

Drozd, Doug@HSR

From: Vanessa May <may.vanessa.d@gmail.com>
Sent: Tuesday, June 14, 2016 2:09 PM
To: Richard, Dan@HSR; HSR boardmembers@HSR
Cc: steve.fukushima@sen.ca.gov; HSR palmdale_burbank@HSR
Subject: DANGEROUS CA HSR Refined Routes SR 14, E1 and E2
Attachments: vm CA HSR ltr.pdf; Fortistar Lopez Energy LFG Station Fact Sheet.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Good day CA High Speed Rail Authority Chair Richard and Board Members,

Please see the attachments detailing why the refined CA High Speed Rail Routes SR 14, E1 and E2 are impractical and DANGEROUS!

The Fortistar Lopez Canyon energy landfill methane gas facility makes CA HSR refined routes SR 14 and E1 especially dangerous, as the potential for a gas leak or explosion, due to nearby digging and/or continual vibration, is likely.

Best regards,

Vanessa May
Lake View Terrace resident

June 14, 2016

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

Dear CA High Speed Rail Authority:

The United States of America, unlike Japan and Germany, did not adequately plan and institute high speed rail construction after World War Two. Nor did we adequately plan and institute a complementary extensive and efficient public mass transit system.

Instead we short sightedly and foolishly opted for automobile and highway centered modes of transportation.

It is ludicrous and impractical to now overlay onto a densely populated and built up infrastructure a high speed rail system. The more practical thing to do is to work with the topography as it is.

That being said, if we are to proceed with the present California high speed rail project, it would best serve the people and the environment if it stopped in Palmdale. From Palmdale, a complementary extensive and efficient public mass transit system into Lancaster, the Santa Clarita areas, the San Fernando Valley, and Los Angeles would be efficacious.

For example, an *EXPRESS* Bay Area Rapid Transit ("BART") like train could run from Palmdale to Burbank and then to LAX. Other multiple stop trains could comprise the rest of the system.

The money now being wasted on this poorly planned, and soon to be technologically obsolete, current high speed rail project NEEDS to be curtailed and the remainder spent on planning and creating a much needed extensive and efficient public mass transit system for the Los Angeles area region.

Additionally, the current CA high speed rail project and its routes are impractical for the following reasons:

- The Refined SR 14 and E1 routes come too close to the highly combustible and volatile methane gas producing Lopez Canyon former landfill site [**Please see the attached Fortistar Lopez Energy LFG Station Fact Sheet**]. The construction and operation of high speed rail anywhere near this location poses a risk of eliciting a dangerous methane gas leak and/or explosion.
- Refined SR 14, E1 and E2 routes endanger VITAL aquifers and watersheds. They also endanger the lives of delicate, sensitive, and essential flora, fauna, livestock and pets.
- Refined SR 14, E1 and E2 routes will be perilously close to earthquake faults and territories prone to wildfire. The affected route areas lack adequate emergency evacuation passages, facilities, personnel and hospitals to responsibly deal with a crisis.
- Due to the California drought and impending climate catastrophe, the water to be used and the CO² emissions from building the high speed rail project into LA will be too environmentally costly.

Let's not be short sighted and foolish again. We need to halt this runaway train. We need to stop NOW to rethink and rework this.

Sincerely,


Vanessa D. May

Attachment: Fortistar Lopez Energy LFG Station Fact Sheet

FORTISTAR

FORTISTAR Lopez Energy LFG Station Fact Sheet

Landfill Gas to Renewable Energy

Landfill Gas (LFG) is a natural byproduct of the decomposition of organic material in anaerobic (without oxygen) conditions. LFG contains roughly 50 to 55 percent methane and 45 to 50 percent carbon dioxide, with less than 1 percent non-methane organic compounds and trace amounts of inorganic compounds. Methane is a potent greenhouse (heat trapping) gas with a global warming potential that is 25 times greater than carbon dioxide.

When municipal solid waste (MSW) is first deposited in a landfill, it undergoes an aerobic (with oxygen) decomposition stage when little methane is generated. Then, typically within less than 1 year, anaerobic conditions are established and methane-producing bacteria begin to decompose the waste and generate methane.

One million tons of MSW produces roughly 432,000 cubic feet per day (cfd) of LFG and continues to produce LFG for as many as 20 to 30 years after it has been landfilled. With a heating value of about 500 British thermal units (Btu) per standard cubic foot, LFG is a good source of useful energy, normally through the operation of engines or turbines.

LFG renewable energy is a reliable, safe and competitively priced base-load alternative and a win-win for all parties involved—the owner, local and state government, and surrounding community.

Environmental Benefits

MSW landfills are the third-largest human-caused source of methane emissions in the United States. Methane is a potent heat-trapping gas (more than 20 times stronger than carbon dioxide) and has a short atmospheric life (10 to 14 years). Because methane is both potent and short lived, reducing methane emissions from MSW landfills is one of the best ways to lessen the human impact on global climate change. In addition, all landfills generate methane, so there are many opportunities to reduce methane emissions by collecting LFG for energy generation.

Although the Lopez Canyon Landfill has been closed to refuse collection since 1996, LFG continues to be produced from buried trash. Converting this LFG to renewable energy helps to reduce odors and other hazards associated with LFG emissions, and helps prevent LFG from migrating into the atmosphere and contributing to local smog and global climate change.

Lopez LFG Station

The Lopez Energy LFG station is owned, operated and managed by Lopez Energy LLC, a FORTISTAR company. The LFG station, in Lake View Terrace, is delivering 3MW of electrical power to the City of Los Angeles Department of Water and Power (LADWP), transforming the city's power supply and helping them to meet their goal of 33 percent renewable energy by 2020. The Lopez Energy station is the only LFG renewable energy project in the City of Los Angeles Feed-in Tariff (FiT) program—a program that allows the LADWP to partner with third-party energy companies, like Fortistar, to purchase energy from renewable energy generating systems that are fed into the city's power grid.

FORTISTAR

Headquartered in White Plains, New York, Fortistar is an opportunity-oriented, astute private investment and energy asset management firm that is distinguished by its experienced people with a deep understanding of energy operations, financing and development. Fortistar owns and operates lower carbon energy generating assets that support the transition to a low carbon economy.

For decades, the company has developed, invested in and managed an unparalleled portfolio of successful lower carbon energy initiatives in the United States and Canada, including cogeneration facilities; compressed natural gas fueling stations; landfill power plants; and biomass facilities. Fortistar companies include TruStar Energy, Primary Energy Recycling, Fortistar Methane Group, Fortistar Biomass Group, and Skyonic.

Fortistar attributes its success to taking a long-term perspective of energy projects as well as having strong relationships with partners and local communities.

Fortistar manages 31 LFG projects with approximate capacity of 174 MW across the United States. Fortistar's LFG projects reduce carbon pollution equivalent to what 7,000,000 acres of forests would sequester – equivalent to a forest larger than New Jersey and Delaware combined.

Drozd, Doug@HSR

From: Adam Cohen <apcohen@berkeley.edu>
Sent: Wednesday, June 15, 2016 11:30 AM
To: HSR records@HSR
Cc: Hoffman, Marie@HSR; Alley, Lisa@HSR
Subject: Re: Unfulfilled Information Requests

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Marie, Lisa,

Can you please provide an update on this request, specifically #2 in the June 9th, 2016 email and #7 in the May 6th, 2016 email. Both emails are pasted below. Please note, I received an acknowledgment of both emails and some responsive records, but did not receive these response records or with any notification of an impending delay. Since staff briefed the board on May 10th, 2016 that a Hybrid/BFSSA cost comparison had been done, it should be as simple as pulling these records and sending them over. **Can you please provide me with a copy of these records (or an anticipated timeframe)?**

Please note, I also have not received any clarification regarding inconsistent information being provided about the alternatives analysis, and if the authority has conducted an alternatives analysis that specifically includes BFSSA/LGA, when this was (or will be completed), when it will be made available to the public, or if the authority is opting not to conduct this analysis at all. **Can this be clarified as well?**

Thank you for your time and consideration on this matter.

V/r

Adam Cohen
661-912-2986

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

From: Adam Cohen <apcohen@berkeley.edu>
Date: Fri, May 6, 2016 at 2:34 PM
Subject: Re: Unfulfilled Information Requests
To: "Gomez, Diana@HSR" <Diana.Gomez@hsr.ca.gov>
Cc: "Morales, Jeff@HSR" <Jeff.Morales@hsr.ca.gov>, "stephanie.perez@dot.gov" <stephanie.perez@dot.gov>, "HSR records@HSR" <records@hsr.ca.gov>

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

On Thu, Jun 9, 2016 at 7:59 PM, Adam Cohen <apcohen@berkeley.edu> wrote:
Hi Marie, Lisa,

Can you please provide an update on the following two existing record requests:

- 1) Estimated height of the station platforms and viaducts along BFSSA/LGA
- 2) Documentation, methodology, and analysis for the cost comparison ion in the May 10th 2016 staff report to the board "stating LGA/BFSSA is less expensive" - or words to that effect.

Additionally, I would like to submit a new records request for the electronic PST mail file (emails) for the following accounts: Diana.Gomez@hsr.ca.gov and dgomez@hsr.ca.gov. Due to the potential volume of records, electronic delivery is via download or CD/DVD or USB electronic media is preferred.

Thank you for your time and consideration on this matter.

Very respectfully,

Adam Cohen

On Mon, Jun 6, 2016 at 4:59 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: Adam Cohen [<mailto: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

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,

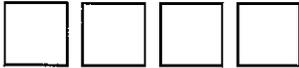
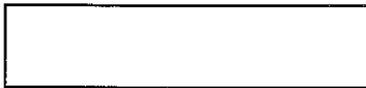
Marie Hoffman

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,

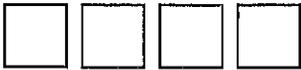
Marie Hoffman

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:(916)403-6931)



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](tel: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](tel:(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.

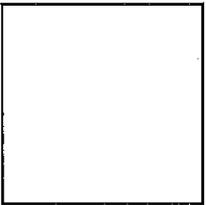
Additionally, on or about March 8, 2016, I have asked for a copy of the alternatives analysis that you claim has been completed. This too has not been provided. These documents were reported completed in the Finance and Audit Committee's Monthly Operations Report. Can they be posted on the high-speed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

Thank you for your time and consideration.

V/r

Adam Cohen

661-912-2986



From: David DePinto <ddepinto@depintomorales.com>
Sent: Wednesday, June 15, 2016 12:31 PM
To: Richard, Dan@HSR; Boehm, Michelle@HSR
Cc: 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; assemblymember.lopez@assembly.ca.gov; assemblymember.lopez@asm.ca.gov; kbarger@lacbos.org; DeGonia, Jarrod; Perry, Dave; jim.leahy@asm.ca.gov; Pichardo, Nelson; Englund, Nicole; Brian Gavidia; Daniel Rodman; eveline.bravoayala@sen.ca.gov; michael.aguilera@mail.house.gov; Jankiewicz, Joe; Kenny.LaSalle@mail.house.gov; Fukushima, Steve; suzanne.reed@sen.ca.gov; vickere.murphy@sen.ca.gov; Sylvia Ballin; Joel Fajardo
Subject: Following Up on Unfinished Business
Follow Up Flag: Follow up
Flag Status: Flagged

Dear Chairman Richard:

On behalf of the united communities in the northeast San Fernando Valley, which includes several hundred thousand residents, I'm writing to again convey that your Agency's follow-up on numerous public **and** elected official requests is inadequate and disappointing. Despite your public statements about increased transparency and your use of the term "harrassment" to describe our many, many efforts to get responses from your staff on numerous matters, as impacted stakeholders engaged in the Authority's outreach program, we will not be ignored or marginalized.

We call for the Authority to be accountable and responsive to our concerns and issues. The most important of those issues remains the continued inclusion of infeasible above ground segments such as above-ground E2, in ongoing environmental studies.

Given the Authority's Business Plan decision to focus on northern California and the rushed manner in which the latest SAA Report was issued, but not vetted through public outreach, there is much unfinished business that cannot be simply swept under the carpet, ignored or described as part of the process.

Thus, we will repeat several requests that remain unanswered, non-responded to, inappropriately managed, or lacking in detail that relate to residents throughout the Burbank to Palmdale Project Section. Your prompt response to these requests to us and to our elected officials is warranted.

1. **Cessation of Community Outreach in Palmdale to Burbank Project Section** - there has been no community outreach or community meetings by CHSRA in over a year. In particular, there was no community outreach prior to or after the most recent SAA Report which is a departure from past CHSRA communications practices. This, despite assurances

from CHSRA staff and consultants that community meetings would be held in November/December of 2015 and then shortly after the first of the year.

1. *We call for resumption of such meetings as soon as possible as public input is being stifled by the Authority and environmental studies are off-track and wasting valuable time and financial resources.*
2. **Meeting/Tour with CHSRA Board Member** - for many months we asked you and staff for assistance in identifying a board member for us to communicate with to replace the time/interest/experience provided by Katherine Perez-Estolano prior to her resignation from your Board in summer 2015 to run for State Senate District 25. For many months, neither the Governor's Office or the Authority resolved this matter. Finally, at your April 12 Board meeting in Anaheim, I spoke directly with new Board Member Lorraine Paskett, of neighboring La Canada Flintridge, who agreed to meet and tour our area. Per her request, I immediately followed up with Michelle Boehm who acknowledged my communication. Now, two months later, there's been no action or response from CHSRA.
 1. *We call for the meeting/tour with Ms. Paskett to be scheduled ASAP.*
3. **Withdrawal of Mineta Equine Study and Redo of Equine Study** - this study has been well-documented as an abject failure and affront to equestrian communities throughout the Burbank to Palmdale Project Section. In addition, the clear conflicts of interest involving at least five CHSRA employees, board members or contractors serving on the Mineta Transportation Institute Board of Trustees render the study meaningless and irrelevant. This study was requested by Assemblymember Patty Lopez. CHSRA owes the Member and our communities a fair, impartial and expert study developed transparently and in collaboration with our local community.
 1. *We call for the open, collaborative process recommended by SAFE for all upfront studies to be re-started as soon as possible, that the Mineta study be withdrawn, and that appropriate professional experts be engaged for this equine study.*
4. **Completion of Upfront Water Resource and Seismic Studies** - again, per both community request and that of elected officials, CHSRA started, but did not complete the hydrology study referenced in the June 2015 letter from Supervisors Antonovich and Kuehl, and Councilman Fuentes. And, CHSRA literally allowed the promised seismic study to slip through the cracks with no record of that work either being scoped, begun or completed. Those studies were the subject of a motion by former Board member Perez-Estolano and unanimously approved by your Board at its June 2015 meeting. How can you possibly expect our communities and elected officials to trust and work with CHSRA when its execution is so deficient?
 1. *We call for the hydrology study to be re-scoped with input from the community and for the seismic study to be initiated and completed in the same manner.*
5. **Response to SAFE Correspondence and Testimony Related to the New Business Plan and New SAA Report** - we submitted several detailed reports/comment letters to the Authority earlier this year during the public comment process for the new business plan and at your April board meeting that have received no response and/or discussion via the community outreach process.
 1. *We call for resumption of large and small group meetings with CHSRA staff and consultants to review the important input provided re: the revised Business Plan and new SAA Report. In particular, we call for the Authority to address and to discuss*

publicly the inconsistent application of rationales leading to elimination of E3 and retention of E2, as well as retention of the E2 route which physically divides the communities of Lake View Terrace and Shadow Hills.

We are approaching the two-year anniversary of the ill-conceived introduction of the "yellow banana" and, sadly, our communities are far worse off from the treatment received from your agency over the past two years. That our own tax dollars are being used and wasted, and the intent of Prop 1A being so maligned and subverted, to despoil and threaten our communities is economic and environmental injustice on its own.

While the Authority acted properly to remove the above ground elements of various routes impacting communities such as Santa Clarita, San Fernando, Sylmar and Pacoima, hundreds of thousands of residents still face the unwarranted threat of above ground studies, construction and operations for nearly 13 years as operations are not proposed for this area until 2029 at the earliest. This must be addressed by the Authority immediately to put an end to the actual and psychological damage being inflicted in our communities. We again call on the Authority to respond affirmatively to the unanimous calls of our communities and our elected officials for removal of the above ground elements mentioned above.

We are ready to work with whichever staff or consultants you direct to follow through on these long-ignored matters. Thank you.

Dave DePinto
President, Shadow Hills Property Owners Assn.
Member, SAFE Coalition (www.dontrailroad.us)

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David J. DePinto
818-352-7618 office
818-352-6781 fax
310-502-7928 mobile

Drozd, Doug@HSR

From: Carol Gustavson <cgustavson@csdadesigngroup.com>
Sent: Wednesday, June 15, 2016 12:36 PM
To: HSR info@HSR; HSR sbprogram@HSR
Cc: HSR boardmembers@HSR
Subject: Noise Mitigation

Follow Up Flag: Follow up
Flag Status: Flagged

To Whom it may Concern,

This email is a request for information related to any potential noise mitigation work arising from the High Speed Rail Project. Please provide contact information for individuals that are responsible for this aspect of the project.

Our firm specializes in noise mitigation. We perform noise measurements to quantify noise levels used to determine if receptors meet the noise abatement criteria. We provide design guidelines to developers which insure structures will meet noise criteria when occupied. We have noise insulated thousands of buildings including single-family and multi-family homes, schools and places of worship under FAA guidelines for dwellings impacted by aircraft noise and homes impacted by rail noise under FTA criteria.

Currently we are completing residential noise insulation for homes situated along the Bay Area Rapid Transit (BART) Silicon Valley Extension from Fremont California to San Jose California. Acoustical measurements were conducted at all eligible homes (those with second floor Right-of-Way facing windows in habitable rooms) to determine if future noise impacts would be in excess of the FTA criteria. The homes which qualified for treatment, based on the measurement results, have had new acoustical windows installed. Additionally, we have recently forwarded our noise mitigation alternatives recommendations to the Santa Clara Valley Transportation Authority to provide noise mitigation to receptors along State Route 85. We have identified noise-sensitive receivers using Caltrans/FHWA guidelines to determine the level of significance.

We are interested in any work that may be the result of the Authority's commitment to mitigating all noise impacts that are classified as severe under FRA guidelines.

Thanks for your time and I look forward to any assistance you can provide.

Carol Gustavson | Associate

CSDA Design Group
475 Sansome Street, Suite 800, San Francisco, CA 94111
|T| 415.321.1139 |F| 415.693.9830
cgustavson@csdadesigngroup.com | www.csdadesigngroup.com

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Drozd, Doug@HSR

From: Vanessa May <may.vanessa.d@gmail.com>
Sent: Friday, June 17, 2016 2:38 PM
To: Richard, Dan@HSR; HSR boardmembers@HSR
Cc: steve.fukushima@sen.ca.gov; HSR palmdale_burbank@HSR
Subject: Re: DANGEROUS CA HSR Refined Routes SR 14, E1 and E2

Follow Up Flag: Follow up
Flag Status: Flagged

Hello again everyone,

The following is FYI:

Over 12 Million Americans Live in the Oil and/or Gas Threat Zone

<http://www.truth-out.org/news/item/36467-over-12-million-americans-live-in-the-oil-and-gas-threat-zone>

PLEASE don't add to Lake View Terrace's woes by adding the "LIKELY" possibility of a major methane gas leak or EXPLOSION due in part to your digging near Lopez Canyon or running vibrating high speed trains past it multiple times a day.

Have MERCY upon us.

In gratitude,

Vanessa May
Lake View Terrace resident

On Tuesday, June 14, 2016, Vanessa May <may.vanessa.d@gmail.com> wrote:
Good day CA High Speed Rail Authority Chair Richard and Board Members,

Please see the attachments detailing why the refined CA High Speed Rail Routes SR 14, E1 and E2 are impractical and DANGEROUS!

The Fortistar Lopez Canyon energy landfill methane gas facility makes CA HSR refined routes SR 14 and E1 especially dangerous, as the potential for a gas leak or explosion, due to nearby digging and/or continual vibration, is likely.

Best regards,

Vanessa May

Lake View Terrace resident

June 17, 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:

Following up on my comments to you at the HSRA Board meeting on June 14th, SunnyGem respectfully renews its request to meet with appropriate HSRA officials to discuss alternative alignment options as set forth Matt Adams' letter to you of April 6, 2016 and my letter of May 20, 2016 (copies attached.)

We met with Diana Gomez, other HSR staff and the design/builder on May 11th where we were presented with a proposed "berm" design to go on the SunnyGem property. We identified major issues with that design and HSR staff said that they would look at other design options. We met again in Wasco on June 15th where we were presented with a "viaduct" design which our technical staff is in the process of analyzing to determine the impact on plant operations. We also discussed a processing plant relocation which could permit at-grade construction if certain conditions are met.

In sum, I think that these meetings have been constructive with both HSR and SunnyGem trying to see if there is a constructive solution to a difficult situation resulting from the proposed placement of the right of way ("ROW") on SunnyGem property. We have, and will continue, to evaluate on-site design options in good faith. By the same token, we need HSR to engage in a constructive dialogue about relocating the ROW to the eastern side of the BNSF ROW which would have far less impact on the community and is supported by the City of Wasco. As I have stated, ALL options - including relocating the ROW - need to be considered in parallel to develop an optimal solution and to avoid unnecessary delay.

Your help in getting such a dialogue promptly started will be very much appreciated.

Very truly yours,

DENTONS US LLP



Ivor E. Samson

cc: Diana Gomez

Droz, Doug@HSR

From: Rushawn Jones <rushawn_jones@sbcglobal.net>
Sent: Saturday, June 18, 2016 2:13 PM
To: HSR info@HSR; HSR Northern California@HSR; HSR Central Valley@HSR; HSR boardmembers@HSR; HSR san.francisco_san.jose@HSR; HSR sacramento_merced@HSR; HSR merced_fresno@HSR; HSR fresno_bakersfield@HSR; HSR bakersfield_palmdale@HSR; HSR los.angeles_anaheim@HSR; HSR palmdale_burbank@HSR; HSR san.jose_merced@HSR; altamont.corridor@hsr.ca.gov; HSR Central Valley Wye@HSR; HSR los.angeles_san.diego@HSR
Cc: Asha Jackson; Rushawn Jones & Asha Jackson
Subject: Re: California Highspeed Rail Funding

Follow Up Flag: Follow up
Flag Status: Flagged

Hello All,

Please connect us to the right person to discuss funding your high speed rail project. We would love to be a part of your team, we are very excited and interested in partnering with you.

Our aim is to help provide funding for your development projects.. Attach you will find our website introduction as to who we are [Project Binders.com](http://ProjectBinders.com)

Our Funding partners are interested in providing Equity Partnership, Mezzanine or Bridge loan. We would love to be apart of the synergy.

We also help provide Energy project funding, renewable energy, includes solar photovoltaics energy, wind turbines, hydropower, biofuel, geothermal energy, and biomass energy.

We look forward to hearing from you.

Respectfully,

Rushawn Jones
President & Co-Founder
Project Binders LLC
Contact: 925-705-2592
Website: www.projectbinders.com
Email: rushawn_jones@sbcglobal.net
Conference Line 1-605-562-3140
Access Code 691421#

Asha Jackson
Vice President: Project Binders LLC

Contact: 646-247-9789/925-705-2592

Website: www.projectbinders.com

Email: projectbinders@gmail.com

ashajacksonrealestate@gmail.com

rushawn_jones@sbcglobal.net

Conference Line 1-605-562-3140

Access Code 691421#

Drozd, Doug@HSR

From: Dead Director <deaddirectorstahl@gmail.com>
Sent: Monday, June 20, 2016 8:57 AM
To: HSR boardmembers@HSR
Subject: Morris Brown

Follow Up Flag: Follow up
Flag Status: Flagged

To High Speed Rail Authority,

Morris Brown is a hero! I am sure none of you agree.

Please consider not attempting to hide the truth from your boss, the citizens of California. Things like this make the project and each of you look really bad.

My advise is report the facts truthfully so we can all make intelligent decisions with regard to the viability of the project. Thank you for allowing me the opportunity to share my concerns.

Respectfully,

Drozd, Doug@HSR

From: Kacey Auston <kaceyauston@yahoo.com>
Sent: Wednesday, June 22, 2016 4:51 PM
To: HSR boardmembers@HSR
Subject: Meetings With Individual Boardmembers

Follow Up Flag: Follow up
Flag Status: Flagged

Good Afternoon,

I am reaching out on behalf of the city of Chowchilla. The city manager and the mayor have met with Dan Richards and Tom Richards and would like to request a meeting with the other board members. We would be happy to go to their location of choice to fit their schedules. Please let me know when we can set something up.

Best Regards,

Kacey Auston
Auston Consulting
Government & Public Relations
559-930-8181
Bridging The Gap Between Public & Private Sector

Drozd, Doug@HSR

From: Harlan, Janice@HSR
Sent: Monday, June 27, 2016 8:15 AM
To: Drozd, Doug@HSR
Subject: FW: PTC Business Proposition
Attachments: PTC Debut.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Fyi

j

From: Paul Bodnar [<mailto:bodnar.p@cambridgecss.com>]
Sent: Sunday, June 26, 2016 10:54 AM
To: Morales, Jeff@HSR; Harlan, Janice@HSR
Subject: PTC Business Proposition



Jeff Morales – CEO

jeff.morales@hsr.ca.gov

Janice Neibel – Board Secretary

janice.neibel@hsr.ca.gov

(916) 324-1541

Dear Members,

I have been anxious to write this email letter after reading the progress the California HSR (Authority) has been making with ambitious rail programs taking place within the state.

I am Co-Chairman of Cambridge Communications & Signal Systems (CCSS) based in Cambridge, MA. I became part of a quasi-team that used our expertise in railroading and telecommunications to bring about a PTC System called the Sentinel System. We have a functioning PTC System that has been developed and approved by FRA. We have the complete where-with-all for PTC affordable investitures. As you know, no railroad met the congressional deadline of December 31, 2015. We did it in early 2016 after starting in 2011, but we are not a railroad, we are a telecommunications company. (See attachment for a brief article about our PTC system).

PTC for short lines makes debut in Pennsylvania

By Al DiCenso | October 12, 2015

RELATED TOPICS: POSITIVE TRAIN CONTROL | NORTHEAST | INFRASTRUCTURE | SHORT LINES AND REGIONALS



Equipment installed in a Lycoming Valley locomotive is part of a new positive train control system that makers hope will comply with federal requirements. Here the gray band on the speedometer indicates the allowable speed for the track segment. The speedometer will change to yellow as a restriction is approached, then to red when braking is required. The locomotive display unit will then indicate a braking profile to the restricted point.

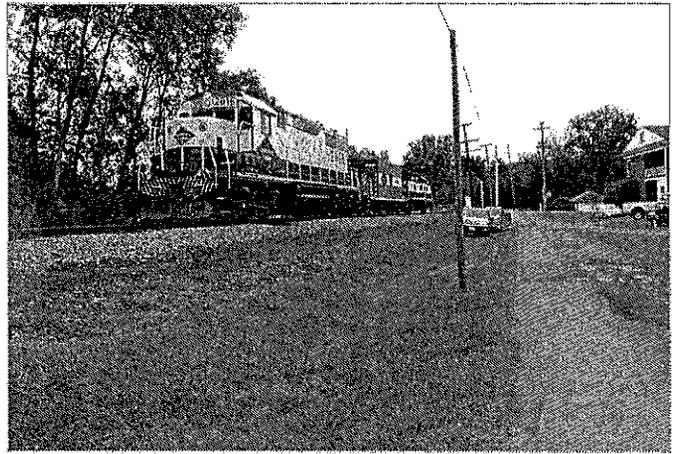
Al DiCenso

MUNCY, Pa. — Shortline and regional railroads looking for a positive train control system may have a product tailored for them coming around the corner.

Trains NewsWire recently visited central Pennsylvania's Lycoming Valley Railroad for

demonstrations by Massachusetts-based Cambridge Communications and Signaling Systems of its "Cambridge Sentinel System."

The Cambridge system is a communications-based PTC system that company officials say is specifically designed around the requirements of shortline and regional railroads. It is intended to be fully interoperable with Wabtec's Interoperable Electronic Train Management System being adopted by most class I railroads. Cambridge distinguishes itself from other companies by catering to shortlines, specifically, and offering to host back office computing power. Most railroads installing a PTC system keep all computing functions within their company.



A Lycoming Valley locomotive in early October. The central Pennsylvania railroad is hosting a demonstration for a new positive train control application targeted for use by shortline and regional railroads.

Al DiCenso

Cambridge ran four scenarios over an eight-mile segment on the Lycoming, a "dark", mostly single-track railroad, with observers from the Federal Railroad Administration, suppliers and subcontractors, other interested short line operators, as well as executives and operating personnel from the railroad. Train location information was provided by placement of transponders at key locations along the track instead of by satellite, and wayside equipment substations were installed at two strategic locations along the route. Two locomotives were equipped with the on-board equipment and engineers' displays, and a caboose was outfitted with a dispatcher's display and keyboard. Routes and movement authorities were generated by the "dispatcher" for each of the four track segments each day.

System designers ran an equipped locomotive through four scenarios that broadly reflect requirements defined by the Rail Safety Improvement Act of 2008: operation against an improperly aligned switch; moving against protected work zones; moving through a speed-restricted area; and moving against an oncoming train.

In each case, the Cambridge system alerted the locomotive engineer about a pending violation and the engineer reacted by applying the brakes to slow or stop as appropriate. Each demonstration series was run twice on each of two days in early October.

When asked his opinion about the results of the trials and the operation of the equipment, Gary Shields, President of the North Shore system which is the parent company for the Lycoming Valley Railroad says he was pleased with the demonstrations but that any future installation would depend on input from the FRA and class I railroad schedules' for deployment.

« **Previous story**
Trolley museum receives
FEMA grant for hurricane
damage

Next story »
Railroad helicopter helps
rescue backpacker-passenger
in Colorado

NEWSWIRE >>>>

Previous Day	October 12, 2015	Next Day
<p>Trolley museum receives FEMA grant for hurricane damage</p> <p>PTC for short lines makes debut in Pennsylvania</p> <p>Railroad helicopter helps rescue backpacker-passenger in Colorado</p> <p>City, State of New York reach deal on MTA contributions</p> <p>Great Scott! 'Flying Scotsman' returning to steam next year</p> <p>Terrorism threat to passenger trains remains real, 20 years after 'Sunset' wreck</p> <p>'Vermont' engine 'dead in tow' on Sunday</p> <p>NYC to Pennsylvania commuter service meeting set for Tuesday</p> <p>Amtrak restores service through South Carolina</p>		



2001 Gateway Place, Suite 101E
San Jose, California 95110
(408)501-7864 svlg.org

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Echelon Corporation
TED ULLYOT
Andreessen Horowitz
KEN XIE
Fortinet
JED YORK
San Francisco 49ers
Established in 1978 by
DAVID PACKARD

June 29, 2016

Perry Woodward, Chair
Peninsula Corridor Joint Powers Board
1250 San Carlos Ave.
San Carlos, CA 94070-1306

Dan Richard, Chair
California High Speed Rail Authority Board
770 L Street, Suite 1160
Sacramento, CA 95814

Dear Chairman Woodward and Chairman Richard,

On behalf of the Silicon Valley Leadership Group, I'm writing to express our gratitude for your continued efforts to advance the Peninsula Corridor Electrification Project (PCEP). We are looking forward to the finalization of funding agreements and the award of contracts that will allow the project to proceed.

By way of background, the Silicon Valley Leadership Group, founded in 1978 by David Packard of Hewlett-Packard, represents nearly 400 of Silicon Valley's most respected employers on issues, programs and campaigns that affect the economic health and quality of life in Silicon Valley, including energy, transportation, education, housing, health care, tax policies, economic vitality and the environment. Leadership Group members collectively provide nearly one of every three private sector jobs in Silicon Valley and have more than \$6 trillion in annual revenue.

When voters approved Prop 1A in 2008, the measure included significant resources dedicated to upgrading local transportation services to feed the statewide network and to improving mobility options for surrounding communities. Large-scale, visionary projects like HSR can be planned and delivered in a way that prioritizes investments in local improvements, while also making incremental, but significant progress toward the long-term vision.

SB 1029, which appropriated funding for HSR construction in the Central Valley, also directed over \$1 billion for local and regional improvements on the "bookends" in southern California and the Bay Area. This State funding is being used to leverage over \$1 billion in local, regional and federal funds to upgrade the Caltrain corridor and allow Caltrain to deliver more service at a time when our communities need it most.

Today, Caltrain is struggling to accommodate unprecedented regional growth, with six consecutive years of record-setting ridership. As Hwy 101 and 280 have become more and more congested, employers have turned to Caltrain as a preferred commute option between San Francisco and Silicon Valley. As a result, peak hour service is well over 100 percent capacity. This corridor is arguably the most economically productive area in the State. However, the region cannot continue to thrive without equipping the 150-year-old rail corridor with a modernized transit system capable of accommodating current and future ridership demand.

Fortunately, the strong leadership from local, regional, state and federal partners has advanced the transformational PCEP. The Project will replace the current diesel operations to a system that features high-performance electric trains capable of delivering cleaner, faster, more frequent service to Peninsula communities.

The PCEP could not come soon enough and we are looking forward to the award of the contracts in this summer.

Best Regards,

Carl Guardino
President and CEO

Drozd, Doug@HSR

From: Yelda Bartlett <yelda@bartlettfirm.com>
Sent: Wednesday, June 29, 2016 5:36 PM
To: HSR boardmembers@HSR
Subject: Board Vacancy

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,

I am writing to request information on current or upcoming board vacancies. Your website shows that there is at least one vacancy, though I am not sure if that is up to date?

Any information regarding vacancies and their appointing authority would be much appreciated.

Thank you and Best Regards,

Yelda Bartlett, Esq.
BARTLETT LAW FIRM
1939 Harrison Street
9th Floor, Suite 921
Oakland, CA 94612
(510) 318-6313 Tel
(510) 459-7518 Cell
(510) 318-6314 Fax
www.BartlettFirm.com

Please note that starting January 1, 2016, our office will be closed on Fridays.

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Drozd, Doug@HSR

From: Drozd, Doug@HSR
Sent: Thursday, June 30, 2016 12:00 PM
To: 'Yelda Bartlett'
Subject: RE: Board Vacancy

Hello Ms. Bartlett,

You are correct; there is currently one vacant seat on the Board. It is a Governor's appointment.

If you have any additional questions, please let me know.

Doug

Doug Drozd
California High-Speed Rail Authority
(916) 384-0554
doug.drozd@hsr.ca.gov



From: Yelda Bartlett [<mailto:yelda@bartlettfirm.com>]
Sent: Wednesday, June 29, 2016 5:36 PM
To: HSR boardmembers@HSR
Subject: Board Vacancy

Hello,

I am writing to request information on current or upcoming board vacancies. Your website shows that there is at least one vacancy, though I am not sure if that is up to date?

Any information regarding vacancies and their appointing authority would be much appreciated.

Thank you and Best Regards,

Yelda Bartlett, Esq.
BARTLETT LAW FIRM
1939 Harrison Street
9th Floor, Suite 921

Oakland, CA 94612
(510) 318-6313 Tel
(510) 459-7518 Cell
(510) 318-6314 Fax
www.BartlettFirm.com

Please note that starting January 1, 2016, our office will be closed on Fridays.

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LORI GLASGOW
EXECUTIVE OFFICER

COUNTY OF LOS ANGELES BOARD OF SUPERVISORS

KENNETH HAHN HALL OF ADMINISTRATION
500 WEST TEMPLE STREET, ROOM 383
LOS ANGELES, CALIFORNIA 90012
(213) 974-1411 • FAX (213) 620-0636

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MICHAEL D. ANTONOVICH

July 1, 2016

Dan Richard, Chair
California High-Speed Rail Authority
770 L Street, Suite 1160
Sacramento, CA 95814

Dear Chairman Richard:

RE: Refined E-2 Alignment Alternative for the Palmdale-to-Burbank High-Speed Rail Project Segment

We are writing to express our opposition to the Refined E-2 Alignment, as currently proposed, for the California High-Speed Rail Authority's (Authority) Palmdale-to-Burbank High-Speed Rail project segment, and any other variation of this alignment that would cross the Big Tujunga Wash at or above grade.

The proposed Refined E-2 Alignment poses tremendous impacts to local communities (e.g., Lake View Terrace and Shadow Hills), environmental resources like the Big Tujunga Wash, equestrian activities and the general quality of life for this part of Los Angeles County. The Refined E-2 Alignment also presents environmental justice concerns, as it will divide the Lake View Terrace community through an at-grade alignment.

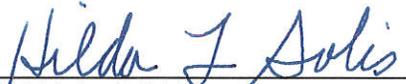
In June 2015, Supervisors Antonovich and Kuehl requested that the Authority expedite the hydrological and technical studies, which will provide critical information regarding potential impacts on areas of concern, including the communities of Shadow Hills, Lakeview Terrace, and Acton, as well as the recently recognized San Gabriel Mountains National Monument. We have yet to receive clarification on that process or a timeline for their completion.

Chairman Dan Richard
July 1, 2016
Page 2

Any proposed route that threatens severe impacts to homes, quality of life, and sensitive environmental areas raises tremendous concerns. For these reasons, the County of Los Angeles opposes the Refined E-2 Alignment, as currently proposed, for the Palmdale-to-Burbank High-Speed Rail project segment. We also request that the Authority clarify the process for expediting the hydrological and technical studies and indicate when they will be made available to the public.

Thank you for your consideration of this important matter.

Sincerely,



HILDA L. SOLIS
Chair of the Board
Supervisor, First District



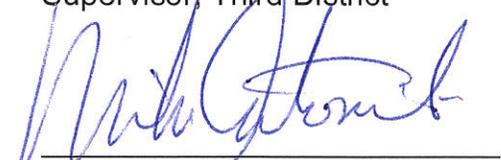
MARK RIDLEY-THOMAS
Supervisor, Second District



DON KNABE
Supervisor, Fourth District



SHEILA KUEHL
Supervisor, Third District



MICHAEL D. ANTONOVICH
Supervisor, Fifth District

c: Los Angeles County Legislative Delegation

CHATTEN-BROWN & CARSTENS LLP

TELEPHONE: (310) 798-2400
FACSIMILE: (310) 798-2402

2200 PACIFIC COAST HIGHWAY
SUITE 318
HERMOSA BEACH, CALIFORNIA 90254
www.cbcearthlaw.com

E-MAIL:
DPC@CBCEARTHLAW.COM

July 1, 2016

Chairman Woodward and Honorable Board,
Peninsula Corridor Joint Powers Board
c/o 1250 San Carlos Avenue, San Carlos CA 94070
Email: Board@Caltrain.com

Re: Objection to Potential Approval of Contracts for Design-Build Services for Electrification of the Railroad Between San Jose and San Francisco and for Procurement of Electric Multiple Unit Vehicles and Agreement with the California High Speed Rail Authority to Secure State Funding; July 7, 2016 Board Hearing Agenda Items 8, 9, and 10

Chairman Woodward and Honorable Board Members:

On behalf of the Transportation Solutions Defense and Education Fund and the Community Coalition on High-Speed Rail, we object to your approval of contracts and agreements to implement the Peninsula Corridor Electrification Project (Project) prior to conducting legally adequate environmental review.

We have associated with the Law Offices of Stuart Flashman, who is currently on vacation, as counsel in the lawsuit *Town of Atherton v. Peninsula Corridor Joint Powers Board*, County of Contra Costa Superior Court case number MSN15-0573. As explained in that case, the environmental impact report (EIR) in support of the Project is woefully inadequate in a number of ways including failing to provide an adequate project description, analysis of impacts, mitigation measures, and alternatives. This defective EIR could not legally support approval of the Project, and may not be used to legally support approval of the contracts or agreement to implement the Project that you will be considering.

We urge you instead to continue consideration of these Items 8, 9, and 10 until the *Town of Atherton* case is heard on September 2, 2016. Approving these contracts now would expose the JPB to damage claims, if the Court orders them rescinded. We remind the JPB that it is proceeding at its own risk. (Public Resources Code section 21167.3(b).)

The Chief Executive Officer was asked to delay action on the contracts until after the September 2, 2016 court hearing, but this reasonable request was refused. There is no valid reason for a precipitous rush to approve the contracts and agreement that cannot wait until after September 2. At the very least, it is incumbent on you to require contract

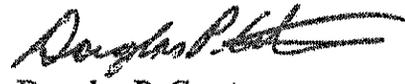
Peninsula Corridor JPB
July 1, 2016
Page 2

rescission provisions that would reduce the potentially enormous costs or penalties to the taxpayers of this premature signing if the contracts are eventually set aside by the Court.

We object to the absence of the proposed contracts and agreement associated with Items 8, 9, and 10. Without the actual text of the contracts and agreement, the public cannot properly review them.

Pursuant to Public Resources Code section 21092.2, please provide us with any future notices related to this Project or actions to implement it such as contracts and agreements.

Sincerely,



Douglas P. Carstens

Cc:
Joan Cassman, jcassman@hansonbridgett.com
Sabrina Teller, steller@rmmenvirolaw.com
CHSRA Board

Drozd, Doug@HSR

From: Roland Lebrun <ccss@msn.com>
Sent: Wednesday, July 06, 2016 1:14 AM
To: MTC Commission
Cc: SFCTA Board Secretary; VTA Board Secretary; Nila Gonzales; Caltrain Board; HSR boardmembers@HSR; SFCTA CAC; Caltrain CAC Secretary; Caltrain BAC
Subject: Caltrain EMU railcar procurement
Attachments: Caltrain EMU railcar procurement.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Honorable Chair Cortese and MTC Commissioners,

Further to my comments during the June Commission Meeting, the intent of the attached letter is to substantiate and elaborate on the concerns I expressed about the Caltrain Modernization (CalMod) project, specifically the cost and reduced capacity of the proposed Electric Multiple Unit (EMU) railcars (550-seat trains replacing 650-seat trains operating at 158% of capacity).

The letter concludes with the following recommendations:

- Launch an immediate investigation into the procurement process
 - Suspend any funding pending the outcome of the investigation
 - Reach out to the 5 manufacturers, who responded to the RFI and inquire as to the events that led them not to respond to the RFP
 - Invite Stadler to provide a comparative breakdown of recent Stadler KISS procurements
 - Determine if the \$225M discrepancy is related to customization for High Speed Rail and revise CHSRA's contribution to the funding package accordingly
 - Initiate an independent Caltrain capacity analysis to inform on the next steps
 - Consider appointing an interim entity responsible for Caltrain administration (per Section 6.B of the 1996 Peninsula Corridor Project Joint Powers Agreement)
- [http://www.caltrain.com/Assets/Public/JPA Agreement and Amendment 10-03-1996.pdf](http://www.caltrain.com/Assets/Public/JPA_Agreement_and_Amendment_10-03-1996.pdf)

Respectfully submitted for your consideration

Sincerely,

Roland Lebrun

CC
SFCTA Board of Directors
VTA Board of Directors
Transbay Joint Powers Authority Board of Directors
Caltrain Board of Directors
High Speed Rail Authority Board of Directors
SFCTA CAC

Caltrain CAC
Caltrain BPAC

Roland Lebrun
ccss@msn.com
July 5 2016

Metropolitan Transportation Commission
375 Beale Street
San Francisco
CA 94105-2066

Dear Honorable Chair Cortese and MTC Commissioners,

Further to my comments during the June Commission Meeting, the intent of this letter is to substantiate and elaborate on the concerns I expressed about the Caltrain Modernization (CalMod) project, specifically the cost and reduced capacity of the proposed Electric Multiple Unit (EMU) railcars (550-seat trains replacing 650-seat trains operating at 158% of capacity).

This letter concludes with a recommendation that MTC and the FTA suspend all funding and initiate an independent investigation into the Caltrain EMU procurement process.

Background

March 2012

LTK Engineering (LTK) releases a document entitled "Caltrain/California HSR Blended Operations Analysis"

<http://www.caltrain.com/Assets/Caltrain+Modernization+Program/Documents/Final-Caltrain-California+HSR+Blended+Operations+Analysis.pdf>

Section 3.3 Rolling Stock on page 28 states "*Caltrain is planning to use 8 car trains to augment the seating capacity of an existing 5 car train*".

The document additionally states (page 38). "*To ensure conservative simulation results, all trains were simulated with a full seated load of 948 passengers (for an 8-car EMU)*".

March 6th 2014

The JPB awards a total of \$42.3M in contracts to LTK, including a \$33.2M EMU Vehicle Consultant Service contract.

<http://www.caltrain.com/Assets/Agendas+and+Minutes/JPB/Board+of+Directors/Agendas/2014/3-6-14+JPB+Agenda.pdf> (item #13).

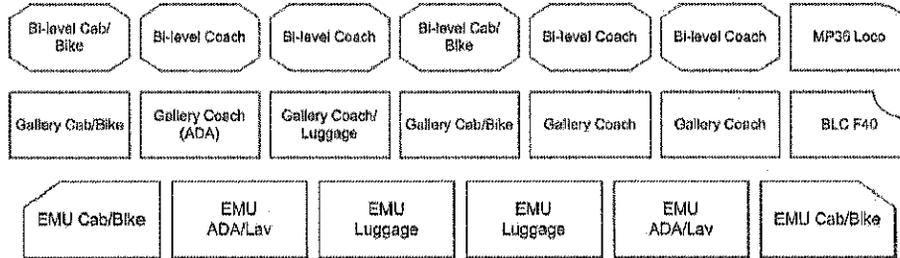
It should be noted that LTK were the sole respondent to the RFP and there is strong circumstantial evidence suggesting that LTK were responsible for drafting this RFP.

May 22 2014

Caltrain issues a Request for Information (RFI) to the EMU manufacturers
http://www.tillier.net/stuff/caltrain/EMU_RFI.pdf

Section 6.6 "EMUs must satisfy JPB's fleet management and operations service plan needs" shows a 6-car EMU configuration with capacity for **600** seats, 48 bikes and 2 ADA bathrooms.

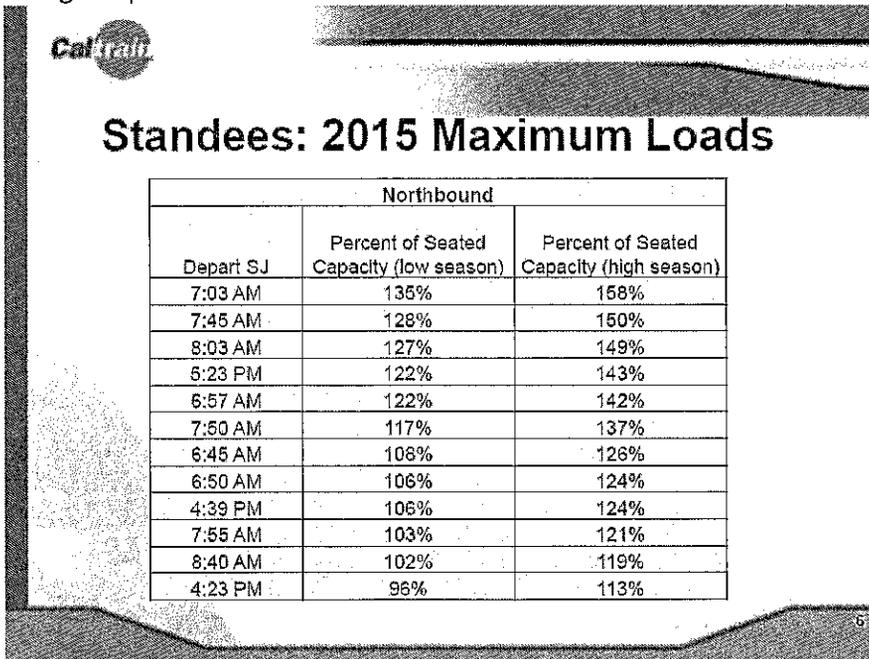
Future Fleet (simplified - conceptual)



Parameter	Gallery Train	Bi-Level Train	EMU Train
Seated capacity	636	822	600
ADA compliance	4 cars per train	All cars	All cars
Bike capacity	80 per train	48 per train	48 per train minimum
Number in service	4 trains	6 trains	16 trains

May 20 2015

Board workshop presentation highlighting **650-seat trains operating at over 150% of capacity** during the peak summer season:



August 2015

Caltrain releases a Request for Proposal (RFP) to the EMU manufacturers

<https://www.dropbox.com/sh/az34k161d28ah78/AACzwbjBH37v79hHRow8r2LZa?dl=0>

Volume 3 (Tech specs) APPENDIX A (page 468) states that seated capacity (AW1) is "assumed to be 550 passengers" (100 seats less than trains operating at over 150% of capacity).

May 5th 2016

Caltrain releases annual passenger counts showing massive overcrowding on 762-seat bi-level and 650-seat Gallery trains. It should be noted that Caltrain annual passenger counts are (inexplicably) collected during the low season (February).



2016 Top 10 Trains: Maximum Load

Northbound				
Train No.	Depart SJ	Max Load	Train Seating Capacity	Percent of Seated Capacity
319	7:03 AM	951	762	125%
323	7:45 AM	950	762	125%
329	8:03 AM	882	762	116%
375	5:23 PM	841	762	110%
217	6:57 AM	818	650	126%
225	7:50 AM	764	762	100%
269	4:39 PM	756	762	99%
313	6:45 AM	747	762	98%
233	8:40 AM	722	650	111%
215	6:50 AM	719	650	111%

July 1st 2016

Caltrain announces that the only responder to the EMU RFP is Stadler Rail and that it intends to proceed with a \$551M procurement of 16 6-car KISS EMUs with 550 seats (before removing approximately 100 seats to allow access to another set of doors).

Issues

1) Capacity

This EMU procurement cannot possibility meet Caltrain's present let alone future capacity requirements (450 seats/train vs. 948 modeled back in March 2012).

2) Costs

This procurement is approximately \$225M (70%) above similar procurements in Europe

Client	Manufacturer/model	Year	Contract (\$M)	#units	Unit cost	Reference
SNCF Lux	Stadler KISS	2010	\$84	24	3.49	http://www.railway-technology.com/ne
Deutsche Bahn	Bombardier Twindexx	2011	\$483	137	3.53	http://www.railway-technology.com/pr
Deutsche Bahn	Bombardier Twindexx	2012	\$210	64	3.28	http://www.railway-technology.com/pr
STIF & SNCF	Bombardier Omneo	2015	\$442	168	2.63	http://www.railway-technology.com/ne
AeroExpress	Stadler KISS	2016	\$205	62	3.31	http://www.railway-technology.com/ne
SNCF	Bombardier Omneo	2016	\$38	16	2.38	http://www.railway-technology.com/ne
Caltrain	Stadler KISS	2016	\$551	96	5.74	http://www.caltrain.com/Assets/_Ag

3) Non-competitive bidding (Stadler was the only responsive bid).

This is identical to what happened at SMART and eBART.

Recommendations

- Launch an immediate investigation into the procurement process
- Suspend any funding pending the outcome of the investigation
- Reach out to the 5 manufacturers, who responded to the RFI and inquire as to the events that led them not to respond to the RFP
- Invite Stadler to provide a comparative breakdown of recent Stadler KISS procurements
- Determine if the \$225M discrepancy is related to customization for High Speed Rail and revise CHSRA's contribution to the funding package accordingly
- Initiate an independent Caltrain capacity analysis to inform on the next steps
- Consider appointing an interim entity responsible for Caltrain administration (per Section 6.B of the 1996 Peninsula Corridor Project Joint Powers Agreement)
[http://www.caltrain.com/Assets/Public/JPA Agreement and Amendment 10-03-1996.pdf](http://www.caltrain.com/Assets/Public/JPA%20Agreement%20and%20Amendment%2010-03-1996.pdf)

Respectfully submitted for your consideration

Sincerely,

Roland Lebrun

CC

SFCTA Board of Directors

VTA Board of Directors

Transbay Joint Powers Authority Board of Directors

Caltrain Board of Directors

High Speed Rail Authority Board of Directors

SFCTA CAC

Caltrain CAC

Caltrain BPAC

Drozd, Doug@HSR

From: David DePinto <ddepinto@depintomorales.com>
Sent: Thursday, July 07, 2016 5:25 PM
To: HSR palmdale_burbank@HSR
Cc: Richard, Dan@HSR; Boehm, Michelle@HSR; Morales, Jeff@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; Arellano, Genoveva@HSR
Subject: Re: Thank You for Your Continued Interest in the Palmdale to Burbank Project Section
Follow Up Flag: Follow up
Flag Status: Flagged

On behalf of both the Shadow Hills Property Owners Association board of directors and the SAFE Coalition, on whose behalf I have communicated many times, we'd like to know who this email is from. All that is showing is an email address without a name. Is this from Dan Richard? Jeff Morales? the Board? Michelle Boehm? Genevova Arrellano? CHSRA Attorneys? Many other members of the community have received similar letters with no identity. They all want to know who they are communicating with.

Please advise and we will comment on this communication from "palmdale_burbank@hsr.ca.gov". The topics for which we requested and continue to call for specific responses and action included:

- removal of above ground segment, if not all, of E2 wherever densely populated or sensitive environmental areas reside
- Equine Study
- Seismic Study
- Tunneling Study
- Water Study
- Site Visit with Board Member
- Date for Board meeting in San Fernando Valley

Thank you.

Dave DePinto

President, Shadow Hills Property Owners Assn.

Member and Co-Founder, SAFE Coalition

On 6/30/2016 1:09 PM, California High-Speed Rail Authority wrote:

Dear Mr. DePinto:

Thank you for your recent and ongoing correspondence dating back to February 2016 to the California High-Speed Rail Authority regarding your concerns with the Palmdale to Burbank (P-B) Project Section and, specifically, Alternative E2. All of the communication received from your organization and community members continues to be reviewed and considered on an ongoing basis by the Project Team.

This past year has been a pivotal year for the P-B Project Section as it has been for all of our Southern California Phase 1 Sections. All four Sections released Supplemental Alternatives Analysis (SAA) Reports in April 2016, which documented the previous year's ongoing evaluation and refinement of project alternatives. An essential part of this evaluation was the ongoing consideration of the community's perspective. While project findings and decisions cannot be made quickly enough in many cases for everyone's wish, the Authority must absolutely remain objective and thorough in its work.

Planning Process

The alternatives analysis process continues to allow the Authority to refine alternatives prior to the completion of the detailed environmental analysis required as part of our federal and state environmental regulations. While these technical studies and environmental and engineering evaluations continue, the Authority still has the ability to refine alternatives and/or identify a preferred alternative. The Authority remains committed to sharing these refinements or project direction on an ongoing basis, and as they are known.

At the direction of Authority Board of Directors, Authority staff commissioned several early independent studies on key issues and presented a compilation of existing information known on these issues to inform any high level conclusions that could be drawn regarding the proposed concepts. These independent studies included:

- Equine Review conducted by Mineta Transportation Institute at San Jose State University
- Tunnel Review conducted by Mineta Transportation Institute at San Jose State University
- Groundwater Study Review conducted by California State University at Fullerton

These studies were completed in Spring 2016 and are available on Authority's website in Palmdale-Burbank section at the following link:

http://www.hsr.ca.gov/Programs/Statewide_Rail_Modernization/Project_Sections/palmdale_burbank.html

As clearly discussed when initiated, these studies are independent and informational, rather than decisional. The decisional studies that will be part of the environmental document are underway now and expected to be completed by early next year.

Range of Alternatives

As you know, the Authority is considering a range of alternatives. We understand that SHPOA's position is to remove E2 as infeasible and for the Authority to present a non-Burbank alternative. Your correspondence of 4-11-16 presented documentation to substantiate your position for the removal of E2 including overburden, operational and travel time considerations, contamination, environmental resources and other factors. We can confirm that these comments have been received and remain under consideration. The Authority has always planned for a station in the San Fernando Valley and we have no plans to study an option that does not include a stop in this important area of Southern California that is currently home to 1.8 million people. We will consider all of your comments as we evaluate the concepts under review and identify a preferred alternative in the future.

Community Outreach

The Authority has always kept an open public process in relation to its evaluation and refinement of project alternatives. Our wide set of stakeholders, including elected officials, environmental resource agencies, affected communities and the public at large, have always been encouraged to provide public comments at any time during the alternatives analysis process. The Authority has hosted various types of community meetings at key project milestones to ensure that the project team is well aware of ongoing issues in the community.

With the release of the SAA Report in April, the Authority will be holding small group meetings and large public meetings this summer. The already-formed Community Working Groups will be asked to continue their participation with the Authority to review the SAA Report, current set of project alternatives and any new project information, such as the geophysical/geotechnical investigation work in the Angeles National Forest. Our Project Team will be in touch with you as these dates and locations are confirmed. As before, this will be an opportunity to discuss issues, understand the planning process and ensure that your community's perspective is shared directly with the Project Team.

Thank you again for your considerable time and attention to this project; we recognize that this has been an extensive and exhausting effort for your organization and individuals. You have represented your community extremely well and we fully appreciate your input.

Sincerely,

The Palmdale to Burbank Project Team
California High-Speed Rail Authority
Palmdale_Burbank@hsr.ca.gov
(800) 630-1039

--

David J. DePinto
DePinto Morales Communications Inc.
818-352-7618 office
818-352-6781 fax
310-502-7928 mobile

Drozd, Doug@HSR

From: Kacey Auston <kaceyauston@yahoo.com>
Sent: Monday, July 11, 2016 2:56 PM
To: HSR boardmembers@HSR
Subject: Chowchilla Alignment

Follow Up Flag: Follow up
Flag Status: Flagged

Good Afternoon,

I am requesting on behalf of the city of Chowchilla a meeting with individual board members, Lorraine Basket, Micheal Rossi, Lynn Schenk, Bonnie Lowenthal and Daniel Curtin. Board Chair Dan Richards and Vic-Chair Tom Richards have both taken the time to meet with myself and Chowchilla city manager and elected to discuss the rail alignment affecting the city of Chowchilla and Fairmead. The Mayor and city manager have both agreed to go to where ever would be convenient for the individual board member. Please let me know when or how we can get these meetings scheduled.

Thank you,

Kacey Auston
Auston Consulting
Government & Public Relations
559-930-8181
Bridging The Gap Between Public & Private Sector

Drozd, Doug@HSR

From: Drozd, Doug@HSR
Sent: Monday, July 11, 2016 5:42 PM
To: 'Kacey Auston'
Subject: RE: Chowchilla Alignment

Hi Kacey,

Sorry for the delay in responding. We passed your invitation on to the other members of our Board and so far have heard back from all but one member that they will decline the invitation to meet. When I hear back from Director Curtin, I will let you know. Please do not take this as any indication that our Board does not take the issues that Chowchilla has raised seriously. Rather, the general consensus is that any communication with the other members of the Board on this matter should be done in public. As you may know, the Board's next meeting is August 9th.

Thanks,

Doug

From: Kacey Auston [<mailto:kaceyauston@yahoo.com>]
Sent: Monday, July 11, 2016 2:56 PM
To: HSR boardmembers@HSR
Subject: Chowchilla Alignment

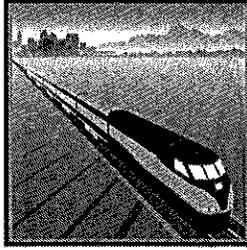
Good Afternoon,

I am requesting on behalf of the city of Chowchilla a meeting with individual board members, Lorraine Basket, Micheal Rossi, Lynn Schenk, Bonnie Lowenthal and Daniel Curtin. Board Chair Dan Richards and Vic-Chair Tom Richards have both taken the time to meet with myself and Chowchilla city manager and elected to discuss the rail alignment affecting the city of Chowchilla and Fairmead. The Mayor and city manager have both agreed to go to where ever would be convenient for the individual board member. Please let me know when or how we can get these meetings scheduled.

Thank you,

Kacey Auston
Auston Consulting
Government & Public Relations
559-930-8181
Bridging The Gap Between Public & Private Sector

Supervisor **John Pedrozo**, Chair, Merced County
Supervisor **Henry Perea**, Vice-Chair, Fresno County
Councilmember **Don Tatzin**, Vice-Chair, City of Lafayette
Councilmember **Patrick Hume**, City of Elk Grove
Supervisor **Vito Chiesa**, Stanislaus County
Supervisor **Scott Haggerty**, Alameda County
Supervisor **Allen Ishida**, Tulare County
Councilmember **Bob Johnson**, City of Lodi
Supervisor **Doug Verboon**, Kings County
Supervisor **Brett Frazier**, Madera County



San Joaquin
Joint Powers Authority

Alternate **Rodrigo Espinoza**, City of Livingston
Alternate **Nathan Magsig**, City of Clovis
Alternate **Federal Glover**, Contra Costa County
Alternate **Don Nottoli**, Sacramento County
Alternate **Richard O'Brien**, City of Riverbank
Alternate **Tom Blalock**, BART
Alternate **Bob Link**, City of Visalia
Alternate **Mike Maciel**, City of Tracy
Alternate **Justin Mendes**, City of Hanford
Alternate **Andrew Madellin**, City of Madera

July 13, 2016

Mr. Dan Richard
Chairperson, California High-Speed Rail Authority
770 L Street, Suite 800
Sacramento, CA 95814

RE: Comments on California High-Speed Rail Authority (CHSRA) 2016 Business Plan

Dear Chairperson Richard,

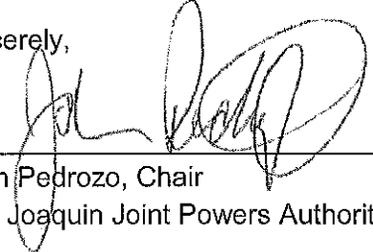
San Joaquin Joint Powers Authority (SJJPA) greatly appreciates the edits made as part of the approved CHSRA 2016 Business Plan in response to comments from San Joaquin Valley and Sacramento region agencies, organizations, and elected officials, SJJPA, and other stakeholders.

In particular, SJJPA is very pleased that the CHSRA 2016 Business Plan includes Merced as part of the HSR Initial Operating Segment, identifies Madera as a new HSR station to provide connectivity with the San Joaquins, and emphasizes "blended" service and connectivity improvements. SJJPA also appreciates the CHSRA's commitment to utilize funding allocated in SB 1029 to work with SJJPA and other regional partners to pursue Phase 2 and San Joaquins connectivity planning efforts and to identify corridor improvements that might be made in anticipation of further HSR service.

As part of our Joint Policy Statement signed in 2013, SJJPA agreed to work with CHSRA and Caltrans to "protect the state investment in the San Joaquin Corridor, and work together to develop viable strategies and solutions to meet the needs of the high-speed rail system, the San Joaquin Rail Service and the stakeholder community." SJJPA is committed to working with CHSRA, CalSTA, and Caltrans to determine how the San Joaquin service can best support the phased implementation of HSR.

The SJJPA looks forward to working with CHSRA to implement a coordinated, complementary, and integrated intercity rail network which will help California's economy and will enable our State to grow in a more sustainable manner which protects the environment.

Sincerely,



John Pedrozo, Chair
San Joaquin Joint Powers Authority

CC. Chad Edison, CalSTA, Jeff Morales, CHSRA, Ben Tripousis, CHSRA

MEMBER AGENCIES

Alameda County - Contra Costa County Transportation Authority - Fresno Council of Governments - Kings County Association of Governments - Madera County Transportation Commission
Merced County Association of Governments - Sacramento Regional Transit - San Joaquin Regional Rail Commission - Stanislaus Council of Governments - Tulare County Association of Governments

DAVID G. VALADAO

21ST DISTRICT, CALIFORNIA

WWW.VALADAO.HOUSE.GOV



UNITED STATES
HOUSE OF REPRESENTATIVES

July 14, 2016

COMMITTEE ON APPROPRIATIONS

VICE CHAIRMAN

SUBCOMMITTEE ON AGRICULTURE,
RURAL DEVELOPMENT,
FOOD AND DRUG ADMINISTRATION

SUBCOMMITTEE ON
ENERGY AND WATER DEVELOPMENT

SUBCOMMITTEE ON MILITARY
CONSTRUCTION, VETERANS AFFAIRS

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

Dear Chairman Richard,

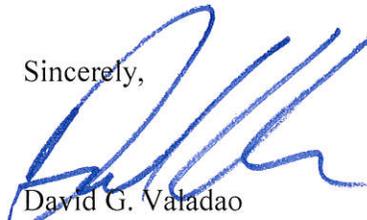
I am writing to express my concerns regarding the route proposed by the California High Speed Rail Authority (CHSRA) and its impact on the City of Wasco and the SunnyGem, LLC almond processing facility.

I have been told the SunnyGem almond processing facility will be negatively impacted by the construction of the proposed route from Fresno to Bakersfield. As I understand, CHSRA has decided to build an eighteen foot high, 8,000-foot long berm (that includes a 1,000-foot viaduct) that runs right through the SunnyGem almond processing facility and effectively splits the City of Wasco. In addition to the effects on the continued operation of the SunnyGem facility, it is believed that this new plan will likely cause further problems for the City of Wasco, specifically related to erosion and sediment control maintenance requirements.

The SunnyGem almond processing facility is an important economic driver in the City of Wasco. The facility provides approximately 300 jobs during the peak processing season and nearly 200 full-time jobs throughout the year. The Central Valley is already experiencing substantial job loss and high unemployment rates, and CHSRA proposed plans will only exacerbate the economic decline occurring in the region.

Given the impacts indicated above, it is clear that the proposed plans would have detrimental effects on community character, social interactions, and community cohesion. I respectfully request that you continue to work with SunnyGem, LLC and the City of Wasco to reach a positive resolution. Should you have any questions or concerns, please contact my Legislative Assistant, Mr. Andrew Renteria by phone at (202) 225-4695 or via email at Andrew.Renteria@mail.house.gov.

Sincerely,



David G. Valadao
Member of Congress

Drozd, Doug@HSR

From: Roland Lebrun <ccss@msn.com>
Sent: Wednesday, July 20, 2016 4:38 PM
To: HSR san.francisco_san.jose@HSR
Cc: HSR boardmembers@HSR; Caltrain Board; Nila Gonzales; SFCTA Board Secretary; VTA Board Secretary; Caltrain CAC Secretary; Caltrain BAC; SFCTA CAC; MTC Commission
Subject: 2016 Peninsula Corridor SEIR
Attachments: 2016 Peninsula SEIR scoping comments.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. McLouglin,

Thank you for the opportunity to comment on the San Francisco to San Jose Project Section.

The rationale behind the attached list of context-sensitive projects is to bring the Peninsula Rail Corridor into compliance with the 2008 Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century (AKA Prop1A) as approved by the voters of California, specifically:

- The northern terminus shall be the Transbay Transit Center
- The maximum non-stop time between San Jose Diridon and Transbay shall be 30 minutes
- The project shall support a minimum of 12 trains/hour/direction
- The train service operating entity shall not require an operating subsidy

Feel free to contact me if you have any questions.

Sincerely,

Roland Lebrun.

CC

CHSRA Board of Directors
Caltrain Board of Directors
MTC Commissioners
TJPA Board of Directors
SFCTA Board of Directors
VTA Board of Directors
Caltrain CAC
Caltrain BPAC
SFCTA CAC
TJPA CAC

Mr. Mark A. McLoughlin
Attn: San Francisco to San Jose Project Section,
California High-Speed Rail Authority,
100 Paseo De San Antonio, Suite 206
San Jose, CA 95113
san.francisco_san.jose@hsr.ca.gov

Roland Lebrun
ccss@msn.com

July 17th 2016

Dear Mr. McLouglin,

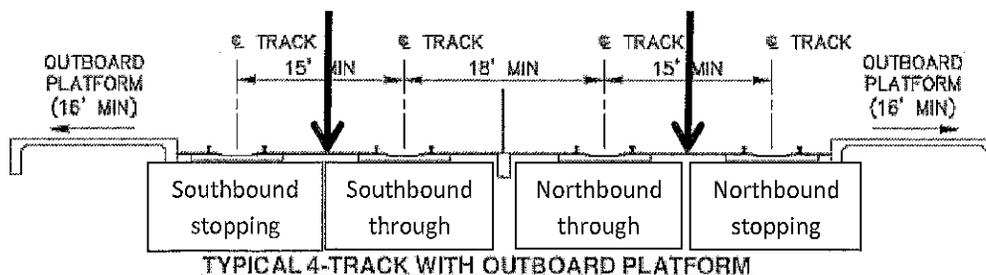
Thank you for the opportunity to comment on the San Francisco to San Jose Project Section

The rationale behind the following list of context-sensitive projects is to bring the Peninsula Rail Corridor into compliance with the 2008 Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century (AKA Prop1A) as approved by the voters of California, specifically:

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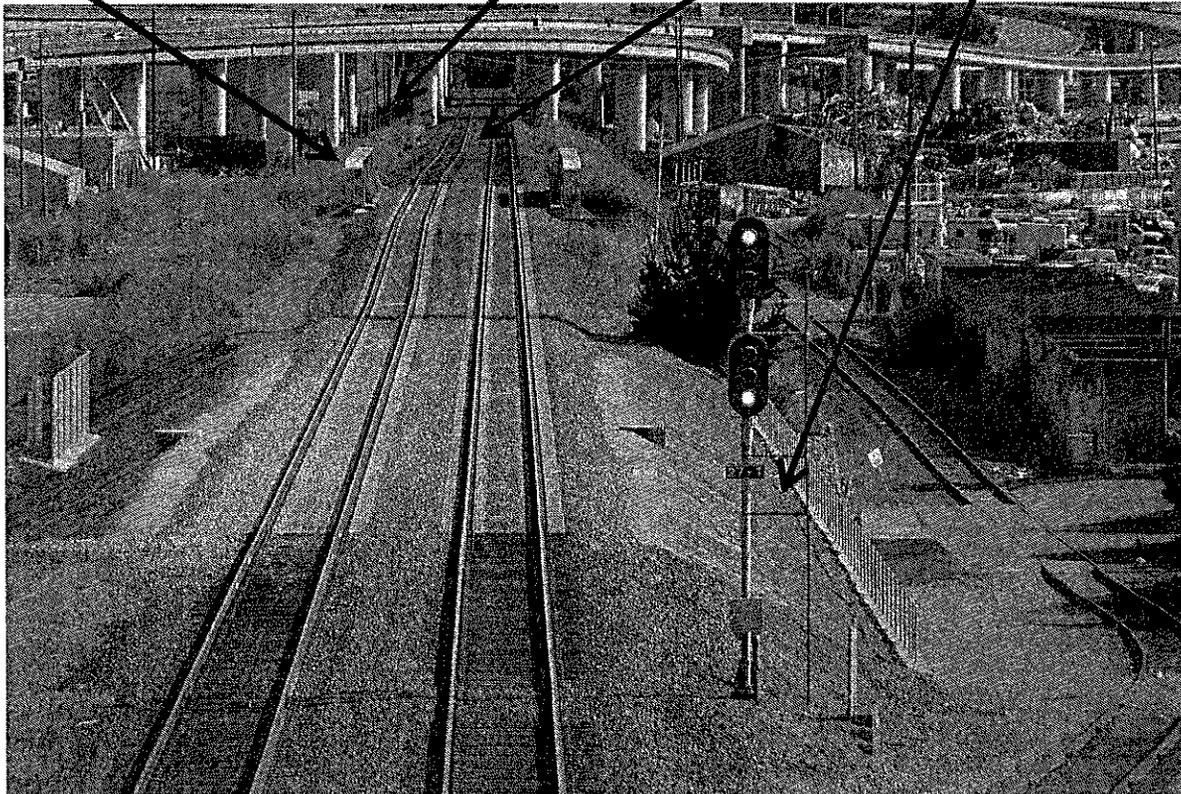
General

- Every holdout station shall be eliminated through permanent closure or redesign.
- Grade crossings must be upgraded to Class 7 (125 MPH) including quad gates, Vehicle Arresting Barriers (VABs) and intrusion detectors interacting with the signaling system to stop trains in case of an obstruction.
- Every single switch on or off the main line MUST be upgraded to 80 MPH.
- The SEIR must consider speeds in excess of 125 MPH for grade-separated sections of tracks wherever track geometry allows higher speeds.
- **The SEIR shall specifically prohibit any enhancements or relocations of existing two-track stations without the addition of a minimum of two passing (total 4) tracks.**
- **There shall be no island platforms between the Mainline Tracks (MT-1 & MT-2).**
- Trespassing across the mainline tracks in 4-track stations must be eliminated via the installation of double barriers (one on each side of the mainline tracks)



San Francisco

- The Downtown Extension (DTX) tunnel alignment between Townsend Street and the Transbay Terminal must be designed to support a minimum speed of 80 mph.
- The Transbay train box internal layout must be designed to enable a future Transbay connection to Emeryville and Oakland.
- The SEIR must consider the addition of a new 4-track underground station under 7th Street (between Townsend and 16th Street).
- The SEIR must consider grade-separation of 16th Street via a twin-bore tunnel between the existing 22nd Street station and the new station under 7th Street.
- The SEIR must consider repurposing the abandoned tunnel #1 (between 22nd Street and Mariposa) for storage or light maintenance.
- The SEIR must consider recommissioning the abandoned tunnel to the west and parallel to tunnel #2 (between Cesar Chavez and 23rd Street).
- The SEIR must consider adding a third track (MT-3) between Cesar Chavez and Quint Street to the West of the existing Mainline Tracks (MT-1 & MT-2).
- The SEIR must consider realigning the southbound track (MT-2) between Quint Street and Jerrold Avenue.



Brisbane Baylands

- The SEIR must consider relocating the existing tracks one block (approximately 150 feet) to the west to enable a speed of 120 MPH through the Brisbane Baylands.

<http://www.ci.brisbane.ca.us/sites/default/files/Lebrun01-24-14.pdf> (Page 1)

- The SEIR must consider relocating the existing Bayshore Caltrain station approximately 400 feet south to a new multimodal transit center designed to intersect with the Geneva Avenue extension.

<http://www.ci.brisbane.ca.us/sites/default/files/Lebrun01-24-14.pdf> (Page 2)

- The SEIR must consider extending the platforms of the relocated Bayshore multimodal Transit Center to 1,400 feet to allow for the orderly turnaround of northbound HSR trains in case of an emergency between Brisbane and the Transbay Transit Center.

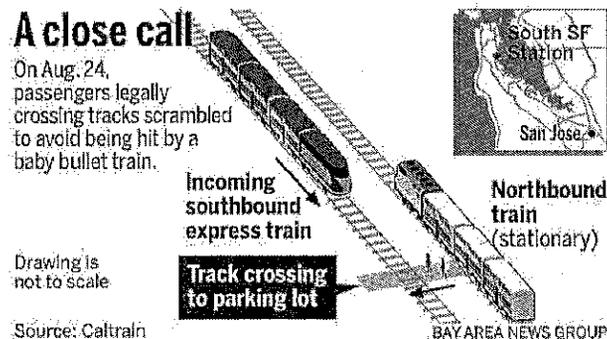
<http://www.ci.brisbane.ca.us/sites/default/files/Lebrun01-24-14.pdf> (Page 3)

- The SEIR must consider locating a storage/maintenance/turnaround yard between the relocated mainline and the Kinder Morgan tank farm.

<http://www.ci.brisbane.ca.us/sites/default/files/Lebrun01-24-14.pdf> (Page 4)

South San Francisco

- Further to the near miss that put multiple Caltrain passengers in harm's way on August 24th 2012 (<http://abc7news.com/archive/8812117/>), **the SEIR must consider eliminating the holdout at South San Francisco** through the addition of two bypass tracks and outer platforms connected via a bike/pedestrian underpass.



The new northbound bypass track needs to run parallel to Industrial Way as follows:

- Add new 80MPH turnout to MT-1 at MP 9.9 (switch from MT-1 to T-711)
- Upgrade existing turnout at MP 9.7 to 80 MPH (switch from T-711 to T-713)
- Upgrade existing turnout at MP 9.6 to 80 MPH (switch from T-713 to T-715)
- Add new 80 MPH turnout at MP 9.5 (switch from T-715 to new northbound platform track)
- Add new northbound platform track
- Add new 80 MPH turnout at MP 8.2 (switch from new northbound platform track back onto MT-1 mainline)

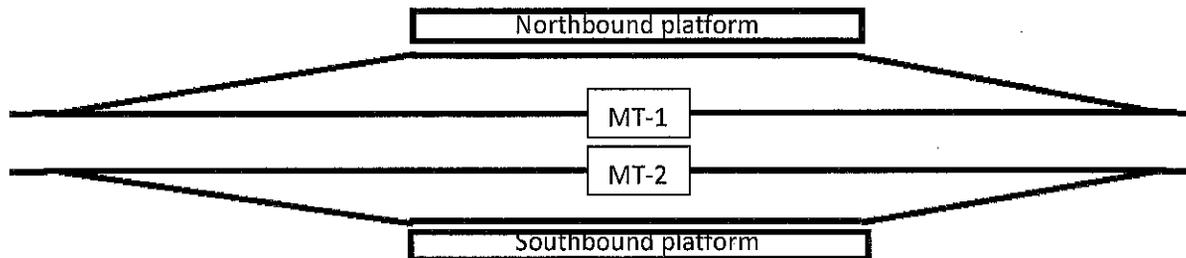
The switches connecting the southbound bypass track (T-002) to the mainline (MT-2) must be upgraded to 80 MPH.

Burlingame (Broadway)

The SEIR **MUST** consider grade separation at **Broadway** while simultaneously considering a future Broadway station with 2 bypass tracks (total 4 tracks).

Hillsdale

The SEIR **must** consider **increasing mainline capacity by providing a mid-line overtake** through the addition of two bypass tracks (total 4 tracks) and outer platforms connected via a bike/pedestrian underpass.



Belmont

The SEIR **MUST** consider **eliminating the Belmont island platform** and replacing it with two bypass tracks (total 4 tracks) and outer platforms connected via the existing bike/pedestrian underpass.

Redwood City

The SEIR **MUST** consider the addition of two bypass tracks (total 4 tracks) and 1,400-foot outer platforms connected via a new bike/pedestrian underpass.

Atherton, Menlo Park and Palo Alto

Grade separations and 4-tracking in Atherton, Menlo Park and Palo Alto are challenging at best and unfeasible at worst. The SEIR **MUST** consider a twin-bore 150 MPH tunnel between MP 27.0 and MP 35.0 for HSR, Baby Bullets and Express trains while leaving the existing tracks at grade for freight and Local trains making stops at the stations.

Mountain View

The SEIR **MUST** consider the addition of two bypass tracks (total 4 tracks) and 1,400-foot outer platforms connected via a new bike/pedestrian underpass.

Santa Clara

- The SEIR **MUST** consider relocating the historic track to enable the relocation of the Mainline Tracks (MT-1 & MT-2) between the two existing tracks.

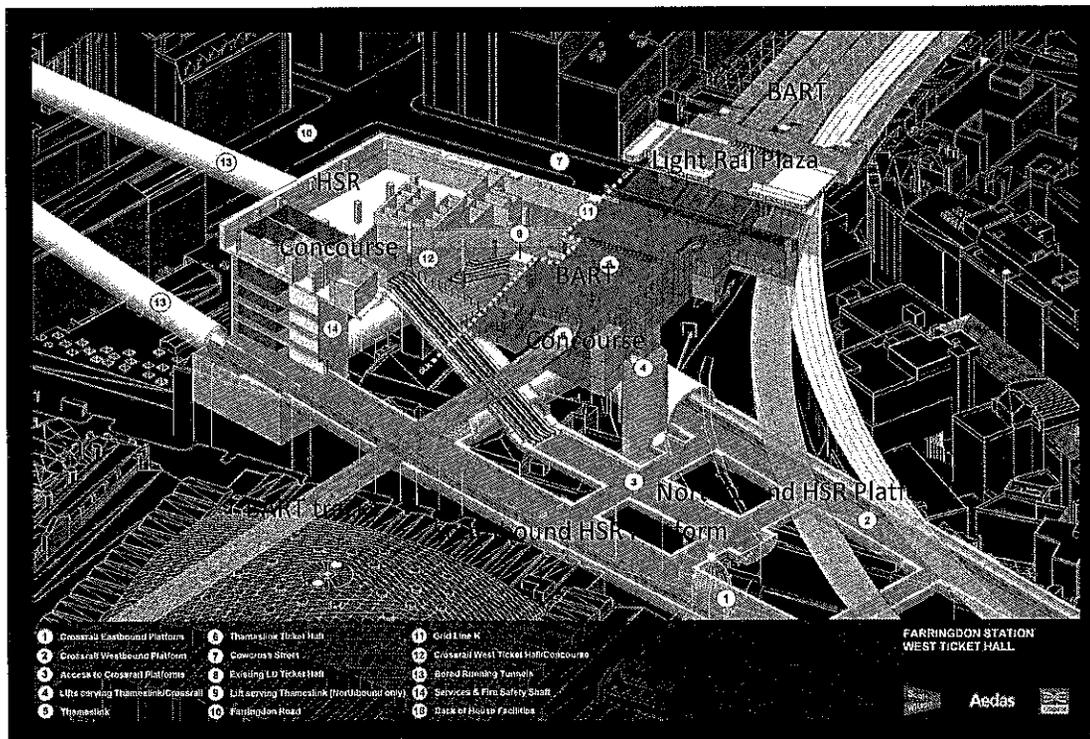
- The SEIR **must** consider speeds in excess of 125 MPH through Santa Clara.

San Jose

The SEIR **MUST** consider a 2.5 mile twin-bore 150 MPH tunnel between MP 45.2 and Diridon station.

The SEIR **MUST** consider an underground station modeled after Crossrail's Farringdon station, including an interface to BART similar to Crossrail's interface with Thameslink. <http://www.crossrail.co.uk/route/stations/farringdon/>

The station platforms should be located below the BART train box (if the VTA selects twin-bore tunnels) or above the BART tunnel platforms (if the VTA selects a single-bore 45-foot tunnel): http://vtaorgcontent.s3-us-west-1.amazonaws.com/Site_Content/AppendixD-ScopingComments.pdf (page 222)



Tamien

The SEIR must consider the addition of a 4th track and platform to the East of MT-1 to make it possible for Caltrain to turn trains around without blocking MT-2. Alternatively, the SEIR must consider building a 4-track station with 2 outside platforms at Blossom Hill to facilitate turning trains around at Blossom Hill instead of Tamien.

South San Jose

The SEIR must consider a 4.5-mile twin-bore 150 MPH tunnel between Diridon and Monterey Highway.

The SEIR must consider a 3-mile twin-bore 150 MPH tunnel between Monterey Highway and Silver Creek Valley Road.

The SEIR shall **NOT** consider a viaduct alternative between Capitol Ave and Metcalf Road.

The SEIR MUST consider grade separations at Chynoweth, Branham and Skyway

The SEIR must consider a blended system similar to the Peninsula Corridor's (maximum 125 MPH) between South San Jose and Gilroy for trains stopping in Gilroy.

The SEIR must consider a 250 MPH alignment on the East side of highway 101 for non-stop trains between Fresno and San Jose.

Respectfully submitted for your consideration

Sincerely,

Roland Lebrun

CC

CHSRA Board of Directors
Caltrain Board of Directors
MTC Commissioners
TJPA Board of Directors
SFCTA Board of Directors
VTA Board of Directors
Caltrain CAC
Caltrain BPAC
SFCTA CAC
TJPA CAC

Alfredo D. Garza

50 Beverly Blvd.
San Jose, CA 95116

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

July 21, 2016

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

Via Certified Mail No. 7016 0340 0001 0553 5907

Dear Mr. Morales.

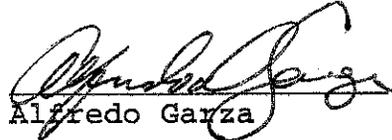
I have reviewed your twenty plus page "Draft Environmental Justice, (E.J.) Reports" San Francisco to San Jose and San Jose to Merced, Dated June 2016. I hope they were done in house and that you did not actually pay for their preparation.

It looks like the San Francisco to San Jose draft was duplicated, then the words "San Francisco to San Jose" were change to "San Jose to Fresno". Except for the name change, the draft studies appear to be identical, word for word.

It is noteworthy that the Socioeconomic portion (by itself) of the draft EJ reports from Merced to Fresno and Fresno to Bakersfield exceeds 150 pages.

I would suggest that instead of doing the study in house, you hire the same firm that did the Fresno Studies before you proceed further with your proposed route through the Gardner neighborhood.

Dosen't the Federal Rail Administration offer Guidance with regard to Environment Justice? Please advise.



Alfredo Garza

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

Drozd, Doug@HSR

From: David DePinto <ddepinto@depintomorales.com>
Sent: Thursday, July 21, 2016 4:02 PM
To: Arellano, Genoveva@HSR; Boehm, Michelle@HSR; Morales, Jeff@HSR; HSR palmdale_burbank@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
Subject: August 2nd Meeting - Declining Invitation Due to National Night Out and Other Concerns
Follow Up Flag: Follow up
Flag Status: Completed

Dear Genoveva and CHSRA Management and Board:

I've been in touch with Genoveva Arellano, CHSRA outreach consultant for the past two weeks about what we feel strongly are very poor and forced plans by the Authority to conduct various outreach meetings in the next few weeks. I commend her work and her honesty. However, she's ultimately not the decisionmaker responsible for the recurring issues with the Authority over unfinished business, unfulfilled commitments and stubborn, bureaucratic/bullying tactics. We've felt consistently disappointed and disrespected by the timing, tenor, transparency and integrity of CHSRA's meetings and discussions with our communities ever since we met in August 2014. As just a partial example, in the past two years we've documented issues such as:

- receiving announcement of the "yellow banana" or new study alternatives in the mail in the middle of summer 2014
- mailing of PTE letters on Christmas eve 2014
- finding out about the original E1, E2 and E3 alternatives at a meeting in Santa Clarita, not in our home communities and not from our elected officials
- attending many open house meetings where public comment is not allowed in the traditional "open microphone" method and comments from individuals are not shared with the entire audience
- lack of response to hundreds of comment letters from our community leadership and individuals
- lack of response to testimony provided at several CHSRA board meetings
- incompleteness, poor process and lack of integrity of upfront environmental studies, most specifically, the obvious conflict of interest in engaging the Mineta Transportation Institute for the Equine Study and the Tunneling Study
- holding secret meetings with certain elected officials, especially leading up to CHSRA's announcement at the SF Valley COG meeting, of revisions to route alternatives
- uneven, uncoordinated and inadequate public vetting of the April SAA Report at the time of its public presentation at both the San Fernando Valley Council of Governments (SFVCOG) meeting and April CHSRA Board Meeting in Anaheim
- again, this list is partial. There are other incidents.

That brings us up to the present situation which I've been communicating on with CHSRA's outreach consultant who assures me she has kept key management at CHSRA informed. I'm writing as an individual, and also as president of the Shadow Hills Property Owners Assn. Board of Directors, and the SAFE Coalition to decline your invitation to the August 2nd Community Working Group meeting. You will shortly hear from other

members of that "invitation-only" Community Working Group and members of our Coalition. I've expressed most of these points with your representative to no avail for nearly two weeks and will summarize them here:

- Concern about the lack of follow through by the Authority on a site tour by Board Member Lorraine Paskett, as she committed to do personally to me at your April board meeting.
- Failure to schedule a CHSRA board meeting in the San Fernando Valley as was discussed and researched by me and your outreach consultant prior to your choosing downtown LA for the June 2015 board meeting.
- Disgust as a community leader, business professional involved in land use projects, and environmental advocate about the upfront environmental studies which CHSRA put its name on. CHSRA should not try to shirk responsibility and dispute whether the studies were internal or external. They were CHSRA's work, voted on unanimously by its Board and conducted in response to very clear requests from elected officials and communities, and conducted in large part with public funds. They were very poorly executed and we have documented over and over the conflict of interest with Mineta's involvement in two studies, that one study was incomplete, one study was never done and all studies were not scoped with the community. The work cannot stand as is or be part of the environmental and public review process. The studies are a sham.
- The August 2nd meeting announcement distributed yesterday provides less than 2 weeks notice for community leaders.
- The meeting announcement specifies a meeting in the middle of summer when our residents are engaged in family and normal summer vacation activities. We've also shared that several key leaders are involved in a lawsuit and court appearance on August 3rd and cannot devote time away from trial preparation. Your expressed desire to coordinate information sharing across the region concurrently as a reason for the inflexibility about the meeting date is contradicted by past announcements by CHSRA such as that at the San Fernando Valley COG meeting earlier this year related to refinements to SR14.
- Having been involved in many other large land use projects, we've witnessed others utilize the tactic of scheduling public meetings and public hearings during summer or holiday periods as a method of limiting, rather than maximizing, public input. We condemn CHSRA's similar practice and disregard of our communities' personal and business lives as it promotes unrealistic timelines and schedules for its environmental studies ESPECIALLY after the recent Business Plan switched focus from southern to northern California. The Authority has missed every date/deadline it's proposed in our two years of dealing with you. We cannot accept present forecasts or have our concerns allayed by promises of swift conclusion of research. We want the research done properly and our trust in CHSRA is low given it's failures on the upfront environmental studies. It's unethical for CHSRA to continue falsifying its completion dates to appease some while holding all hostage. **With the Business Plan change and nearly 7-year delay in southern California, there is ample time for CHSRA to schedule its activities conveniently, to eliminate the E2 alternative, and to identify and study new alternatives. Again, there is ample time if CHSRA would listen to unanimous public and elected official comment.**
- Of course we want to see this process come to a conclusion for all, however, not at the expense of quality work. We cannot be complicit to hastily conducted and biased studies as we've seen to date. There are clear benchmarks about how much time it takes to conduct environmental studies of this magnitude, namely, the largest infrastructure project in the United States and one whose price tag is well over \$60 billion. Our simple and long-standing comparative case study is the present, nearby, 4-mile 710 Freeway extension project which took 4 years from scoping meetings to draft environmental documents. If we are to believe your latest forecast, you intend to cover that same ground for in infinitely more complex 40-mile project in two and a half years? We find that incredulous and is not supported by your continuous missing of deadlines and timelines since we've known you. While the specter of moving the process to a "preferred alternative" is enticing, we have no trust that the Authority will hit that schedule or conduct remaining studies adequately. The job of protecting our residents, businesses, open space and protected lands must be done right.

- Having been advised that there will be no new information shared other than that in the SAA Report released in April that SAFE and many of its members have already a) testified on at the April Board meeting and the San Fernando Valley COG meeting and b) submitted written comments, what is the real purpose of the meeting and why won't the Authority provide substantive responses to our comments and all the hard work that went into submitting those comments months ago?

That leads us to the latest and perhaps most telling example of CHSRA's isolation and disconnect with our communities, if not communities statewide and nationally. ***How could CHSRA schedule this meeting on the evening of August 2nd to conflict with well-known National Night Out events at such a sensitive time in our country's history with so much need for communities, elected officials and law enforcement to meet, talk and work together?*** If it was done intentionally, that's bad enough. However, if it was unintentional, it might be worse and more illustrative of all my points above in showing how non-responsive CHSRA is to our communities. You may wish to view the developing community uproar on this issue on social media as well.

Many of the people invited to the August 2nd meeting and interested in the high speed train issue, as community leaders, play a role in planning, executing and attending the National Night Out events across our communities. Many will be busy working on preparations for the event the entire day and night of August 2 and will not be able to attend the August 2nd meeting. These plans and preparations are year round in some circumstances. This year, the evening takes on ever greater importance due to events throughout the nation. Up until now, CHSRA has neglected to treat our diverse communities with the same equity applied in other communities when it comes to dividing communities with above ground structures and applying the principles of environmental justice. CHSRA needs to step back and leave our communities alone to experience this evening and complete their summer and family vacations without interruption. The Authority could use the time well to catch up on all the unfinished business.

In response to all of this, we had a community leader meeting last night and reviewed all of the events leading up to this August 2nd meeting announcement and came away convinced CHSRA is only interested in adhering to its Critical Path Management timelines and railroading studies and schedules down our throats. Our community leaders give of their volunteer time openly and generously for the benefit of our region. We will not compromise our volunteer work on National Night Out to participate in CHSRA's August 2nd meeting. We call on CHSRA to cancel the meeting and to re-open this discussion post-Labor Day after following through on our open issues and your unfinished business. We will commit to a "cabinet-level" meeting in advance of Labor Day should the Authority do the right thing for the balance of the summer.

I'll close by stating our County Board of Supervisors voted unanimously calling for CHSRA to eliminate E2 and above ground rail through out residential areas and the Big Tujunga Wash. The Board called for answers to many questions. We've not seen your response, just as you've not responded to our public comments and testimony. All our elected officials oppose this route alternative and it has received more scrutiny, more public opposition and more political opposition than any other route alternative in the State. Further, it is clear E2 is the most problematic and infeasible of the remaining alternatives environmentally, financially, politically and publicly. CHSRA should remove it immediately from any further consideration. It is clearly infeasible. If CHSRA needs to identify new alternatives to accomplish the objective of studying a range of alternatives, that's CHSRA's issue, not ours. E2 is as infeasible as any of the other alternatives removed in our region and our communities must not be held hostage any longer.

Finally, I want to make it clear for whatever legal or political reviews this communication may receive, I/we are not refusing to meet with CHSRA. We want to meet, but only in good faith and on equal terms with an agency that is paid for by our taxes and serves us. To date, CHSRA has failed our communities. We will never shirk our responsibility to hold CHSRA accountable and to protect our communities, open space and protected lands from CHSRA's actions.

Sincerely,

Dave DePinto
President, Shadow Hills Property Owners Assn.
Member, SAFE Coalition

--

David J. DePinto
818-352-7618 office
818-352-6781 fax
310-502-7928 mobile

Drozd, Doug@HSR

From: Sue Mansis <suemansis@gmail.com>
Sent: Thursday, July 21, 2016 4:51 PM
To: HSR palmdale_burbank@HSR; Arellano, Genoveva@HSR; Boehm, Michelle@HSR; Morales, Jeff@HSR; HSR Northern California@HSR; HSR Central Valley@HSR; HSR Southern California@HSR; HSR news@HSR; Richard, Dan@HSR; HSR boardmembers@HSR; velasquezj@pbworld.com
Subject: Re: Palmdale to Burbank Project Section Community Working Group Meeting

Follow Up Flag: Follow up
Flag Status: Completed

Dear Sirs:

The August 2, 2016 date you picked is National Night Out, which is an extremely vital activity for our communities to participate in, being the unrest in our nation over police violence. National Night Out salutes our law enforcement and interfaces them with the communities they serve. For most of us, this time spent is far more critical than listening to CHSRA drone on about nothing we want to hear. All we want to hear is that route E2 has been REMOVED!!

Furthermore, may I point out that I just received my invitation to this meeting yesterday (July 20) which is ONLY 2 weeks before the date! This is SUMMER when most people are vacationing, taking day trips, etc. and 2 weeks for this scoping meeting hardly seems like enough notice.

I have been to many of these WGMs and they are just a formality for CHSRA representatives to get paid to stand around and address the same questions we've been asking for months now *with no answers*.

We've been informed that CHSRA has nothing new to show us in the way of refinements or changes to the SAA report of April 2016, and that what is new is simply a preliminary update of environmental and engineering work the team has been doing in the Angeles National Forest, which will not be complete until the draft report comes out in 2017. This hardly seems to warrant a formal "presentation" to the public - it sure smells like a PR move for CHSRA, which feels disingenuous to me.

Our SAFE group has been asking for a meeting for months without a response from CHSRA so WHY you scheduled a working group meeting in the middle of the summer when NO report is due out until early next year is totally perplexing to me and very suspicious, knowing July and August are reserved for vacations, college trips, out of town family time, etc. This timing just seems extremely inappropriate and inconvenient.

Again, our communities stand vehemently united over the removal of the above ground E2 route and feel that everything we are doing is being ignored by CHSRA.

We have worked tirelessly to convey this message to you and every city, state and County official, who have all joined with us to oppose this route, but even when the L.A. Board of Supervisors submitted a unanimous demand to remove the E2 route, CHSRA virtually snubbed their nose! Route E2 is the route MOST OPPOSED by ALL, yet CHSRA still refuses to remove it even though our demands have been submitted again and again with ample illustrations and facts as to why this route is so undeniably wrong and fundamentally flawed.

We will not back down from asking over and over that this route be removed forever from CHSRA's SAA report and ask CHSRA to stop wasting our tax dollars to explore territory that should have NEVER been a part

of this plan from the start.

Please rethink and reschedule your WGM to include us on an evening where there is NOT a conflict involving a **NATIONALLY** celebrated night for law enforcement to join with communities to acknowledge their worthy contribution to our society and safety.

Susan Mansis
suemansis@gmail.com
[818-554-8113](tel:818-554-8113)

On Wed, Jul 20, 2016 at 5:05 PM, California High-Speed Rail Authority <palmdale_burbank@hsr.ca.gov> wrote:





Community Working Group Meeting

July 20, 2016

Sue Mansis
Shadow Hills Neighborhood Watch

Dear Sue:

The California High-Speed Rail Authority (Authority) released the Supplemental Alternatives Analysis (SAA) for the **Palmdale to Burbank Project Section** in April 2016. As part of the development of the SAA, three alignment alternatives were recommended to be carried forward for full analysis in an Environmental Impact Report/Environmental Impact Statement (EIR/EIS). After extensive public outreach to community members, stakeholders and local agencies, these three alignment alternatives incorporate refinements that further avoid or minimize potential impacts to existing facilities, land uses and environmental resources.

The Authority invites you to participate in the next Community Working Group (CWG) meeting for the Northeast San Fernando Valley area of the Palmdale to Burbank Project Section. The purpose of this invitation-only group meeting is to continue our discussion with you on alignment alternatives, provide updates on the statewide high-speed rail program and next steps in the environmental process as we work toward developing the Draft Environmental Documents and selecting a staff

recommended Preliminary Preferred Alternative. This meeting is scheduled as follows:

TUESDAY, AUGUST 2, 2016, 5:00 PM-7:00 PM
LAKE VIEW TERRACE PUBLIC LIBRARY
12002 OSBORNE AVENUE
LAKE VIEW TERRACE, CA 91342

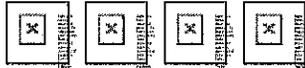
Please RSVP to Genoveva Arellano of the Palmdale to Burbank Outreach Team via e-mail at GArellano@ArellanoAssociates.com by Wednesday, July 27, if you plan to attend.

Thank you for your time and participation. We look forward to hearing from you and working with you throughout this process.

Sincerely,



Michelle Boehm
Southern California Regional Director
California High-Speed Rail Authority
[\(213\) 308-4507](tel:(213)308-4507)
michelle.boehm@hsr.ca.gov



California High-Speed Rail Authority, Southern California Regional Office | 700 N Alameda,
Room 3-532, Los Angeles, CA 90012

[Unsubscribe suemansis@gmail.com](mailto:Unsubscribe.suemansis@gmail.com)

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Sent by palmdale_burbank@hsr.ca.gov

Drozd, Doug@HSR

From: Cindy Bloom <cbloom57@ca.rr.com>
Sent: Friday, July 22, 2016 1:47 AM
To: Arellano, Genoveva@HSR; Boehm, Michelle@HSR; Morales, Jeff@HSR; HSR palmdale_burbank@HSR; HSR Northern California@HSR; HSR Central Valley@HSR; HSR Southern California@HSR; HSR legislation@HSR; HSR news@HSR; HSR info@HSR; Richard, Dan@HSR; HSR boardmembers@HSR; Juan Carlos Velasquez
Cc: cindy bloom
Subject: August 2nd RSVP (regrets) and Other Issues

Follow Up Flag: Follow up
Flag Status: Completed

Dear California High Speed Rail Authority Board Members, Staff, and Consultants:

Thank you for the invitation to the August 2, 2016 Working Group Meeting for the Palmdale to Burbank operating segment. I understand that this meeting's purpose is to review the SAA report that was released in April 2016 and that no new information will be presented. I cannot imagine that you would have chosen this date had you known that August 2, 2016 is also the date for "National Night Out," an important annual event in our community and across the nation. This event's purpose is to foster and build community-police partnerships and sadly, due to the recent events nationwide, 2016 is a very significant year for people to engage. Locally, "National Night Out" has several venues with various activities and requires setting up all day and then participation into the night by our community leaders and members, including myself. I suggest you check out this link to their annual newsletter from 2015 to learn more: <https://natw.org/wp-content/uploads/2016/01/Newsletter2015.pdf>.

Due to this conflict, I regret that I will be unable to attend your Working Group Meeting on August 2, 2016.

With that being said, I have comments and other concerns that I would like to address:

* Dates for Scheduling Community Meetings. Scheduling ANY meeting during the heart of summer is a horrible choice due to vacations, getting kids off to college, etc. In fact, I believe it was summer of 2014 wherein you held meetings for the Palmdale to Los Angeles Operating Segment. As a result of this poor scheduling choice, I, and most of my neighbors, learned of these meetings after the fact; and I understand they were poorly attended. I do not believe that you intentionally want to negatively impact attendance. Therefore, I and others would greatly appreciate it if you could reschedule any meetings after Labor Day. In the overall scheme of things, this 5-week delay should minimally affect your schedule.

* Meeting Notice. Giving barely 2 weeks' notice for any meeting is thoughtless and insensitive, particularly since we have been requesting a meeting(s) since June 2015.

* Method of Notification. Related to the above, it was August 2014 when the “yellow banana” was introduced—and what was almost worse than the “what” was the “how.” It was sent out in the mail as if it were a mailer advertising new windows. Being a property owner and getting this type of notice was shocking to say the least. Then, having to wait four long months to see any defined routes within the “yellow banana” was excruciating. Further, the meeting where the defined routes were unveiled was 20 miles away in Santa Clarita.

* No Response to Community Comments and Concerns. Regarding the April 2016 SAA report, I and many of my community associates have submitted copious comments, testified in Anaheim at the April 2016 Board Meeting (a 1-1/2 hour trip each way) and the San Fernando Valley COG meeting in March 2016. Yet, we received no response to any of our questions or comments. If you were me/us, how would *you* feel?

* No Site Visit Scheduled. At the April Board meeting in Anaheim, our new local area Board Member, Ms. Paskett, personally agreed to a site tour of our area; yet, there has been no follow through by your agency to make this happen.

* No Board Meeting in the San Fernando Valley Scheduled. On several occasions, we have requested to have a Board meeting held in the San Fernando Valley. You held the June 2015 Board meeting wherein the Palmdale to Burbank project section’s SAA was presented in downtown Los Angeles—an extremely inconvenient location for ALL stakeholders throughout the San Fernando Valley, Santa Clarita, and Acton/Aqua Dulce. Additionally, in April 2016 you held a meeting in Anaheim for the stakeholders in the Los Angeles to Anaheim project section. To not hold a Board Meeting in the San Fernando Valley where so many residents and businesses are affected by this project is inconsiderate.

* Upfront Environmental Studies Approved at June 15, 2015 Board Meeting Were Released Well Past Promised Deadlines as Well as Being Grossly Insufficient. At the June 2015 Board Meeting, a motion was made by then Board Member Perez-Estolano and was passed unanimously to approve upfront environmental studies which, as discussed in numerous previous meetings, would be conducted by independent third parties, including but not limited to institutions of higher learning. They were to include a hydrology, a seismic, and a tunneling study. Chairman Richard stated, "But I think the question here is what we’ve heard today is people saying, in their view, in the areas where they live, they believe that there are really serious issues here. *And rather than wait two years to understand that,* if somebody can go out and take a snapshot of that right now and say, 'Well, wait a minute, is that really a show-stopper? If it is, it's a show-stopper.'" (emphasis added) (June 2015 Board Meeting transcript, p. 251). Michelle Boehm was asked if these studies could be completed within six months (putting the deadline at December 15, 2015), and she assured the Board that they could be done within that time frame. On December 2, 2015 (about 30 minutes before the start of one of our own community meetings), an email from the CHSRA was sent out listing the institutions of higher learning which had been selected to perform the studies (Mineta Transportation Institute for an equine and tunneling study, Cal State Fullerton for hydrology, and U.C. San Diego for seismic). In late December 2015, the only completed study was the equine study requested by Assembly Member Patty Lopez produced by the Mineta Transportation Institute at San Jose State University (this will be discussed in more detail below). The tunneling study eventually was released on March 2016, three months *after* the

promised deadline. However, rather than addressing the feasibility of tunneling through the Angeles National Forest/San Gabriel National Monument, it instead enumerated the number and length of tunnels around the world. The hydrology study was also released in March 2016 (obviously also three months *late*). While it is an adequate study, only Phase I was completed and it is our understanding that subsequent Phase(s) *will not be completed*. At the March 2016 San Fernando Valley COG meeting, when asked about the status of the third agreed-upon study relating to seismicity at the June 2015 Board meeting, Chairman Richard replied something to the effect that it would not be done and would instead be included in the overall EIR. Query: If the Board-approved and/or requested studies were either not done, were incomplete, or the scope of work was not defined properly, then how could any “show-stoppers” be identified that would require immediate withdrawal of an infeasible alignment? Instead, an alignment that should have been eliminated early on ends up needlessly staying in the EIR process for a minimum of two years—during which time residents are subjected to tangible effects including declining property values, along with numerous intangible effects caused by uncertainty.

*Equine Study is an Embarrassment. “High Speed Rail and Equine Issues,” released in December 2015 (although commissioned in July 2015 without our knowledge) by the Mineta Transportation Institute is almost like something one would read in “The Onion.” Mineta has no expertise or experience in equines or other animals, and their methodology and findings are astoundingly ridiculous. (1) The authors had no equine nor biological experience; (2) the authors utilized desktop studies instead of engaging in field research or even consulting equine experts such as trainers or veterinarians; (3) the authors completely misunderstood and misrepresented the habituation response in horses and failed to include the fact that their amygdala gland, the largest of any mammal, is responsible for their “flight” response; (4) the authors claim that horses are deaf compared to humans which is absurdly untrue; (5) the authors did not accurately account for the number of horses in the study area; (6) the authors’ map of horse density and proximity to existing rail lines is inaccurate; (7) the authors failed to study the impact of vibrations and visual stimuli; (8) the authors ignored the acoustics of the impacted area which would have a 220 mph train emitting 100 decibels 10-12 times per hour; (9) the authors failed to note the impact on equines of 5-7 years of invasive construction; (10) the authors did not include the impact on equine-related activities, including therapy horse organizations. The study stated that no comparable situations were readily available, i.e., high speed trains and impact on equines, so conclusions were based on the impact of high speed trains on cows (in Europe). It does not take a rocket scientist to determine that cows and horses are very different animals, both physiologically and behaviorally, and that in most countries, people do not ride cows. If the study itself wasn’t bad enough, the obvious conflict of interest by CHSRA hiring Mineta to do any high speed train-related study raises some ethical issues. Five Mineta Board of Trustee members are either current or former CHSRA Board members, executives (including CEO Jeff Morales) or highly-compensated contractors. It should also be noted that CHSRA contacted Mineta to also conduct the water study in July 2015, but Mineta declined due to funding issues. Again, why would Mineta be commissioned to do an “independent” study on a subject for which they have no knowledge or expertise? Related to this topic is just a few weeks ago, a horse was frightened by a flapping piece of paper advertising a yard sale. This seemingly innocuous sign resulted in the horse incurring a compound fracture, and having to be euthanized. The rider was not injured, but this tragic accident resulted in heartbreak to the family and the community. How will horses which are hardwired to be creatures of flight react

to a sudden 220 mph projectile spewing from a tunnel portal while emitting 100 decibels? It will only take that one time for a deadly accident to occur.

* As of June 2015, 227 Alignments Were Withdrawn for Far Fewer Reasons than E2 Refined (based on CHSRA documents over the prior 10 years). The average number of reasons for eliminating an alignment was 2.7. E2 Refined has 15 reasons: (1) Barrier to communities and/or land use/open spaces; (2) Community impacts & concerns/cultural impacts; (3) Costly and complex construction; (4) Crosses or encroaches on Angeles National Forest; (5) Environmental (water, biology [wildlife, plants, birds]); (6) Extensive reconstruction/relocation; (7) History of natural disasters; (8) Impact on endangered species/bisection of wilderness lands; (9) Impact to aquatic resources; (10) Local citizenry and elected official opposition; (11) New, difficult or intrusive tunnel construction required; (12) Noise/vibration; (13) Seismic concerns; (14) Visual impact/scenic resources; (15) Will not follow existing transportation corridors/ROWs. Haines Canyon Creek runs from the Tujunga Ponds Sanctuary (a mitigation area) through the Big Tujunga Wash and is home to the endangered and delicate Santa Ana Suckerfish. In the April 2016 SAA, Refined E2 was moved just outside of the mitigation area. However, Haines Canyon Creek, being water, continues to flow and remains as habitat for the Santa Suckerfish. It is impossible to not destroy this habitat during the construction phase and its impact cannot be mitigated.

* All Local Elected Officials are Against E2 Refined and Surface Elements. There have been many informal and formal letters along with formal resolutions executed by local elected officials, with the most recent document being a 5-signature letter executed by all of the Los Angeles Board of Supervisors dated July 1, 2016 calling for CHSRA to eliminate E2 Refined and above ground rail through out residential areas and the Big Tujunga Wash. *All* our elected officials oppose this route alternative and have demanded that it be removed immediately from further consideration. As noted above, elected official and local citizenry opposition is a precedent for removing an alignment from further consideration. It ranked as no. 13 of 64 reasons.

* Chairman Richard Has Publicly Stated that If Impacts Cannot Be Mitigated, the Route Must be Eliminated. On more than one occasion, including an appearance on KNBC Channel 4's program "News Conference" hosted by Conan Nolan, Chairman Richard stated that they will either have to mitigate these concerns [referring to our community's concerns about E2 Refined going through the Big Tujunga Wash], or they will have to use a different route. So, unless CHSRA can make the viaduct invisible (to mitigate visual impact) or make it silent (to mitigate noise/vibration) or to remove all of the other impacts listed above, it must be eliminated from further study.

* Inventory of Sensitive Receptors. Based on our own inventory, Refined E2 has 136 Sensitive Receptors within 2 miles and 110 sensitive receptors within 1 mile of the proposed route. These include but are not limited to schools, equestrian facilities, parks, daycare, assisted living, etc.--all of which will be negatively affected by a high speed train running through the area.

* EIR Timeline. The EIR timeline for a project of this magnitude seems to be unrealistic. Projecting only 2 years for a final EIR is either unrealistic (and in actuality will end up taking another 2-3 years) or will result in an inaccurate and rushed report. Even the Fresno to Bakersfield operating segment took nearly 4 years from its last SAA to the final EIR and it wasn't fraught with the technical difficulties of deep bore tunneling 20 miles through a mountain range.

In summation, CHSRA has continually disappointed us with missed deadlines, providing sloppy reports, broken promises, holding meetings at inconvenient venues, ignoring our and elected officials' requests, and generally being non-responsive. While I do want to meet, you must realize that I feel that your agency has not acted in good faith. We have been crystal clear: Immediately remove Refined E2 and surface elements from further study in the EIR. If you need to add another route to replace Refined E2 in the EIR, then do it. It is unconscionable that your agency is holding our communities hostage for years merely for appearance's sake. Refined E2 is infeasible. We know it and you know it. Please do the honorable thing and remove it.

Again, thank you for the invitation to the August 2nd meeting.

Sincerely,

Cindy Bloom
Treasurer, Shadow Hills Property Owners Association
Member, Save Angeles Forest For Everyone (S.A.F.E.)
9800 La Canada Way
Shadow Hills, CA 91040
(818) 445-5602 (cell)

Drozd, Doug@HSR

From: Adam Cohen <adam.p.cohen83@gmail.com>
Sent: Wednesday, July 27, 2016 8:03 PM
To: Richard, Dan@HSR; HSR boardmembers@HSR; Morales, Jeff@HSR
Cc: Alley, Lisa@HSR; HSR records@HSR; Hoffman, Marie@HSR
Subject: High-Speed Rail Cost Comparison
Attachments: brdmtg_051016_Item3
_Concurrence_with_Staff_Recommended_Preliminary_PREFERRED_Alternative_for_the_Bake
rsfield_Area.pdf; 2016_Business_Plan_Basis_of_Estimate_Table-14.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Chairman Richard, CEO Morales, Members of the Board, Ms. Alley and Ms. Hoffman,

I am writing to you this evening regarding the cost comparison for the Hybrid alignment and BFSSA/LGA. I am respectfully requesting that these comments and the response specific to this email be included as official public comments both for your upcoming board meeting as well as the the BFSSA/LGA EIR currently underway.

In the staff report at the May 2016 board meeting, the staff noted that BFSAA/LGA was only 0.8 miles shorter than the hybrid alignment (attached). However, the cost comparison (Table 14) provided by staff attached shows a \$395 million savings for 0.8 miles of track. As such, I have reason to believe that Table 14 contains errors and I respectfully request that the authority board correct the cost comparison as appropriate.

Specifically I request the following:

- 1) Confirmation that the 2014 cost column refers to the Hybrid alignment and the 2016 cost column refers to BFSSA/LGA
- 2) Confirmation that the cost comparisons provided include the segments from Poplar Avenue to Oswell Street for both alignments. I believe that part of the discrepancy in the cost comparison may be because the 2016 cost estimates may only cover Poplar to F Street station where as the Hybrid covers Poplar to Oswell Street, which would be an apples-to-oranges comparison.
- 3) Review and revise line items #10 and #60 based on the response to bullet 2 above.
- 4) Explanation of of the cost differences for Line #20. Are the two stations comparable with identical facilities? If so, why does BFSSA/LGA have \$31 million savings if the stations have comparable facilities. Please explain.

I would appreciate a review and response to this inquiry, on the record both as part of the upcoming board meeting and as part of the EIR process.

Thank you for your time and consideration on this matter.

Very respectfully,

Adam Cohen
661-912-2986





BRIEFING: MAY 10, 2016 BOARD MEETING AGENDA ITEM #3

TO: Chairman Richard and Board Members

FROM: Mark McLoughlin, Director of Environmental Services
Diana Gomez, Central Valley Regional Director

DATE: May 10, 2016

RE: Consider Concurring with an Initial Staff Recommended Preferred Alternative Alignment in the Bakersfield Area for Inclusion in the Draft Supplemental Environmental Impact Report/Environmental Impact Statement for the Fresno to Bakersfield Project Section

Background

In May 2014, the California High-Speed Rail Authority (Authority) Board of Directors (Board) approved for construction a portion of the Fresno to Bakersfield high-speed rail alignment. The approved portion extends between downtown Fresno and approximately 7th Standard Road northeast of the City of Bakersfield (City), near Shafter. The Board deferred approval of an alignment through Bakersfield to, among other reasons, provide more time to work with the City and other local stakeholders on potential alignments through Bakersfield.

As of May 2014, the proposed alignment through Bakersfield generally paralleled the existing BNSF rail line into the southeast corner of downtown Bakersfield, with a high-speed rail station at Truxtun Avenue. The City and other local stakeholders opposed this alignment.

Working with the City and others, an alternative potential alignment through Bakersfield was generated. It would cross from the existing approved alignment near Shafter, running east, to the eastern side of Bakersfield generally parallel to the existing Union Pacific rail line, with a high-speed rail station at F Street on the northeastern corner of downtown Bakersfield. This alignment is known as the Locally Generated Alternative (LGA) or F Street Alternative. The Authority and Federal Railroad Administration (FRA) will conduct detailed environmental analysis of the LGA in a forthcoming Draft Supplemental EIS/EIR. Staff has identified the LGA as the Preliminary Preferred Alternative, and requests Board concurrence. Such concurrence is not approval or even tentative approval. It is merely preliminary identification that can be stated in the Draft Supplemental EIS/EIR to aid public comment and transparency. It is being identified at this stage of the process consistent with modified federal guidance implementing the 2012 MAP-21 law.

As reported at the November 2015 Board meeting, the Authority continues to study and further refine the LGA alignment and associated station location in and near the City of Bakersfield. The LGA has been developed in partnership with the City. The Authority is studying in a supplemental environmental document the LGA along with the comparable section of the May 2014 Final EIR/EIS which is the BNSF Alignment in Shafter from Poplar Avenue to 7th Standard Road combined with the Bakersfield Hybrid Alignment and associated Truxtun Avenue Station.

The Authority has proactively sought to initiate meaningful dialogue with stakeholders, including resource agencies, landowners, community leaders, the agricultural community, and any interested members of the general public, going above and beyond the required outreach for the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) to ensure the broadest possible participation in the process. The Authority and FRA held informal and formal public meetings during the Draft Supplemental Environmental Impact Report/Environmental Impact Statement (Draft Supplemental EIR/EIS) preparation process for the LGA, as summarized below.

The Authority held three community open houses between August 25, 2015 and November 5, 2015, in the cities of Bakersfield and Shafter to provide information to the public and interested agencies about the LGA. These community open houses provided the community an opportunity to ask questions and provide comments about the LGA. Approximately 600 community members attended these events. Sixty-eight comments were received. Of these 19 were in favor of the LGA or the project in general, five comments expressed opposition to the alignment and/or the high-speed rail project, and six comments expressed a preference for the May 2014 project or a different alignment. Other comments received were associated with impacts to homes, businesses, and public facilities; construction costs or job creation; station connectivity to other transportation modes; suggestions for alternative alignments or opposition to the project; water storage; electromagnetic field and noise impacts; airport conflicts; the potential Shafter Heavy Maintenance Facility; and security concerns during operation.

In order to inform the design and preparation of the Draft Supplemental EIR/EIS, the Authority has conducted numerous outreach meetings with property owners, businesses, and school and special districts potentially affected by the LGA. This has included 54 stakeholder meetings and one meeting at the activity center at El Mercado Latino Tianguis. In addition, the Authority engaged and continues to engage with the local agencies in technical working group meetings.

Also discussed at the November 2015 Board meeting was the opportunity to identify a Preliminary Preferred Alternative in the Draft Supplemental EIR/EIS. The advantage of identifying the Preliminary Preferred Alternative in the Draft Supplemental EIR/EIS is that FRA would have the opportunity to issue its Record of Decision at the same time it issues the Final Supplemental EIR/EIS instead of 30 days after, as required if no Preliminary Preferred Alternative is identified in the draft. This will save time and accelerate the opportunity for right-of-way preservation. This approach is also generally required by MAP-21.

Staff has determined that sufficient information is available to: (1) confirm that the LGA is comparable to the May 2014 Project in terms of being able to meaningfully compare the attributes and environmental impacts of the Hybrid alignment and the LGA; and, (2) to recommend a Preliminary Preferred Alternative. This Board Briefing memo and presentation

provides information that supports the recommendation and accompanying Board Resolution #HSRA 16-13.

Prior Board Action

Based on the analyses and comments that the Authority and FRA received on the Fresno to Bakersfield Section Revised Draft EIR/EIS, staff identified a Preferred Alternative in November 2013. The Preferred Alternative consisted of the BNSF alignment with the Corcoran and Allensworth bypasses, the Bakersfield Hybrid, the Kings-Tulare Regional Station, Bakersfield Station, and the Maintenance of Infrastructure Facilities in Shafter and Fresno. The Board directed staff to seek concurrence from the U.S. Army Corps of Engineers (USACE) and the U.S. Environmental Protection Agency (EPA) that the Preferred Alternative is the Least Environmentally Damaging Practicable Alternative (LEDPA) and prepare a Final EIR/EIS. LEDPA concurrence was achieved later in the month of November 2013 and the May 2014 Project was published.

On May 7, 2014 the Board certified the May 2014 Project Final EIR/EIS (Resolution # HSRA 14-09, Attachment A). In a subsequent resolution the Board approved the Preferred Alternative from the Fresno station to an endpoint on the north side of 7th Standard Road (Resolution # HSRA 14-10, Attachment B). In that resolution the Board directed staff to continue working with Bakersfield to resolve outstanding issues.

Discussion

When comparing the May 2014 Project and the LGA, staff established a range of criteria by which it would evaluate the alternatives in consideration of a Preliminary Preferred Alternative:

- CEQA/NEPA Environmental Significance
- Community Support
- Construction Costs, Operations, and Constructability Factors
- Planning Opportunities

For the majority of the CEQA/NEPA issue areas, there is no meaningful difference between the significance of impacts from the LGA and the May 2014 Project/Hybrid. A careful review of the preliminary data shows that the LGA and the May 2014 Project are also similar to each other in terms of maintenance. There are factors that show differences: community support, planning opportunities, construction costs, and operations. Based on these factors staff recommends a Preliminary Preferred Alternative based on the merits of the alternative. For the reasons below, the LGA is the alternative of merit being identified as the Preliminary Preferred Alternative.

LGA Has Best Ability to Meet Project Purpose and Objectives

System Wide Benefits: Compared to the May 2014 Project, the LGA is approximately one mile shorter, is anticipated to cost less to construct and has a higher design speed that would maintain an operating speed of 220 miles per hour, resulting in a more efficient system.

LGA Favored by City of Bakersfield

Locally Generated: The alignment was generated through discussions between the City of Bakersfield and the Authority. Bakersfield and the Authority have partnered to further develop that original idea into an alignment now referred to as the LGA. The City of Bakersfield has supported the LGA, collaborating with the Authority to conduct outreach to stakeholders and engage the public in discussions about the project through community open houses. The City firmly believes that the LGA will be more advantageous for and less impactful to the City and the community as a whole than the May 2014 Project.

LGA Has Overall Similar Impacts, But Fewer Impacts in Certain Key Areas

Waters: The LGA is the apparent LEDPA as defined in the Clean Water Act. It would result in fewer direct permanent impacts to waters of the U.S. than the May 2014 Project in terms of area and habitat quality.

Community Impacts: The LGA would result in fewer residential displacements than the May 2014 Project.

Planning: The station location of the LGA affords an opportunity to directly connect with the pedestrian and bicycle uses associated with the Kern River Parkway. The station location of the May 2014 Project is approximately 3 miles east of the Kern River Parkway.

Agricultural Lands: The LGA would result in fewer impacts to Important Farmland and Williamson Act Contract Lands.

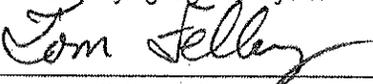
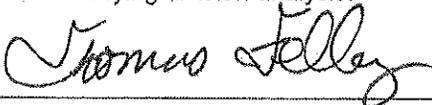
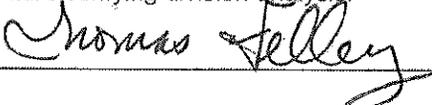
Comparison Table

Parameter	Alternatives	
	May 2014 Project	LGA
Waters		
Waters of the U.S. direct permanent impacts	17.03 acres	16.21 acres
Habitat Quality	Poor, fair and good	Fair or poor
Community Impacts		
Businesses	342	359
Residential	258	94
Medical Facilities	2	0
Planning		
Pedestrian and bicycle uses associated with Kern River Parkway	3 miles east	direct linkage
Locally Supported	Opposed by City of Bakersfield, Kern County, local school districts, a hospital and community groups	Supported by City of Bakersfield ¹

Parameter	Alternatives	
	May 2014 Project	LGA
Agricultural Lands		
Important Farmland	906 acres	655 acres
Williamson Act Contract Lands	601 acres	252 acres
Systemwide Benefits		
Alignment	23.8 miles	23 miles
Speed Capacity	125-220 mph	220 mph
Travel Time ² (Poplar Avenue to Oswell Street)	7 minutes 27 seconds	6 minutes 24 Seconds

¹The Authority will continue to coordinate with local stakeholders, environmental justice communities, and local agencies to work through local issues. Comment letters on the Draft Supplemental EIR/EIS will help inform this data point.

² Fresno to Bakersfield travel time to be estimated as part of the supplemental environmental document

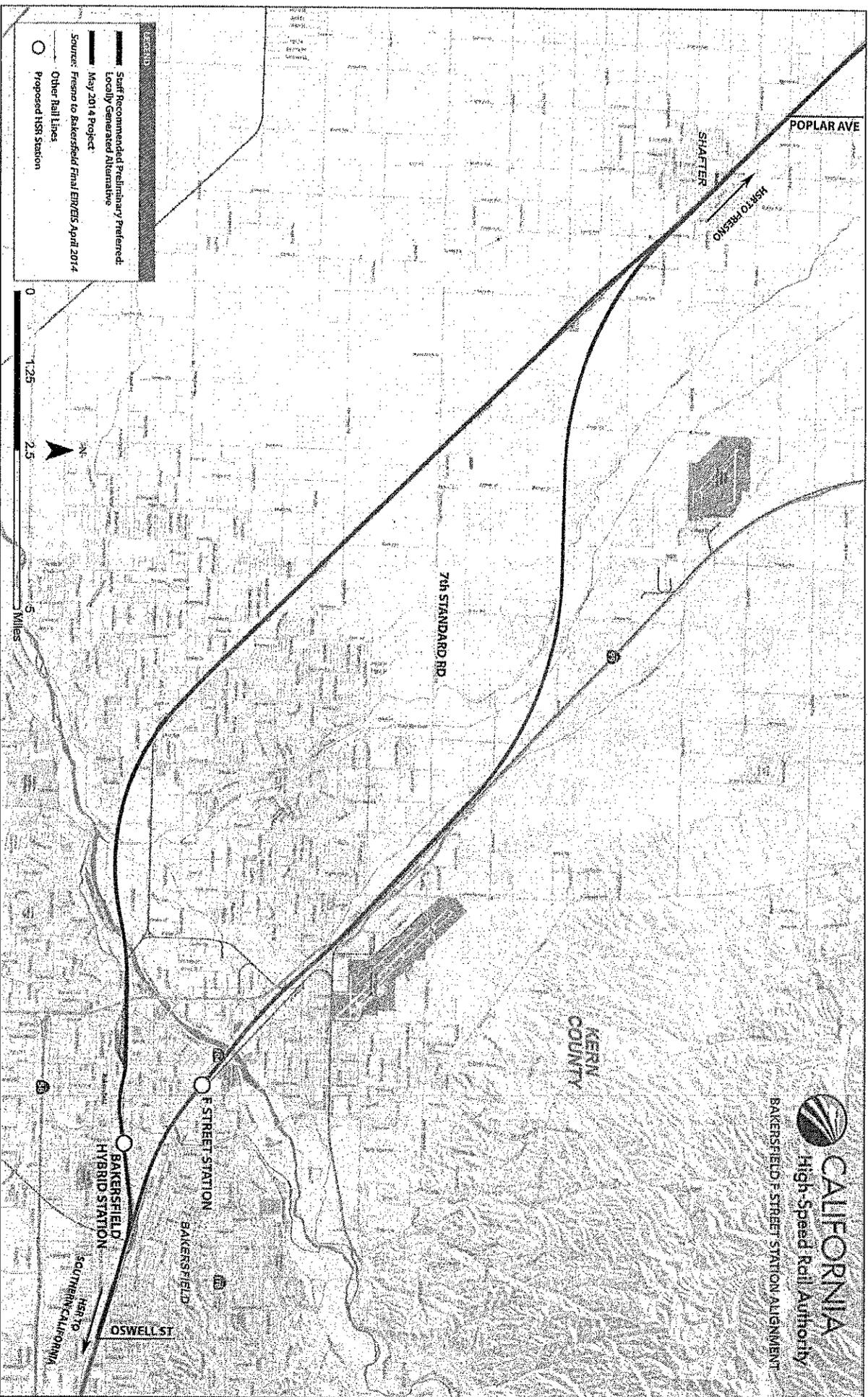
REVIEWER INFORMATION	
Reviewer Name and Title: Russell Fong, CFO	Signature verifying budget analysis: N/A
Reviewer Name and Title: Tom Fellenz, Chief Counsel	Signature verifying legal analysis: 
for Reviewer Name and Title: Mark McLoughlin, Director of Environmental Services	Signature verifying division analysis: 
for Reviewer Name and Title: Diana Gomez, Central Valley Regional Director	Signature verifying division analysis: 

Recommendation

Staff recommends that the Board identify the LGA as the Preliminary Preferred Alternative for the purpose of preparing the Fresno to Bakersfield Section Draft Supplemental EIR/EIS. The Board is not adopting or approving the Preferred Alternative at this time. No alternative, whether it be the LGA, hybrid, or any other alternative, will be approved until completion of a Final Supplemental EIR/EIS. Staff will present this alternative to the USACE and EPA and seek their concurrence that the LGA is the LEDPA.

Attachments

- Draft Resolution #HSRA 16-13
- Resolution #HSRA 14-09
- Resolution #HSRA 14-10




CALIFORNIA
 High Speed Rail Authority
 BAKERSFIELD F STREET STATION ALIGNMENT

DRAFT - SUBJECT TO CHANGE - AUGUST 2015

Poplar Avenue to Bakersfield

Table 14. Poplar Avenue to Bakersfield Cost by SCC

STANDARD COST CATEGORY	2014 BP COST (2015 \$, millions)	2016 BP COST (2015 \$, millions)
10 TRACK STRUCTURES & TRACK	\$1,011	\$616
20 STATIONS, TERMINALS, INTERMODAL	\$116	\$85
30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	—	\$1
40 SITEWORK, RIGHT-OF-WAY, LAND, EXISTING IMPROVEMENTS	\$589	\$900
50 COMMUNICATIONS & SIGNALING	\$41	\$37
60 ELECTRIC TRACTION	\$146	\$86
80 PROFESSIONAL SERVICES	\$200	\$217
90 UNALLOCATED CONTINGENCY	\$86	\$89
SUBTOTAL:*	\$2,188	\$2,030

*Subtotals for information only, figures may not sum due to rounding.

The estimate is based upon the new settlement agreement with the City of Bakersfield and the alignment from Poplar Street in Shafter to Bakersfield ending at the F Street Bakersfield station.

Assumptions

- Based on an alignment section length of 23 route miles
- Includes Bakersfield F Street Station
- Includes retained fill embankments across the green-field farming areas where appropriate
- Quantities developed using track stationing from the Bakersfield F Street Station Alignment which ends at F Street Bakersfield Station and replaces the previously adopted Hybrid in the Fresno to Bakersfield Record of Decision