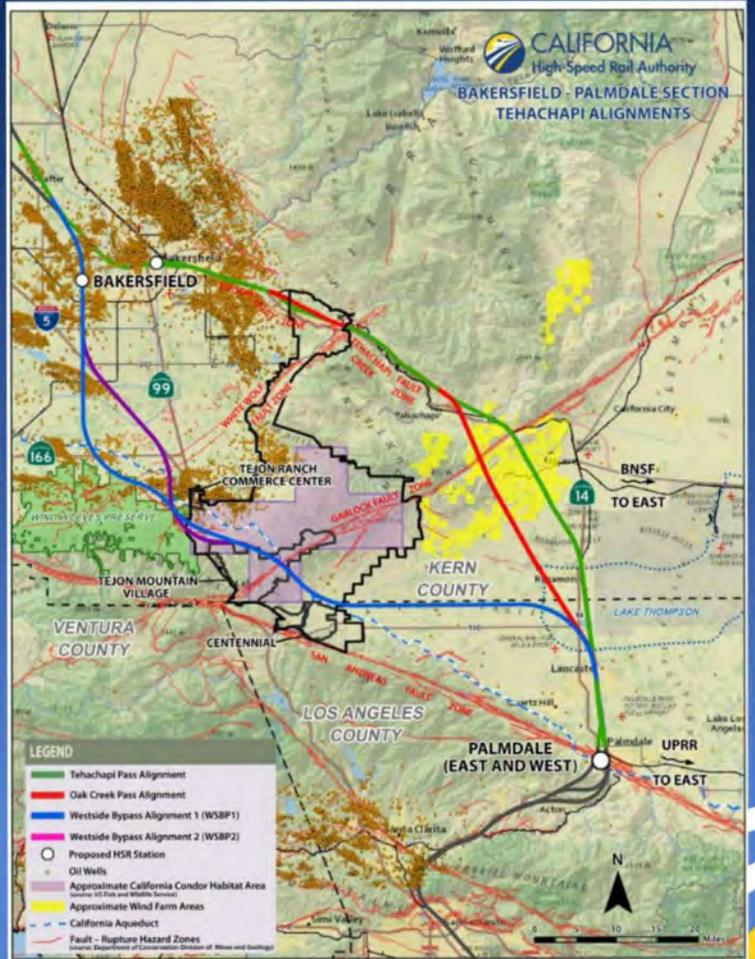
	TEHACHAPI PASS	OAK CREEK PASS	WESTSIDE BYPASS 1	WESTSIDE BYPASS 2
Bakersfield Area Impacts	Alignment through downtown would potentially impact EJ communities, be adjacent to Bakersfield H.S., potentially impact the BNSF yard, and cause business and residential displacements	Alignment through downtown would potentially impact EJ communities, be adjacent to Bakersfield H.S., potentially impact the BNSF yard, and cause business and residential displacements	Alignment would avoid downtown impacts; residential relocations would be required; alignment and station would be located in a planned development	Alignment would avoid downtown impacts; residential relocations would be required; alignment and station would be located in a planned development

Design level varies for each alignment

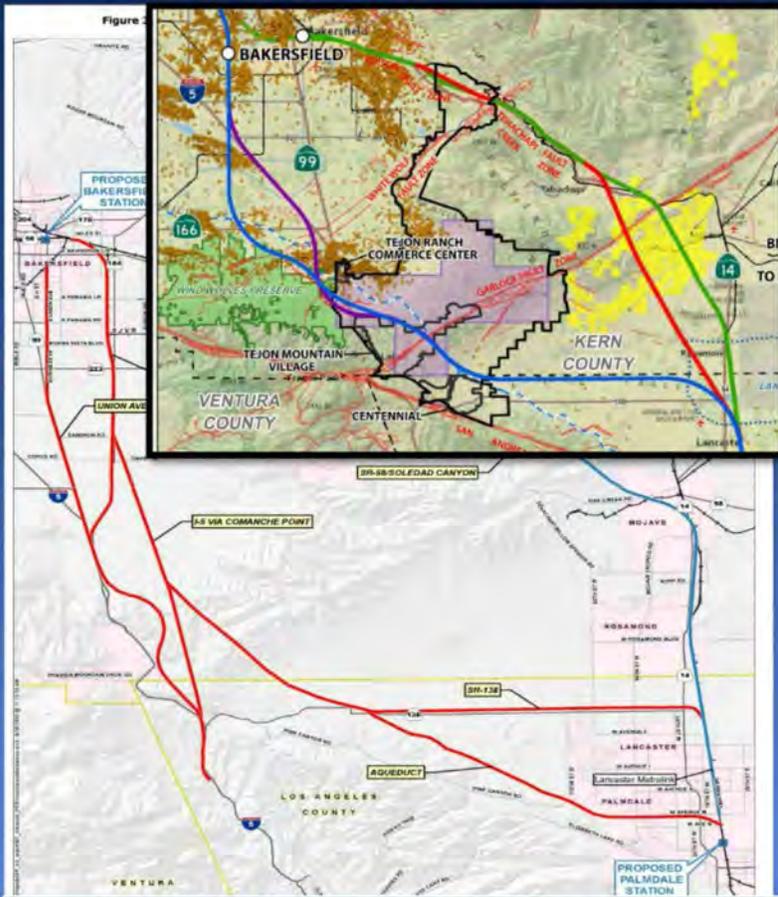
Q&A SLIDES

2005 STATEWIDE PROGRAM EIR/EIS

Figure 3-1: Bakersfield to Palmdale Section — Alignments Evaluated in Statewide Program EIR/EIS



2005 STATEWIDE PROGRAM EIR/EIS



WSBP Alignments (west of I-5)

Tunneling avoided across Garlock fault by approaching Tehachapi mountains from west side of I-5

Table 3-1: Alternatives Considered in 2005 Statewide Program EIR/EIS

Alternatives/ Stations	Program EIR/EIS Decision		Notes
	Carried Forward	Not Carried Forward	
SR-138		Eliminated during the evaluation of alternatives process.	Eliminated due to seismic constraints.
Aqueduct		Eliminated during the evaluation of alternatives process.	Eliminated due to lengthy run adjacent and parallel to San Andreas fault zone, seismic constraints.
I-5 via Comanche Point		Eliminated during the evaluation of alternatives process.	Eliminated due to seismic constraints.
I-5 Union Avenue Corridor	Carried forward during the evaluation of alternatives process; however, was not selected as preferred alignment.		2005 EIS/EIS found that both I-5 Corridor options would have more potential environmental impacts, be subject to more seismic activity, and have considerably more tunneling and thereby more constructability issues than SR-58/Soledad Canyon.
I-5 Wheeler Ridge Corridor	Carried forward during the evaluation of alternatives process; however, was not selected as preferred alignment.		
SR-58/Soledad Canyon (Antelope Valley) Corridor	Preferred in 2005 EIR/EIS, applied to Bakersfield to Palmdale Section		
Station Locations: Santa Clarita/I-5 options (SR-126/I-5; Magic Mountain Parkway/I-5; The Old Road/I-5 proposed sites)		Eliminated during the evaluation of alternatives process	Impracticable due to logistical constraints, inability to avoid or substantially reduce environmental impacts; did not meet project objectives due to insufficient connectivity; severe right-of-way constraints and high construction issues.
Station Locations: Santa Clarita SR-14 options (via Princessa/SR-14; San Fernando Road/SR-14 proposed sites)		Eliminated during the evaluation of alternatives process	Impracticable logistical constraints; poor access to existing roadways and impracticable high construction issues and costs.
Station Location: Lancaster Metrolink Station		Eliminated during the evaluation of alternatives process	Did not meet project objectives, providing poor connectivity and ridership potential due to distance from Palmdale Airport, bus service and planned Metrolink stop.
Station Location: Palmdale Airport/ Transportation Center	Preferred in 2005 EIR/EIS as station option to serve the Antelope Valley population		Located outside of the Bakersfield to Palmdale Section Study Area. Studied in the Palmdale to Los Angeles Section
Station Location: Sylmar Metrolink	Preferred in 2005 EIR/EIS as station option to serve the San Fernando Valley, San Valley and Newhall/Santa Clarita areas		Located outside of the Bakersfield to Palmdale Section Study Area; Studied in the Palmdale to Los Angeles Section

EIR/EIS = Environmental Impact Report/Environmental Impact Statement

2005, I-5 Alignments (east of I-5)

Previous alignments attempted to reach valley floor on the east side of I-5 necessitated tunneling at the Garlock fault

COST COMPARISONS

Base Line – 2012 Cost			
Westside Bypass Feasibility Study			
Tehachapi	Oak Creek	WSBP1	WSBP2
15.3	12.7	11.8	11.6

Environmental Documents & Business Plan

- Segment length 77 miles
- Stations within adjacent segments

Study

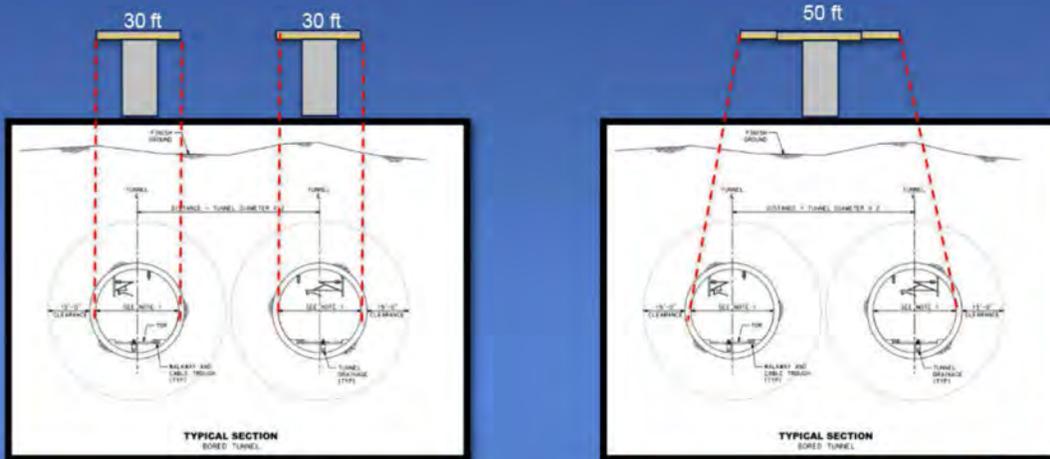
- Segment length varies 102-111 miles
- Includes Palmdale Station



CAPITAL COST

Potential cost saving for viaducts and tunnels along WSBP

- Viaducts – Double tracked viaducts vs. single tracked twin viaducts
- Tunnels – Roadheaders/Drill & Blast methods for multiple shorter tunnels vs. TBM methods on fewer longer tunnels (Factor approximately 3.5:1)



ENGINEERING SUMMARY

ALIGNMENT COMPARISON	TEHACHAPI PASS	OAK CREEK PASS	WESTSIDE BYPASS 1	WESTSIDE BYPASS 2	WESTSIDE BYPASS 3
ALIGNMENT LENGTH (miles)	104	102	111	109	112
JOURNEY TIME (min:sec) (Difference from Tehachapi Journey Time in min:sec) (Ave speed in mph)	34:50 179	34:28 (-0:22) 178	33:10 (-1:40) 201	32:59 (-1:59) 198	TBD
DESIGN SPEED (mph)	250	250	250	250	250
MAXIMUM GRADE	3.5%	3.5%	3.1%	2.5%	2.0%
LENGTH OF MAX GRADE (miles)	9*	9*	8*	20*	25
HIGH POINT ELEVATION (ft)	El 4,374	El 4,469	El 3,204	EL 3,204	EL 3,204
LONGEST TUNNELS (miles)	1.3	1.6	4.4	4.4	5.7
OVERALL TUNNEL LENGTH (miles)	7.6	6.7	12.6	12.3	16.6
TUNNEL CONSTRUCTION DURATION	within 5 yrs	within 5 yrs	within 5 yrs	Within 5 yrs	Within 5 yrs
MAXIMUM AERIAL STRUCTURE HEIGHT (Above original ground- ft)	301	325	490	547	550
MAXIMUM PIER HEIGHT (ft)	270	270	200	250	260
OVERALL AERIAL STRUCTURE LENGTH (miles)	29.1	24.6	32.0	24.5	19.1
GRADE SEPARATIONS	42	36	27	25	25
LENGTH OF TRACKWAY ACROSS LAKE THOMPSON (miles)	9.4	11.1	7.5	7.5	7.5

* Limitations on Length of Steep Grades: 2.5% for 6.2 miles and 3.5% for 3.7 miles

Design level varies for each alignment

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COST CLARIFICATIONS/EXCLUSIONS

September 19, 2013

Parsons Brinckerhoff
303 Second Street
San Francisco, CA 94105
Tel: (415) 284-4269
Fax: (415) 243-9501

Clarifications and Exclusions

B-P Alignment Options Cost Study for: Tehachapi Pass, Oak Creek Pass, Westside Bypass (1) and Westside Bypass (2) Tehachapi Mountains, CA

Clarifications:

- 1) We have based our order of magnitude budget on the following:
 - a) Scope definitions provided by the B-P RM Team.
 - b) Quantities used for the Tehachapi Pass alignment were provided by the RC and are similar to the quantities to be used in the 2014 Business Plan.
 - i) **Tehachapi Pass: 104 Miles**
 - (1) 3.45 miles of TBM double track twin bore 30' ID tunnels with cross passages 800 LF OC. Tunnels for this alignment are assumed too short for tunnel boring machines to be profitable.
 - (2) 4.35 miles of conventionally mined 2 track (RH or D&B) tunnels.
 - (3) 42 Grade Separations are included.
 - (4) 29.09 miles of 2 track elevated track structure.
 - (5) 67.12 miles of at-grade track structure
 - (6) 58 miles of access roads and 9,800,000 SF of roadway modifications.
 - (7) Cut/Fill: quantities provided by the RC.
 - (8) Slab track is included for all tunnels and elevated structures; ballasted track is included for all at-grade track structures.
 - c) Quantities used for the pricing of the below options were provided by the B-P RM Team for the three (3) options that are defined as follows:
 - i) **Oak Creek Pass: 102 Miles**
 - (1) 5.5 miles of TBM double track twin bore 30' ID tunnels with cross passages 800 LF OC.
 - (2) 1.2 miles of conventionally mined 2 track (RH or D&B) tunnels.
 - (3) 36 Grade Separations are included.
 - (4) 1.2 parallel miles of 1 track elevated track structure.
 - (5) 23.4 miles of 2 track elevated track structure.
 - (6) 70.8 miles of at-grade track structure.
 - (7) 54 miles of access roads and 5,200,000 SF of roadway modifications.
 - (8) Cut/Fill: quantities were not provided for the Oak Creek sub section (Stations 19176+00 to 21270+31)

COST CLARIFICATIONS/EXCLUSIONS

- (9) Slab track is included for all tunnels and elevated structures; ballasted track is included for all at-grade track structures.
- ii) **Westside Bypass (1): 111 miles**
 - (1) 12.5 miles of TBM double track twin bore 30' ID tunnels with cross passages 800 LF OC.
 - (2) 25 Grade Separations are included.
 - (3) 9.1 parallel miles of 1 track elevated track structures that are in a close proximity to tunnel portals.
 - (4) 22.8 miles of 2 track elevated track structure.
 - (5) 66.5 miles of at-grade track structure.
 - (6) 56 miles of access roads and 2,100,000 SF of roadway modifications.
 - (7) Cut/Fill: quantities were not provided for the WSBP 1 subsection.
 - (8) Slab track is included for all tunnels and elevated structures; ballasted track is included for all at-grade track structures.
- iii) **Westside Bypass (2): 109 Miles**
 - (1) 11.5 miles of TBM double track twin bore 30' ID tunnels with cross passages 800 LF OC.
 - (2) 0.7 miles of conventionally mined 2 track (RH or D&B) tunnels.
 - (3) 25 Grade Separations are included.
 - (4) 1.7 parallel miles of 1 track elevated track structures that are in a close proximity to tunnel portals.
 - (5) 22.7 miles of 2 track elevated track structure.
 - (6) 72.4 miles of at-grade track structure.
 - (7) 54 miles of access roads and 2,100,000 SF of roadway modifications.
 - (8) Cut/Fill: quantities were not provided for the WSBP 2 subsection.
 - (9) Slab track is included for all tunnels and elevated structures; ballasted track is included for all at-grade track structures.
- d) **Utility Relocation:** *(Oil well quantities not defined in the A.D. Cook report are based on a visual count from the Division of Oil & Gas & Geothermal Resources website: <http://conservation.ca.gov/dog/maps/Pages/GISMapping2.aspx>)*
 - i) **Tehachapi Pass:**
 - (1) \$51,000,000 is included for the WS2 segment in the F-B portion and is based on the report received from A. D. Cook on 4/9/13.
 - (2) 85 oil wells are assumed to be relocated for the B-P portion of the alignment.
 - (3) Wind farm impacts include 82 relocations/replacements of wind generators.
 - ii) **Oak Creek Pass:**
 - (1) \$51,000,000 is included for the WS2 segment in the F-B portion and is based on the report received from A. D. Cook on 4/9/13.
 - (2) 89 oil wells are assumed to be relocated for the B-P portion of the alignment.
 - (3) Wind farm impacts include 8 relocations/replacements of wind generators.
 - iii) **Westside Bypass (1):**
 - (1) \$51,000,000 is included for the WS2 segment in the F-B portion and is based on the report received from A. D. Cook on 4/9/13.
 - (2) Assume additional 10 wells for the F-B portion to be relocated.
 - (3) Assume 69 wells for the B-P portion to be relocated.
 - iv) **Westside Bypass (2):**

COST CLARIFICATIONS/EXCLUSIONS

California High Speed Train Project
Notes & Clarifications

- (1) \$51,000,000 is included for the WS2 segment in the F-B portion and is based on the report received from A. D. Cook on 4/9/13.
- (2) Assume 10 wells for the F-B portion to be relocated.
- (3) Assume 61 wells for the B-P portion to be relocated.

e) Contingency

i) Tehachapi Pass:

- (1) Un-allocated contingency is 5% and current with 2014 Business Plan.

ii) Oak Creek Pass

- (1) Un-allocated contingency is 10% and as directed by the B-P RM Team to account for design level differences between the Tehachapi Pass design and the Oak Creek Pass design.

iii) West Side Bypass (1):

- (1) Un-allocated contingency is 10% and as directed by the B-P RM Team to account for design level differences between the Tehachapi Pass design and the West Side Bypass (1) design.

iv) West Side Bypass (2):

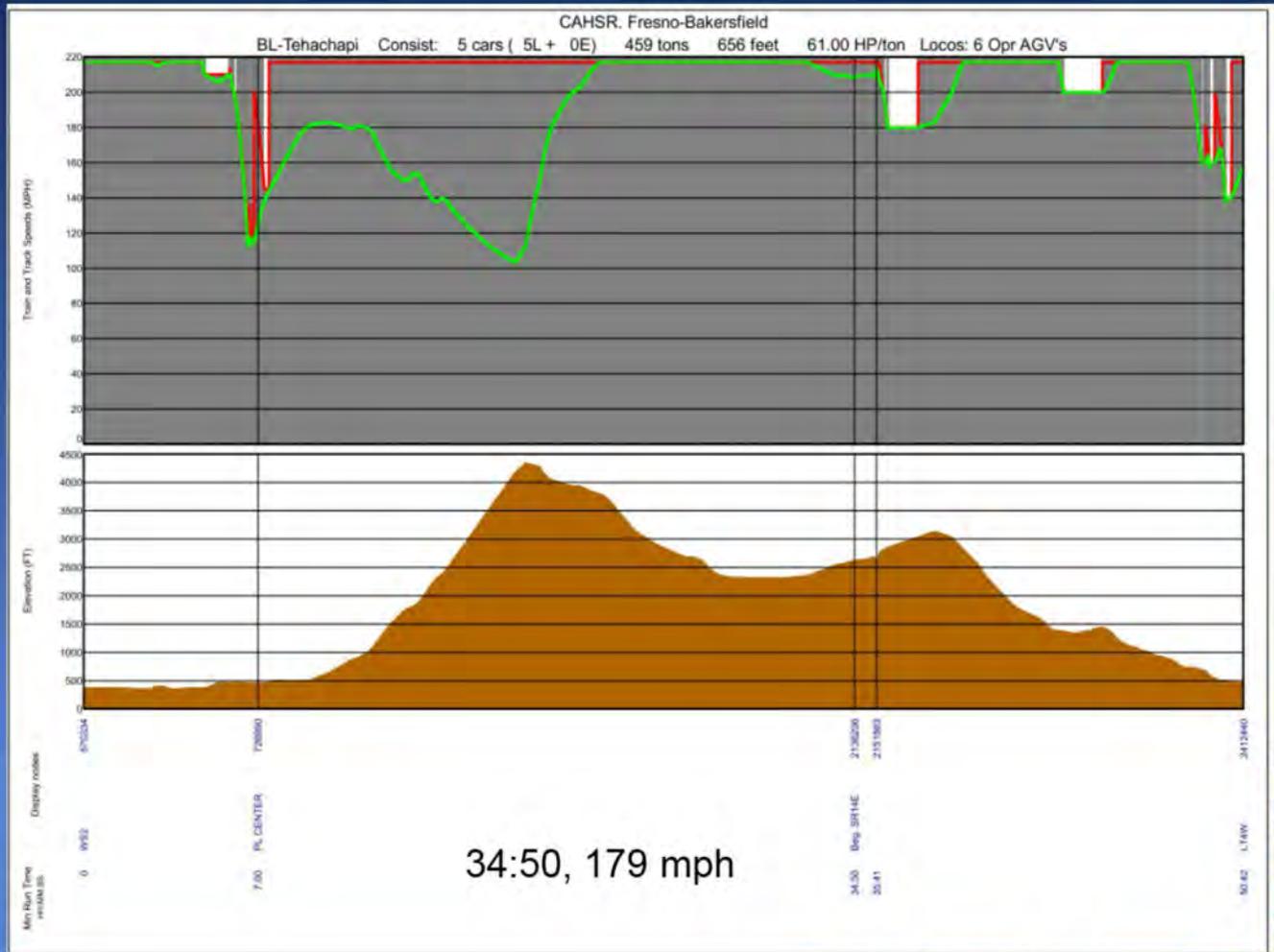
- (1) Un-allocated contingency is 10% and as directed by the B-P RM Team to account for design level differences between the Tehachapi Pass design and the West Side Bypass (2) design.

Exclusions:

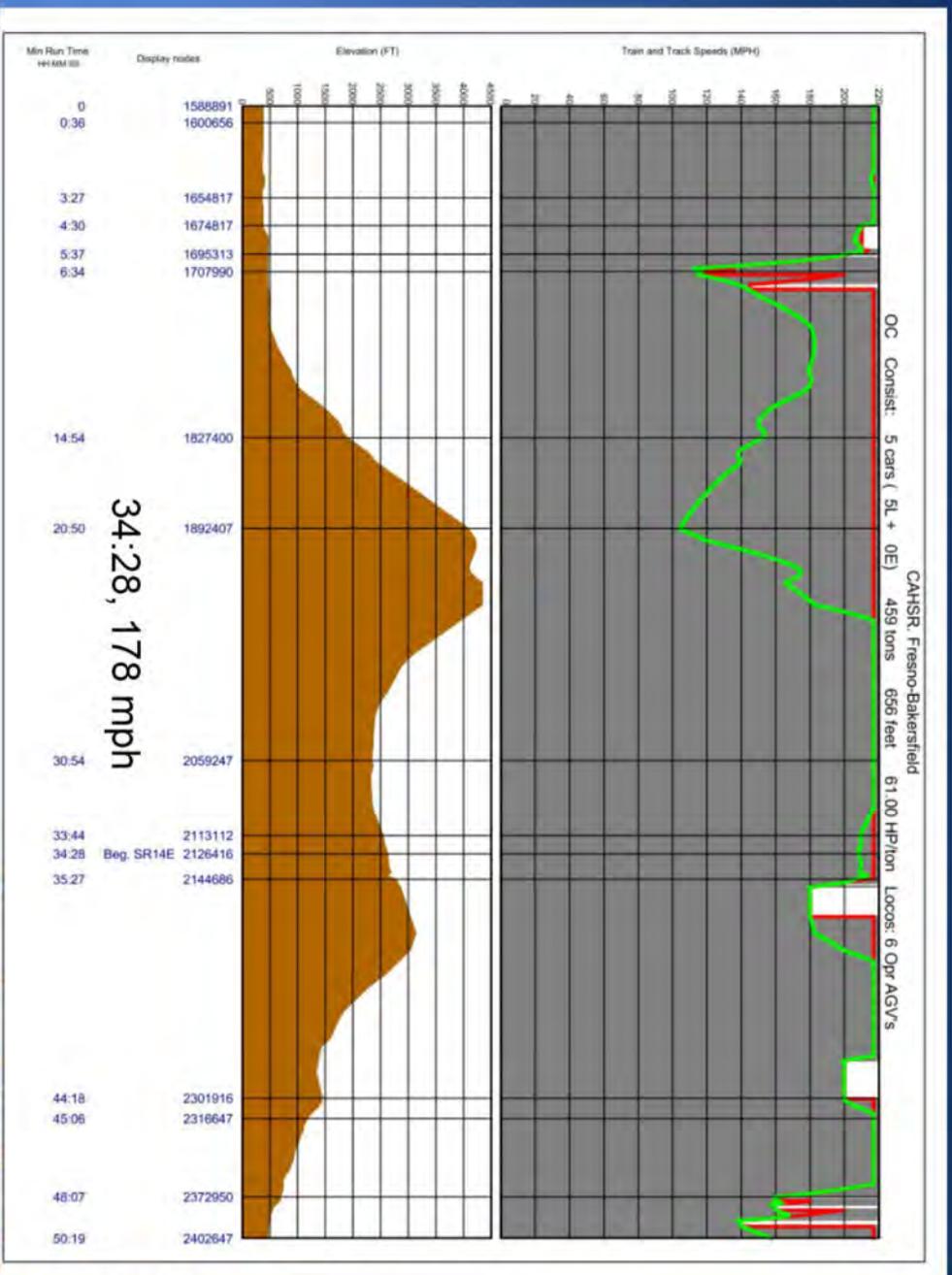
1. Abatement of contaminated or hazardous materials.
2. Mining for in tunnel Traction Power sub stations.
3. Additional TBMs to accelerate schedule. Pricing includes 1 TBM per tunnel shaft each.
4. Pressure relief passages.
5. Emergency escape passages that extend to vertical or horizontal heights beyond 1,500 LF.
6. Horizontal shafts for power supply from at-grade traction power stations.
7. Train cross-over tunnels.
8. Bored mechanical shafts.
9. Power grid transmission lines.
10. Refuge track.
11. Fire suppression system.
12. Rolling Stock of any kind.
13. Helicopter landing pads.

END OF NOTES & CLARIFICATIONS

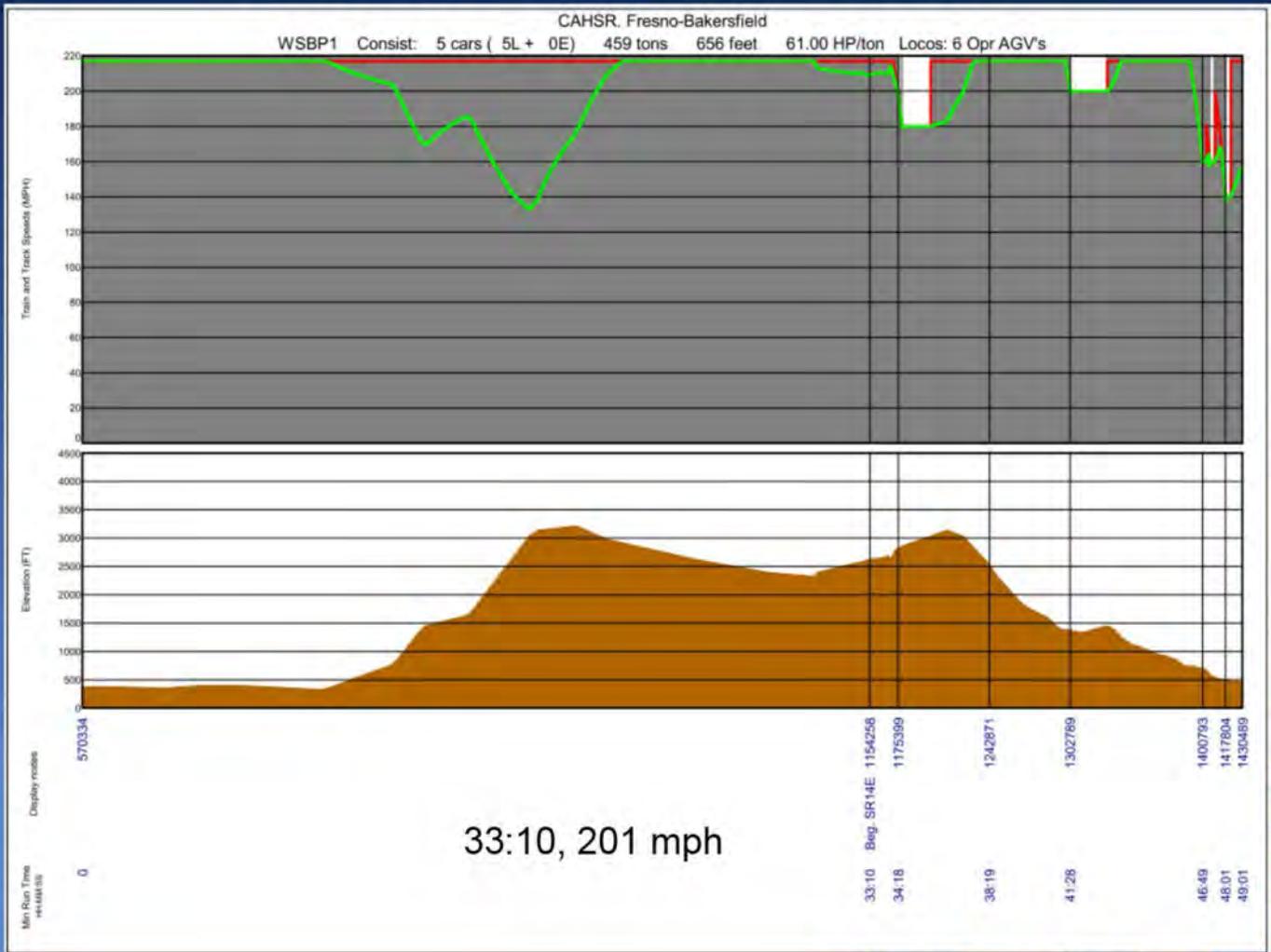
TRAVEL TIMES - TEHACHAPI



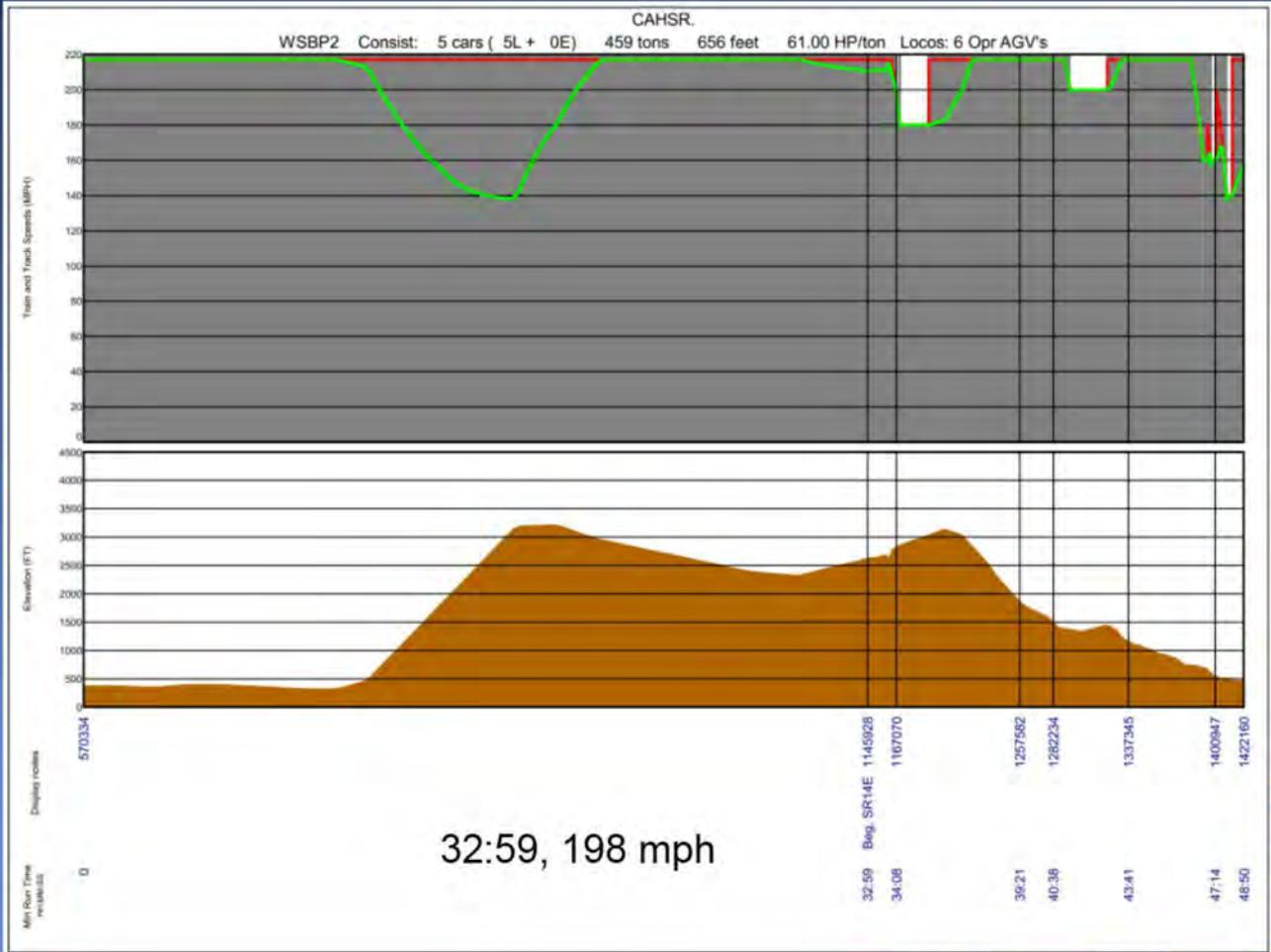
TRAVEL TIMES – OAK CREEK



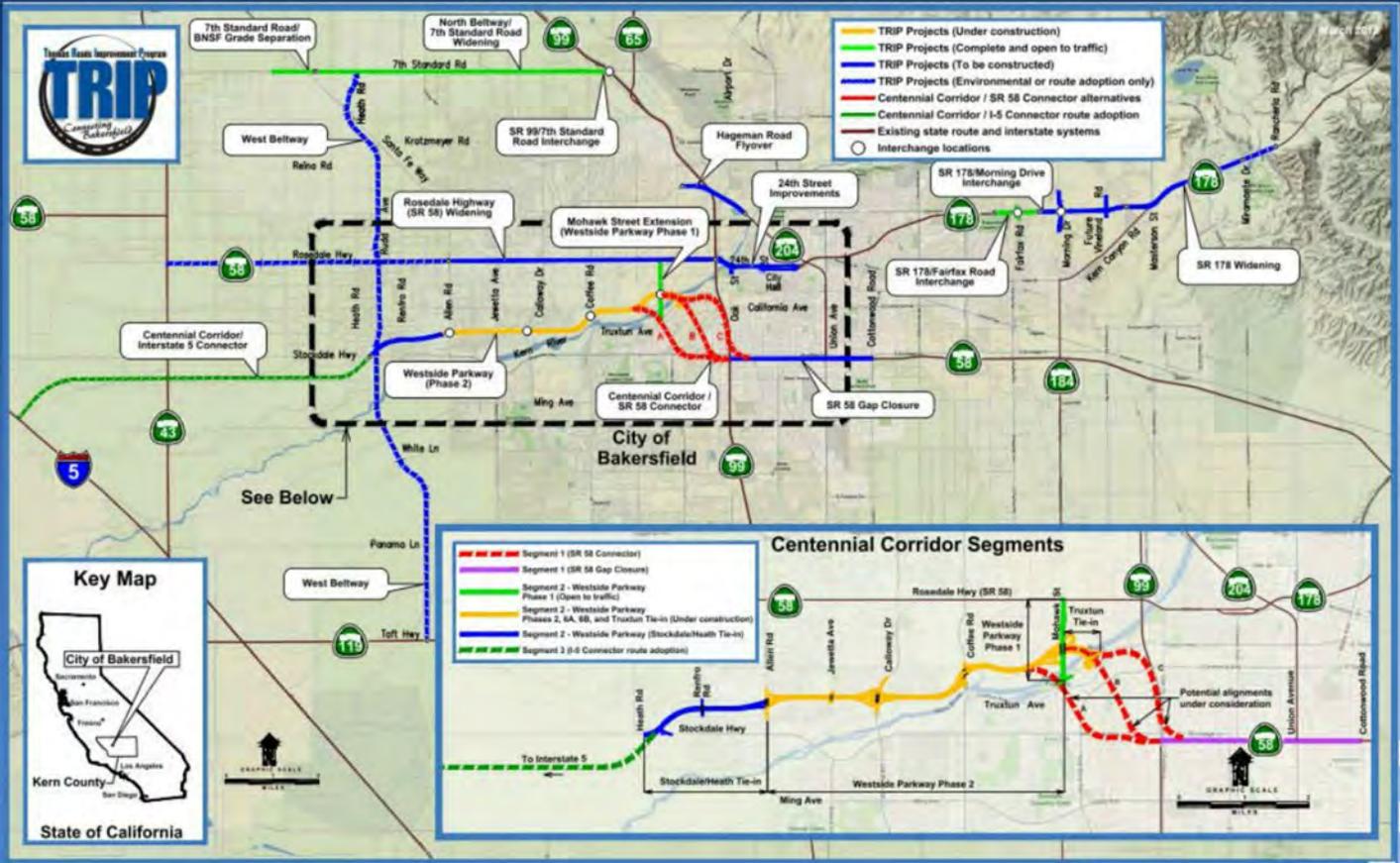
TRAVEL TIMES – WSBP1



TRAVEL TIMES – WSBP2



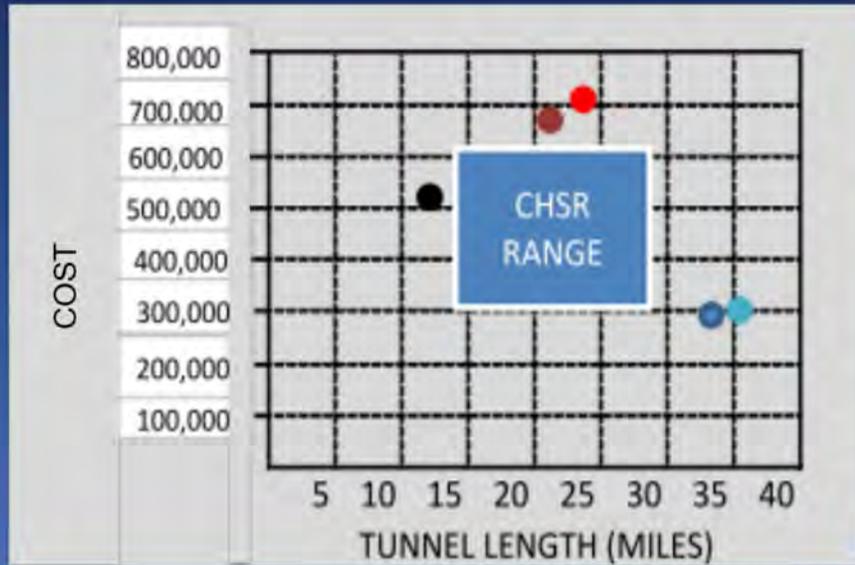
THOMAS ROADS IMPROVEMENT PROGRAM



RECENT CALTRANS TUNNELS

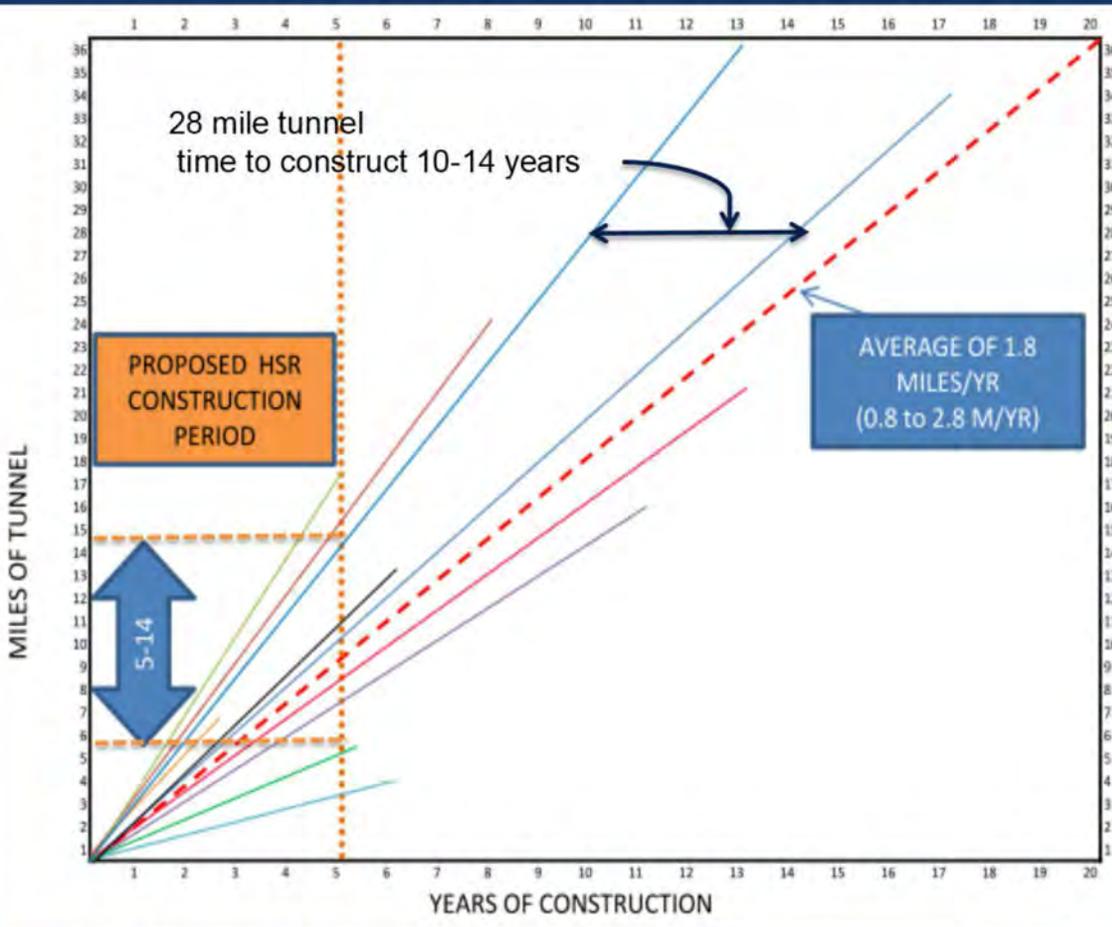
Tunnel Statistics	<u>Devil's Slide</u>	<u>Caldecott</u>
		 
	2 tunnels at 4,585 and 4,432 feet	3,389 feet
Width	30 feet	41 feet
Construction Method	New Austrian Tunneling Method (NATM)	New Austrian Tunneling Method (NATM)
Construction Period	4.25 yrs - Completed 2013	4 yrs - Projected end 2013
Construction Rate	0.40 miles/year	0.16 miles/year
Construction Cost	\$439M	\$420M
Cost Per Mile	\$257M/mile	\$654M/mile

COST OF LONG RAILWAY TUNNELS AROUND THE WORLD



	Location	Year Complete	Complete Cost (\$B)	2013 Cost Factor*	2013 Cost	2013 Length	Cost/Mile 2013 (\$M)
Euro	England/France	1995	\$11	1.51	\$16.6	23.5	\$706,809
Seikan	Japan	1198	\$7	1.41	\$9.9	33.5	\$294,627
Lotschberg	Switzerland	2007	\$13	1.11	\$14.4	21.5	\$671,163
Gotthard	Switzerland	2010	\$10	1.06	\$10.7	35.4	\$302,429
MRT North East	Singapore	2002	\$5	1.28	\$6.4	12.5	\$512,000
Average -->							\$497,406

3. MEETING IOS MILESTONE SCHEDULE



TUNNEL	MILES	YRS	M/YR
Euro	23.5	8	2.9
Seikan	33.5	17	2.0
Lotschberg	21.5	13	1.7
Guadarram	17.7	5	3.5
Hakkoda	16.4	11	1.5
Adler	3.3	6	0.6
Tempi	2.5	6	0.4
Tauern	5.2	5	1.0
Gotthard	35.4	13	2.7
MRT NE	12.5	6	2.1

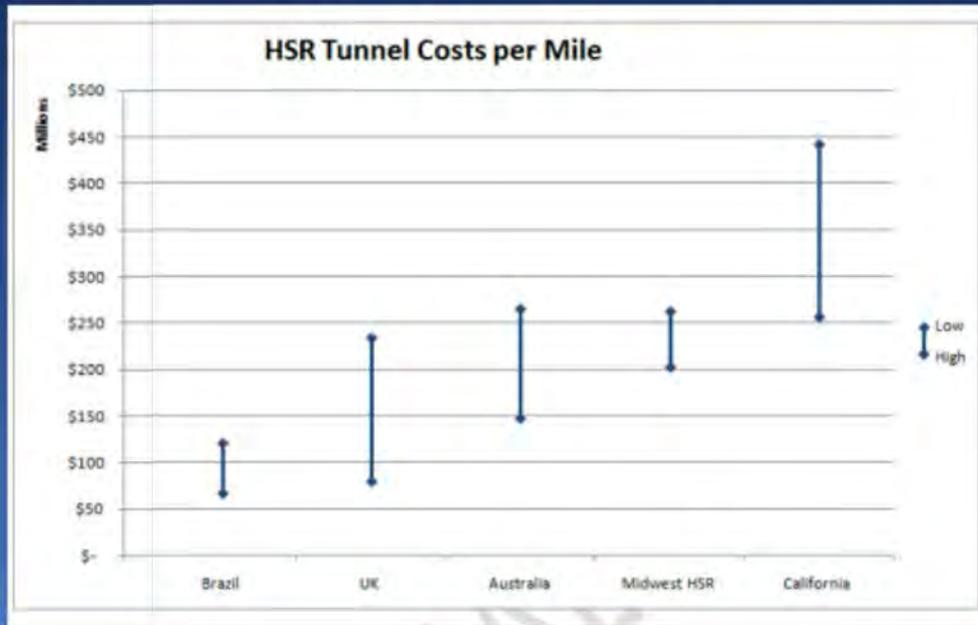
CONSTRUCTION TIME OF TUNNELS AROUND THE WORLD

LONG RAILWAY TUNNELS AROUND THE WORLD

Tunnel	Location	Commissioning	Length (miles)
Gotthard	Switzerland	2015	35.4
Brenner	Austria/Italy	TBD	34.8
Seikan	Japan	1988	33.6
Lyon-Turin	France/Italy	2020	32.9
Euro	England/France	1994	31.1
Gibraltar	Spain/Morocco	TBD	23.4
Lotschberg	Switzerland	2007	21.5
Koralpin	Austria	2016	20.4
Guadarrama	Spain	2007	17.6
Hakkoda	Japan	2010	16.5
Iwate-Ichinohe	Japan	2002	16.0
Pajares	Spain	2010	15.3
Prague-Beroun	Czech Rep	2016	15.3
Iyama	Japan	2013	13.8
Wushaoling	China	TBD	13.7
Vereina	Switzerland	1999	11.8
CTRL (London)	England	2007	11.8
Vaglia	Italy	2010	11.6
Qingling	China	2002	11.5
Ceneri	Switzerland	2018	9.6
Firenzuola	Italy	2010	9.4
Wienerwald	Austria	2012	8.3
Bussoleno	France/Italy	2020	7.8
Lainzer	Austria	2012	6.6
Katzenberg	Germany	2012	5.8
Zimmerberg	Switzerland	2003	5.8
Pergignan	Spain	2009	5.2
Perthus	Spain	TBD	5.2
Storebaelt	Denmark	TBD	5.0
Marseille	France	2001	4.8
Abdalajis	Spain	TBD	4.5
Groene Hart	Netherlands	TBD	4.5
Paguashan	Taiwan	2002	4.5

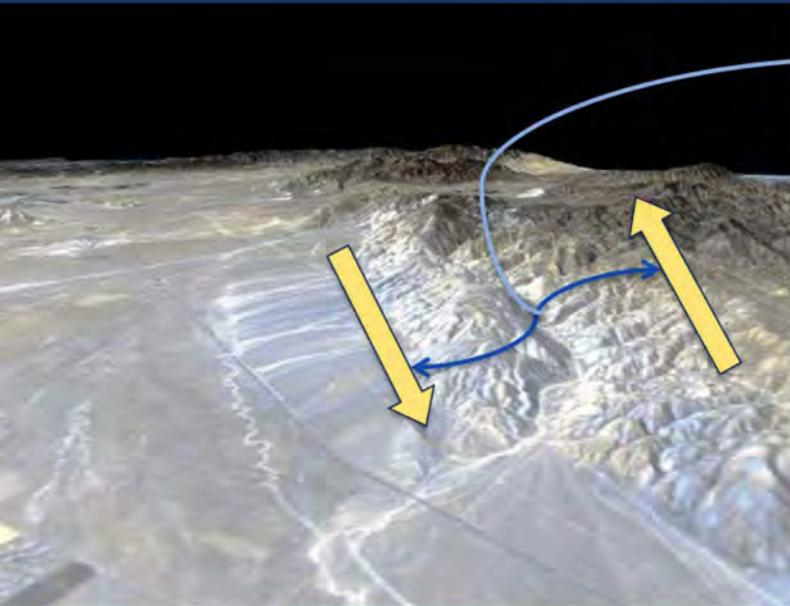
← WSBP2, 4.4 miles

HSR TUNNEL COST PER MILE

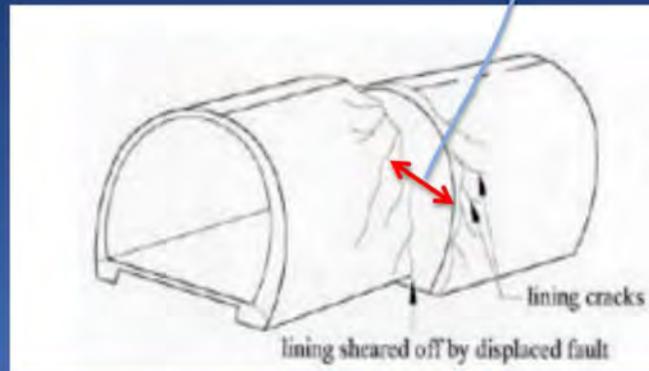


	Overall (millions of 2010 \$)	Planned International (millions of 2010 \$)	Built International (millions of 2010 \$)	Planned Domestic (millions of 2010 \$)
Maximum	\$ 443	\$ 266	\$ 235	\$ 443
80th Percentile	\$ 259	\$ 151	\$ 142	\$ 437
Median	\$ 136	\$ 121	\$ 109	\$ 263
Mean	\$ 172	\$ 128	\$ 120	\$ 311
20th Percentile	\$ 112	\$ 97	\$ 117	\$ 259
Minimum	\$ 60	\$ 67	\$ 60	\$ 203

1. CROSSING THE GARLOCK FAULT SAFELY (HAZARDOUS FAULT)



Rupture 23 – 30 feet



Cottonwood Pass Alignment crosses fault at 3000 ft below ground surface.

FAULT CHARACTERISTICS	
Earthquake Magnitude	7.5 - 8 M_w
Width of Faulting	Approx. 1310 feet
Creep over 100 Yr Design Life	8 - 39 inches
Rupture Displacement	23 – 30 feet

KERN COUNTY 1952 EARTHQUAKE (WHITE WOLF FAULT)

