
First Name : martin

Last Name : browne

Stakeholder Comments/Issues : You lied... to the people of California with the wording of the initial bond measure and the way you are delivering those initial promises. High-Speed Rail has become a \$68 billion boondoggle that is not what voters wanted when they approved Prop 1A in 2008. You have misled me - ballooning project costs, reduced speeds, reduced areas/line to be served. I cannot believe you are still continuing down this path. Cut your loses and give up. You are spending billions of dollars on this boondoggle. Wasting our tax payer money on a project that is costing way over the initial budget and will not even give us what we initially wanted from the bond measure. GIVE UP now and walk away. This project will bankrupt the state and does not even give us high speed rail throughout the state. Only people that are profiting right now are the consultants, marketing firms, lawyers, and those hired by the HSR authority. Wake up and give up.

2018 Business Plan RECORD DETAIL

First Name : Ray

Last Name : F

Stakeholder Comments/Issues : This has a bunch of items all ending 4 to 6+ years down the pike. No firm end of the Paperwork and work for Lawyers.
Get us(The Taxpayer) out of this long termed list of Paper Products with the construction and operating problems not solved.
Too much money being spent on paper.

2018 Business Plan RECORD DETAIL

First Name : Walter

Last Name : Windus

Stakeholder Comments/Issues : I can't believe that you won't have a station at Los Banos. Much of your traffic would come from the State Route 33 corridor. Even if some of the valley traffic drove to Los Banos and boarded the train, it would take cars off Highway 152 across Pacheco Pass.

I would appreciate an explanation and justification for omitting this station. Please reconsider this omission.

2018 Business Plan RECORD DETAIL

First Name : Dr Lawrence E

Last Name : Corcoran

Stakeholder Comments/Issues : In ten years, when you claim it will be operational, it will be outdated. The money being spent is going down a rat hole, even though he will be gone from office.

2018 Business Plan RECORD DETAIL**First Name :** cristina**Last Name :** echemendia**Stakeholder Comments/Issues :** This is project that's costing Californians millions of dollars, this is exactly where that gas tax funds are going to. We need better roads not more trains. This is going to be expensive to build and expensive to ride and people are still going to drive. This is crazy and we don't need it, it's all political.

2018 Business Plan RECORD DETAIL

First Name : Leonard

Last Name : Graves

Stakeholder Comments/Issues : Before this is useable it will be old technology. This is a huge waste of my tax dollars.

2018 Business Plan RECORD DETAIL

First Name : randy

Last Name : aaronian

Stakeholder Comments/Issues : This train to no ware needs to end, your business plan is terribly flawed you are spending money that we can not afford, you continually lie to the public, cost continue to spiral out of control. All of your so called experts are liars, do the write thing and STOP THIS TRAIN NOW!!!!

2018 Business Plan RECORD DETAIL

First Name : Brian

Last Name : Phegley

Stakeholder Comments/Issues : Thank you for your continued work to ensure that high speed rail becomes a reality for the state. I know there are many interests who are interested in building high speed rail, and often they have separate, distinct interests that need to be satisfied.

In the latest plan, I am concerned about the continued presence of Merced station and the stub of track to lead to it in the first phase of the project. As I originally understood the project, Merced would be the connection point for the San Joaquin line and thereby to places further north. But as of now, it seems like Madera station will serve as that transfer point.

Personally, I would prefer to not have Madera station. It seems like an addition tacked on unnecessarily to the project, and simply adds more time on the route for trains that have to stop there. Rather than build it, I would rather have added track built for the San Joaquin line to reach Merced station. Until the time that phase two funding can be considered, much less built, Merced station would then become a hub for transfer to the northern Central Valley and to Yosemite, bringing in people and justifying its existence. The city of Merced with its university and access to the Sierras seems like the right place to have the transfer and a fully supported station. Madera does not appear to me to have those kinds of benefits. With such a thought, however, the stub to Merced ought to be moved forward in funding and development than is currently considered in the plan.

On the other hand, if the insistence is on building the transfer point in Madera, then building a stub of track to a very low demand station in Merced seems like a waste of valuable funds for the mainline. Given the need to identify funds and cut costs, I would ask if it would be better to move the build out of the stub line to phase 2, and save the money and resources to focus on the main route. While I do not like this idea, your current plan seems to make this the obvious choice.

Either way, I think more focus needs to be made now to the Merced stub, rather than allow it to be the burdensome add-on it seems to be right now.

2018 Business Plan RECORD DETAIL

First Name : Rod

Last Name : Decker

Stakeholder Comments/Issues : Challenges are correct, considering the increase in cost of doing business! No doubt way over budget, and still hundreds of people who think the project was just a figment of Browns imagination. Lots of jobs OK, but the dynamics of the debacle will soon rear it's ugly head.

2018 Business Plan RECORD DETAIL

First Name : Jill

Last Name : Cox

Stakeholder Comments/Issues : This is the biggest waste of money and is a complete disaster. Please find better use for the people of California's hard earned money. Why not put all this effort toward water saving infrastructure instead of killing all proposed ideas. What about our freeways that already exist? Shame on you high speed rail, Governor Brown and Sacramento cronies!!!
I am in the proposed corridor of one of the routes and I completely oppose this! Thank you for your time and attention.
Regards,
Jill Whitney

2018 Business Plan RECORD DETAIL

First Name : Randy

Last Name : Aaronian

Stakeholder Comments/Issues : You need to stop this train to no ware, we are constantly lied to about all the cost over runs and delays, it's a mess out here, and your workers don't know what they are doing. Your so called experts are liars, someone needs to tell the Governor that he is nuts and you need to put an end to this train!!!

2018 Business Plan RECORD DETAIL

First Name : Grady

Last Name : E. Morris

Stakeholder Comments/Issues : This is the biggest waste of money, time and effort. When will California pull their collective heads out of their a... err the sand and see how this type of governance is ruining this once great state. You people are pathetic.

Grady E. Morris

2018 Business Plan RECORD DETAIL

First Name : Joseph

Last Name : Patrick Thompson

Stakeholder Comments/Issues : Gentlemen, Thank you for inviting public comment on the CAHSRA's Business Plan. I repeat what I've said ever since you were a commission, to Judge Kopp, and to others: see attached. Thank you. Joseph P. Thompson (408) 848-5506 353 E. Tenth St. #312 Gilroy, CA 95020 e-Mail: TransLaw@PacBell.Net

Attachments :

- HSRApanaceaVShell.pdf (48 kb)
- HSRPROFITABLE-HOWTODOIT021810.pdf (56 kb)
- KOPP021696.HSR1.wpd.pdf (57 kb)
- LINDSEY.Lt1.pdf (92 kb)
- MORSHED.LT2.pdf (61 kb)
- MORSHED.LT3.pdf (76 kb)
- MORSHED.LT4.pdf (24 kb)
- MORSHED.LT5.pdf (27 kb)
- MORSHED-LEAVITT033110.LT1.pdf (65 kb)
- TouristsPanacea.pdf (56 kb)
- TrojanHorseCAHSR090809.pdf (68 kb)

JOSEPH P. THOMPSON

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August 24, 2007

Editor

Email: editor@garlic.com, editor@gilroydispatch.com

The *Dispatch*

6400 Monterey Road

Gilroy, CA 95020

Re: **Bullet Train: Tourists' Panacea, Taxpayers' Hell**

Dear Editor,

The proposal to build the Bullet Train in California is proof that socialists have taken-over our government. Based on past cost overruns, the price tag on this extreme boondoggle is about \$75-\$80 billion in today's dollars. Paid back interest on these bonds will also burden our children and grandchildren and great-grandchildren will billions more. Annual operating losses will exceed those of all Lite Rails combined. Fares won't cover 1% of operating expenses, estimated at \$1 billion/year. Bond debt will bury us.

Technology exists to build it, but how do we pay the construction costs, and operating costs? It's technologically incompatible with existing railroads, so it will need BART-like right-of-way. Eminent domain power, included in the legislation creating it, ensures that it will plow through Gilroy and Morgan Hill and any other place, regardless of opposition. But it cannot cross the UPRR's tracks because the Class I railroads' eminent domain trumps Bullet Train's eminent domain power, according to UP's top commerce counsel on the West Coast. Tourists will ride it, but enjoy a 99% taxpayer subsidy for rides that will cost more than those on the Concorde Supersonic Jets. Local small business owners will pick-up the tab, maybe getting 10% back from tourist dollars if we're lucky.

In 1970 Congressmen stood up in Congress and proclaimed that Amtrak would be "self-sufficient in three years." Yeh. By 9/11/01 taxpayers had thrown about \$30 billion in subsidies down that black hole, but did we have adequate airport security?

In 1863 General Granville Dodge, who was later UPRR's top civil engineer, and who discovered the Sherman Pass over the Continental Divide, was summoned to the White House. He later said that he told the President that the government should own and operate the transcontinental railroad. Lincoln, who as a young member of the Illinois Legislature had seen government owned railroads in Eastern and Midwestern States go bust and shutdown operations in the 1830's and 1840's, said no. He said that private enterprise must do it, although the government would assist with

When will we ever learn?

development incentives (my words, not his). They did it. And what did taxpayers receive in the deal? They got about \$460 million (measured in 1940 dollars) more than the value of the land granted to the railroad corporations because of Section 22 in the original Interstate Commerce Act (lower freight rates for government shipments).

A hundred years ago the Progressive Movement, led by William Jennings Bryan, sought nationalization of the railroads and other industries, but their passion was rejected by voters.

When the railroads were nationalized in 1917 during the Administration of Woodrow Wilson, government genius so botched-up shipping that rail traffic came to a standstill. That experiment failed, just as Lincoln predicted it would. In the Transportation Act of 1920 the railroads were de-nationalized, and came to be the envy of the world's nations today; the backbone of our nation's commerce.

Instead of making taxpayers pay for Bullet Train, like we pay for County Transit, Caltrain, Amtrak, Lite Rail, etc., etc., while motorists are paying 100% of their own transport costs, seeing our politicians rewarding transit wastefulness, why not use the unlimited power of capitalism? Have you been on I-5 lately to see the uninterrupted 24-7 tonnage flowing North-South in California? I appeared before the Bullet Train commission five times over the last decade and told them that if they put enough UPS, Fedex and Postal Service tonnage on their trains, then they would not need to ask the taxpayers for a dime. Did they listen?

Like Amtrak's promoters, their pie-in-the-sky predictions show that they did not listen, nor did they learn from history, either United States or world history in the last century and one-half. So, hold on for the ride, and warn your children and grandchildren, our leaders will strap taxpayers to the rocket to Hell. We'll be paying unimaginable sums to attempt what Lenin, Trotsky, Stalin and the USSR failed to achieve, despite all their promises to their citizens that socialism could bring utopia. If they fund it with gas taxes, be prepared to see \$10/gallon for gas at the pumps. They'll tax motorists out of their cars, leaving them to ride our Trojan Horses, and bike or walk the rest of the way.

Caveat Viator!

Respectfully yours,
JOSEPH P. THOMPSON, ESQ.

Member, Executive Committee, Debtor-Creditor-Bankruptcy Section, SCCBA
Member, Legislation Committee, Transportation Lawyers Assn.
Member, Association for Transportation Law, Logistics & Policy
Candidate, American Society of Transportation & Logistics
Winner, AST&L's Best Research Paper Award 1997
Past-President, Gilroy-Morgan Hill Bar Assn.
Post-Doctoral Student, Transportation Law & Policy

When will we ever learn?

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February 18, 2010

Editor and Editorial Board

Email: editor@garlic.com, editor@gilroydispatch.com

The *Dispatch*

6400 Monterey Road

Gilroy, CA 95020

Re: MyBulletTrain: Profitable for who?

Dear Editor,

Bullet Train blitzkrieg, multi-million dollar campaign, using taxpayers' money to sell them on the boondoggle claims that it will be profitable. Yeh, but for whom? The planners, consultants, ad men, bond salesmen, foreign equipment manufacturers. The bankruptcy of all State-owned railroads in the USA in 1830's ought to tell us something about the right way to build a railroad. The American experience with nationalization of the railroads in 1918, the collapse of the USSR, and the world-wide privatization revolution of the 1990's should teach us a valuable lesson in railroad building. The insolvency of Amtrak, Caltrain. The bankruptcy last month of the Las Vegas Monorail, etc.—lessons abound from our history, but will we learn from them?

Sustainable rail transport hinges on the bottom line on the balance sheet; do revenues exceed costs? If we use VTA government-style accounting methods, we won't see a sustainable Bullet Train. We have to use the same accounting used by the world's most successful railroads, UP, BNSF, CSX, etc., America's Class One Railroads. If you lose money moving passengers, then you have to make-up your losses by moving freight. Intermodal tonnage on Bullet Trains, moved on separate trains during non-peak commute hours is how I've told the California High Speed Rail Commission, now High Speed Rail Authority, to do it. If the taxpayers purchase the infrastructure for the Bullet Train's owners, it will be like financing the Interstate Highway System, and the State Highways, for the trucking industry.

Transport me as a tourist, and I'll need a 99% fare subsidy. But transport me as a deceased traveller, and my estate, or relatives, have to pay 100% of the cost of moving the dead freight. So, to create a sustainable Bullet Train, you have to think like railroaders, not horizontal elevators in communist nations.

Why do our leaders want to grow bigger government, when common sense people, e.g., Editorial Board of Gilroy Dispatch, say we should be doing just the opposite? Do we have leaders who give a damn about the harm their decisions inflict? Why do we tolerate such hypocrites?

Caveat Viator!

Respectfully yours,

JOSEPH P. THOMPSON, ESQ.

Member, Executive Committee, Debtor-Creditor-Bankruptcy Section, SCCBA

Member, Legislation Committee, Transportation Lawyers Assn.

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President, Gilroy-Morgan Hill Bar Assn.

Post-Doctoral Student, Transportation Law & Policy

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February 16, 1996

**The Honorable Quentin Kopp
CALIFORNIA STATE SENATE
2057 Capitol Building
Sacramento, CA 95814**

Re: California Transportation Policy

Dear Senator Kopp,

While the need for high speed passenger trains in California, and the entire Nation, is obvious to any student of transportation, it appears to me that the HSR Commission is completely ignoring the only viable alternative to providing them.

Instead of using the existing railroads, staying with private enterprise, which past generations bequeathed to us, the Commission seems to be hypnotized by socialism. At a time when privatization around the world is correcting the mistakes of publicly-owned transportation, e.g., Australia, Canada, New Zealand, England, Western Europe, etc., the Commission seems to be falling under the fatal attraction of a ruinous fiscal belief that cost does not matter.

Do we have the ability to learn from our history? Will we ignore it and be condemned to follow the course of the Soviet Union? HSTPS Executive Director Ron Diridon, addressing the students at SJS, said that transportation decisions hinge on three things, "Finance, finance, finance." Rather, I believe it hinges on policy, because the latter predetermines the former.

The legislative findings in SCR 6 are undoubtedly true, but the solution currently being proposed by the Commission is a nightmare, which, if brought into existence, will certainly plunge us down the path followed by the Soviet Union.

Why not consider changing policy to attain the same goal? Why seek to ruin California's economy in a search for "finance," when by adherence to the nation's transportation policy, and its rail transportation policy, we could have bullet trains without spending tax dollars? If this country had adhered to these national policies since the end of WWII, would we have seen thousands of miles of

**Hon. Quentin Kopp
February 16, 1996
page 2**

track abandoned? Would we have invested untold billions in the creation of the interstate highway system? Would we be addicted to automobiles today? Are we in denial about our addiction, which blinds us to our violation of our own national transportation policies?

If the law said: (1) freeze truck lengths, (2) prohibit triples, (3) return weight limits to something that would not break concrete freeways, (4) reverse the intercity freight trend since WWII, then how much less money would we need for such things as: (1) highway maintenance, (2) fuel, (3) injury, death, property damage expenses? If policy were made by wiser men than we seem to have had in charge since the end of WWII, would we have (1) cleaner air, (2) less highway congestion, (3) lower health care costs?

If the government is in control, why not set transportation policy and tell each mode what it was going to do based on decisions favorable to the people? If we can move freight profitably, but not passengers, then why not mix the two in one revenue stream to attain satisfactory corporate profit levels? Divorcing rail passenger from rail freight in 1970 was a big policy mistake, and some in Congress seem to have recognized that now by enacting legislation requiring Amtrak to break-even in seven years. Of course, without the freight revenues it can never do so in the face of highway and airline competition, and the vast federal subsidies given to those modes.

The solution lies in equal treatment by government of the different modes, and in freight revenue subsidizing the unprofitable passenger fares, just as earlier generations, who faced these same decisions, learned. While it might come as a shock to the Commission's staff and members, we have railroads. The trouble is that we ignore them and have favored their competitors with billions of dollars of subsidies. Our policy makers apparently prefer our citizens to use four times as much fuel to move our freight, and to sit on congested freeways, rather than establish transportation policy which capitalizes on the inherent advantages of the railroads. Amazingly, the stated policy is already in the statutes, but in practice we do not follow it! Why?

The Commission's current study suffers from myopic concentration on a fantasy, rather than realistic appreciation for the wisdom of earlier generations. Why are the Commissioners not investigating the obvious solution of using our railroads to accomplish this goal? French and Japanese transit systems, like

Hon. Quentin Kopp
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those in this Country, operate at a huge loss, requiring taxpayer subsidies of ever more scarce tax dollars.

Instead of trying to imagine millions and billions of dollars, this needs to be put in terms that are understandable, and revealed to the voters for what it is. For example, when Amtrak was formed in 1970 it was cheaper to send a passenger from LA to NY by taxi, and pay the cabby a \$100 tip, than to send him by Amtrak. When METRO was built in Washington, D.C., it was cheaper for each rider to be furnished with a Mercedes than to ride public transit. For BART, the riders could have two BMW's and the taxpayers were better off.

Of course, these solutions are just as stupid as the ones our decision makers and planners gave us. The arrogance of today is to forget the wisdom of the past. Who gained by selling those cars, building those interstate highways?

Harvey Levine's seminal work, National Transportation Policy: A Study of Studies, ought to be required reading for both the Commissioners and the staff, not to mention our decision makers.

When we needed a transcontinental railroad, did we opt for government-owned railroads? Whenever WWI's demands caused nationalization of the railroads, did we keep them that way? Does government owned business work in the long run? Do we want to go the same way as the Soviet Union?

No!

When I testified 2/2/96 before the Commission in Fresno, I showed them the Harvard doctoral dissertation by John D. Donahue, The Privatization Decision (1989), and reminded them of the Wall Street Journal special edition on privatization that was published in October. I said that if they were a board of directors of a corporation then they would have been terminated. They did not effectively cross-examine the experts brought before them by their own staff. They did not realize that the "profits" displayed by the French Officials were for a trunk line route, and that the truth is that system-wide the French experience is no better than that of the best American public transit system. They are considering borrowing billions to create a line that will require \$800 million annually just to service the debt (bonds) it creates! There can be no doubt that Big Brother's slogan pales in comparison with this proposal: "WAR IS PEACE, FREEDOM IS SLAVERY, IGNORANCE IS STRENGTH."

Hon. Quentin Kopp
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As I said to Mr. Mineta, we are, I believe, about half nationalized and half free-enterprise in transportation. Can this situation last? It is not unlike an earlier period in our history:

"If we could first know where we are, and whither we are tending, we could better judge what to do, and how to do it. We are now far into the fifth year since a policy was initiated with the avowed object and confident promise of putting an end to slavery agitation. Under the operation of that policy, that agitation has not only not ceased, but has constantly augmented. In my opinion, it will not cease until a crisis shall have been reached and passed.

A house divided against itself cannot stand."

At this point, too, we are at a crucial stage of evolution in the nation's history: We are a house divided.

The Lincoln administration decided that our railroads would be privately owned, with construction financed by government-backed securities. Today we appear to have rejected the policy of free-enterprise ownership because we continually create "authorities" and "agencies" to own and operate our rail passenger mode. The same is true with bus transportation. Now I hear that Amtrak will be moving freight. We have abandoned not only thousands of miles of rail, but as a nation we have also abandoned the policy of private ownership of transportation. Our elected officials boast about what they have done, but not one of them will tell you how much it costs per passenger (or per passenger-mile) to transport people by bus or rail. Deregulation during the past 15 years has rendered the private transportation sector a virtual graveyard. So where are we, and where are we going? How can we have nationalized industry and reduce the budget deficit?

To paraphrase Mr. Lincoln, if we could first know where we are, and "whither we are tending," we could better judge what to do, and how to do it. Our national transportation policy was initiated with the "avowed object" and confident promise of creating a sound national transportation system. Under the operation of that policy,

one national goal is to make the county competitive on the global arena. In my opinion, it will not happen until a crisis shall have been reached and passed.

Today we are at a point where we are half slave to public ownership of transportation, and half free-enterprise. The trend, however, runs counter to private ownership. Reversing the trend becomes increasingly difficult as we commit vast resources of our society to nationalized modes.

Again to paraphrase, I believe that the nation's transportation system "cannot endure permanently half slave and half free." I do not expect the nation will be dissolved; I do not expect the house to fall; but I do expect it will cease to be divided. It will become all one thing, or all the other. Either the opponents of nationalization will arrest the further spread of it, and place it where the public mind shall rest in the belief that it is in the course of ultimate extinction, or its advocates will push it forward till it shall become alike in all modes of transportation.

We will then have arrived at the stage of development, and an experience similar to that of the demise of the Soviet Union must ultimately follow because government-owned industry does not work in the long-run. Great Britain and other western European countries, Canada, Australia and New Zealand are all privatizing previously nationalized industries because they have realized the truth in this. Nevertheless, our elected representatives push for more government-owned transportation modes each passing year.

Today we could send six passengers by limousine from Gilroy to San Jose cheaper than it costs us to send them on Caltrain. Yet if private industry moved those passengers and a fair share of the available freight tonnage, the burden on the taxpayers would lessen, road congestion, health care costs, and air pollution would decline. Local government would enjoy another source of tax revenue.

Since WWII, creation of the interstate highway system has diverted a greater percentage of intercity freight traffic away from the rails each passing year. Separating freight from passengers on the railroads was a decision rejecting earlier generations' investments, and plunging us along a course toward Soviet-style industry, and we know how well that system worked. I

Hon. Quentin Kopp
February 16, 1996
page 6

keep asking our elected officials: If government ownership of industry failed in the Soviet Union, then why are we trying it? promoting it? How can America compete in "global markets" if it is saddled with deadweight nationalized transportation modes?

The Emperor has no clothes! We cannot afford to borrow billions to build a rail passenger line that loses millions each year. This is especially true when we have an existing alternative that will not cost the taxpayers any money at all. All it takes is someone strong enough to enforce the nation's transportation policies that are already on the books. We need not reinvent government to accomplish this goal, but rather, merely keep this a government of, by, and for the people.

Thank you for giving me an opportunity to make this comment. My formal response to the Commission will follow as soon as I complete it.

Respectfully yours,

JOSEPH P. THOMPSON

Encl.

cc: Hon. Henry Mello
cc: Hon. Dean R. Dunphy
cc: Hon. Peter Frusetta
cc: Commissioners
cc: Executive Director Daniel S. Leavitt
cc: Rod Diridon, IISTPS

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January 15, 2003

FAX (916) 653-2134

Honorable R. Kirk Lindsey, Chairman

California Transportation Commission

1120 N Street, P.O. Box 942873 (MS-52)

Sacramento, CA 94273-0001

Re: Transportation Funding Crisis Workshop Jan. 17, 2003

Dear Mr. Lindsey,

Thank you for sending notice of the CTC's funding issues workshop and for inviting public comment regarding the State's fiscal "crisis." It was a pleasure meeting you at the CTC's meeting in San Jose at the Fairmont Hotel last month. Congratulations on becoming Chairman of the CTC. One cannot help but sense the irony in a trucking company CEO being CTC's chairman when our chickens are coming home to roost. At Mr. Lawrence's invitation I addressed the CTC in December 2001 at the PUC in San Francisco on the subject of intermodal transportation infrastructure improvements for the State, and although I cannot attend the workshop on the 17th of this month, I would like to offer my recommendations.

1. Author. I have 39 years experience in transportation industry (trucking and railroad). I am a post-doctoral student of transportation law and policy. I am a member of the Transportation Lawyers Association, and serve on TLA's legislation, intermodal, arbitration and freight claims committees. I am also a member of the Association for Transportation Law, Logistics & Policy, and a candidate for the American Society of Transportation & Logistics.

2. Background. For additional background, please refer to my paper that I presented to the CTC and handed to Mr. Remen at the CTC's meeting at the PUC in San Francisco, December, 2001.

3. Official Record. Will you please direct your staff to include these remarks as part of CTC's official records.

4. Summary. In response to your call for public comment on the current "funding crisis", I once again give my conclusions reached six years ago during debate on ISTEA reauthorization. *See*, "ISTEA Reauthorization and the National Transportation Policy," 25 *Transportation Law Journal*, pp. 87-*et seq.* (1997), and "ISTEA Reauthorization and the National Transportation Policy:

*Recommendations to CTC Re:
Transportation Funding "Crisis"*

Overlooked Externalities and Forgotten Felt Necessities,” *Transportation Lawyer* (Dec. 1997). A copy of the former is enclosed for your ready review, although I previously submitted it to you in December 2001.

5. Recommendations. The CTC should first frame the fundamental issue facing it, which was identified by Transportation Secretary Mineta while he was serving as Chairman of the Surface Transportation Committee in the House of Representatives: *“The crucial question in transportation today is: What should government do and what should it leave to others?”*

Governor Davis’ call for “structural reform” should focus CTC on Secretary Mineta’s “crucial question.” The answer that CTC gives to Governor Davis and Secretary Mineta will shape the solution for our transportation “funding crisis,” and the future of transportation in California.

These issues are also pending in the 108th Congress as it takes up the subject of reauthorization legislation for Transportation Equity Act for the 21st Century (TEA-21). Please refer to my recommendations to USDOT dated 8-23-02 on this issue (see copy enclosed).

Rather than a band-aid approach to the “funding crisis,” I recommend that CTC strive to achieve “structural reform” in the basic approach that we take to the for-hire carriage of passengers. I believe that CTC should have no “sacred cows” immune from this search and rescue mission. Like waking-up with a hangover, California must swear-off its former excesses.

The Emperor Transit First is stark naked. Unremunerative fares yield insolvent carriers, of both passengers and freight. Deficits piled on top of deficits bring predictable results. Farebox recovery rates that fail to cover fully allocated costs produce a result which does not surprise transportation students or history students. Such public-sector transit systems are not “going broke” in California (or elsewhere), they were conceived insolvent, born bankrupt, and kept operating only with massive blood transfusions from the taxpayers. No member of CTC should be surprised at the present “funding crisis” because we have intentionally navigated the State to this destination, one in which California’s deficit exceeds that of all other States’ combined deficits. We asked for it; we demanded it, even if it meant damning future generations into decades of debt. Bankrupt operations, bankrupt carriers, bankrupt policies, are the result of our myopia. Increasing insolvent transit systems’ operations undermine our financial capability to build and repair transportation infrastructure. Their growing demands have reached a predictable breaking point. We must look into the mirror and recognize the problem staring back at us.

There has been occurring a world-wide “privatization revolution” as described by the *Wall Street Journal*, special edition 10-2-95, yet we have steered a contrary course of nationalization, statism, and public-ownership. Only a hypocrite would feign surprise at arriving at our present destination of fiscal “crisis.”

*Recommendations to CTC Re:
Transportation Funding “Crisis”*

CTC and California must ask itself this question if it wants to be cured: “Why did Canada, Mexico, Great Britain, Australia, New Zealand, and many other nations denationalize their publicly-owned transportation industries during the past 25 years?”

We must ask ourselves, if we truly want to bring permanent relief to this and future generations of Californians: “If all of the USSR’s Five Year Plans were such raving successes, then why did the USSR collapse in revolution?”

Why should we adopt the Marx-Engels-Lenin-Trotsky-Stalin theory of government when our Founders placed its foundations on Adam Smith’s theory? Did the USSR win the Cold War, or did we win it? If we defeated the USSR, then why should we adopt their failed economic philosophy?

Answering Governor Davis’ “structural reform” challenge, answering Secretary Mineta’s “crucial question,” learning the lessons of the history of the past century, CTC and California must recognize the error of our policies, unless we have no intention of solving the “funding crisis.” Phony efforts of “reform” will just be wheel-spinning in mud—wasted motion. Genuine “reform” means going back to American free-enterprise in transportation, personal responsibility, not transit welfare. Our galley slaves, i.e., taxpayers, are beyond the breaking point. Our policies have burdened the taxpayers under unsustainable loads. Like overloaded trucks, our axles are breaking. Bankruptcies are at historic highs, both business and individual. Small business failure rates are at 80% on average during the first five years. *Traffic World*’s report that more than 10,000 trucking companies (with 20 or more trucks) either filed for bankruptcy protection or closed during the last two years illustrates what plight business owners are bearing from our ill-conceived government policies. Did you ever think you’d live to see PG&E, United Airlines, and Consolidated Freightways in bankruptcy? We are killing the goose to steal her eggs, but what will our children eat?

The fallacy in our current transport policy can be shown by comparing fares paid to move a 200 pound box with fares paid to move a 200 pound man. The shipper of the former pays 100% of his carrier’s fare; but a passenger on public-sector transit (bus or rail) pays only for the first two pounds, and the taxpayers are expected to pay for 198 pounds (applying generally accepted accounting principles, not the Enron-style accounting method our Legislature authorized for transit agencies’ financial reporting).

“Structural reform” of this unsound policy must be approached in the same manner as Great Britain accepted under the administration of Margaret Thatcher—privatization of nationalized industry. Keeping the *status quo* will only mire us further in misery. Flatboats, bullet trains, rickshaws, lunar escalators, i.e., any mode of transport, must charge user fees (fares) that are remunerative, unless we want to see it fail in the long run. Refer to my letter to HSRA’s former Chairman enclosed.

William Jennings Bryan and the Populists were wrong, just as Marx & Engels were, as government nationalization of the railroads proved during World War I.

Neither CTC nor California should be surprised by the “crisis” resulting from this fallacy (or lunacy) in our transport policy. Do we have the will power to reform our policy, or will we take the same route as did the USSR? I pray that God will give you and your fellow Commissioners the wisdom and courage to make a course correction for California now, before it is too late.

Caveat Viator!

Respectfully yours,

JOSEPH P. THOMPSON, ESQ.

Encl. [Article; Letters]

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March 23, 2009

Fax: 916-322-0827
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High Speed Rail Authority
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P. O. BOX 942874, MS-74
Sacramento, CA 95814

Re: Public Comment HSRA's Environmental Impact Report SF-San Jose-Gilroy-Merced

Dear Mr. Morshed,

Thank you for allowing members of the public to comment on HSRA's EIR for the San Francisco-San Jose-Gilroy-Merced Segment.

Identity of Author. I am a graduate of San Jose State University, and have done post-doctoral study of transportation law and policy at the Mineta Institute at SJSU. I write only for myself, and not on behalf of a client or organization, but merely to express my personal reply to the EIR for the segment that includes Gilroy, where I have practiced law for more than 30 years.

Background. I here refer to and incorporate by reference: (1) my letter to you dated 3/10/04; (2) letter dated 2/23/09, amended 3/13/09, from Mr. J.S. Jerry Wilmoth, UPRR; (3) Map CA-13, CA-17a&b, and CA-18, *Railroad Atlas of North America, California and Nevada*, pp. 18, 22-23; and Wendell Cox & Adrian T. Moore, *The California High Speed Rail Proposal: A Due Diligence Report*, Reason Foundation, Sept. 2008; Legislative Analyst's Office, *The High-Speed Rail Authority*, March 17, 2009 (see copies enclosed).

Summary. The crucial question facing us with HSR's proposal was concisely stated by the Honorable Norman Y. Mineta: "The crucial question in transportation today is: What should government do, and what should it leave to others."¹ The sound, sustainable answer to Secretary Mineta's "crucial question" lies in the private sector; not in the public sector. With free enterprise as a foundation, high speed rail's owners and investors can combine profitable freight revenue with losing passenger fares, rather than asking the maxed-out taxpayers of California for more tax subsidies for yet another public-sector passenger mode of travel.

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Comment: Funding Source for Operations. The current proposal does not satisfy the requirements of sound railroading, while it adheres to the tax-dependent method of finance akin to Amtrak, Caltrain and urban mass transit, with only a very small fraction of the overall expenses paid for by the patrons. The underlying assumption that taxpayers can continue to pony-up the subsidies for more government-owned transport is wrong. History shows the proposal to be fatally flawed. All of the State-owned railroads in the Nation failed in 1837-1840. Lincoln knew personally about those failures, so when General Granville Dodge recommended to the President in 1864 that the government own the transcontinental railroad, Lincoln said “no.” His theory, which ultimately worked, was that private enterprise own the railroads, but that the government would aid in their construction. When the Nation’s railroads were nationalized during World War I, it only took 18 months before the government’s mismanagement had brought all our railroads to a screeching halt. So, Congress reversed its previous decision and de-nationalized our railroads. In 1970 during debates in Congress on formation of the National Railroad Passenger Corporation (Amtrak), some members promised that Amtrak “would be profitable in three years.” Amtrak has failed to break even, and requires ever-increasing tax subsidies to continue its operations. Our Nation paid dearly for Amtrak’s subsidies because on 9/11/01 we did have Amtrak, but we did not have adequate airport security.

The north-south tonnage flows in California, on Hwy. I-5, US 101, and Hwy. 99, represent a source of funding that could, in a private-sector model, duplicate and exceed taxpayers’ subsidies in the public-sector model as proposed in the EIR. The French government has announced that it will have Fedex freight transported by that nation’s HSR starting next year, so those with experience in operating HSR in Europe have apparently resorted to freight revenue as a source of funding. We could reduce air pollution, traffic congestion, and road and bridge support deterioration and maintenance expenses if we diverted some of that tonnage onto HSR. I have said this to the HSRA since before its creation when it was a Commission.

I believe that reliance on tax subsidies ought to be deemed unfeasible, given the tax/fee burdens already imposed on Californians by all levels of government, not to mention the even larger burdens which our generation is imposing on future generations.

Rather, the manner in which railroads were originally created, and funded, freight revenue combined with losing passenger fares, ought to be the funding formula upon which the HSR is created and maintained.

As the LAO’s Report states (page 5), the HSR service should “not require an operating subsidy.” A feasible “funding source . . . for future years . . .” (page 6, LAO’s Report) exists now and will exist into the future: freight revenue. As with freight moving in the bellies of airliners, HSR can transport freight, thereby decreasing air pollution because the fuel savings per ton/mile is about 75% compared with rubber tires hauling freight on concrete or asphalt. The profit made moving freight can offset the losses sustained transporting passengers. Overnight shipments between Northern and Southern California can be transported without interfering with daytime, commute hours.

Comment: UP’s Property Rights.

In addition to those aspects identified by Cox and Moore (“Reason Report”), the UP’s Coast Main Line, which is part of its incomparable interstate railroad, and considered by many to be the best railroad in the whole world, if not in America, is entirely its to own, for its shareholders’ benefit. The Nation’s national security and interstate commerce justify the position paramount to lesser entities, the States, and local government, which the courts have repeatedly upheld on federal preemption grounds. A look at the Maps of UP’s tracks in the SF Peninsula, San Jose, and South Bay

Area show that the current HSRA proposal is impossible without UP's consent. Since UP has not given its consent (Mr. Wilmoth's Letter enclosed), the proposed route is not a legally possible route, even if the HSRA could find the tax subsidy money to operate it as currently proposed.

Conclusion. I believe that Secretary Mineta was right. However, HSRA's answer is wrong for California, and impossibly burdensome for its taxpayers in this and future generations. By following our predecessors' example, and having learned from their mistakes, we can have sound, sustainable HSR in California.

Caveat Viator!

Respectfully yours,

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January 5, 2010

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Re: Public Comment HSRA's Environmental Impact Report SF-San Jose-Gilroy-Merced

Dear Mr. Morshed,

Thank you for allowing members of the public to comment on HSRA's second (judicially-required) EIR for the San Francisco-San Jose-Gilroy-Merced Segment.

Identity of Author. I am a graduate of San Jose State University, and have done post-doctoral study of transportation law and policy at the Mineta Institute at SJSU. I write only for myself, and not on behalf of a client or organization, but merely to express my personal reply to the EIR for the segment that includes Gilroy, where I have practiced law for more than 30 years.

Background. I here refer to and incorporate by reference: (1) my letters to you dated 3/23/09 and 3/10/04; (2) letter dated 2/23/09, amended 3/13/09, from Mr. J.S. Jerry Wilmoth, UPRR; (3) Map CA-13, CA-17a&b, and CA-18, *Railroad Atlas of North America, California and Nevada*, pp. 18, 22-23; and Wendell Cox & Adrian T. Moore, *The California High Speed Rail Proposal: A Due Diligence Report*, Reason Foundation, Sept. 2008; Legislative Analyst's Office, *The High-Speed Rail Authority*, March 17, 2009 (see attached to my letter to you 3/23/09).

Summary. Lenin convinced his fellow countrymen that Marx & Engels were right, with Trotsky's help, and Stalin's "persuasion" tactics. Did that make his philosophy right? No. Just like Lenin, CAHSRA's proponents are wrong. You remind me of heroin addicts who refuse to admit their addiction. Revelations since the election show what a disastrous idea you have proposed for this sad State, dominated by radical socialists in our Legislature, the League of California Cities, and the California State Association of Counties, and the public transit agencies and their public-sector unions. I think that history will be just as kind to the CAHSRA's proponents as it's been to Lenin. The people of California will rue the day that the Trojan Horse was approved in the guise of the Bullet Train.

As I said before, "The crucial question facing us with HSR's proposal was concisely stated by the Honorable Norman Y. Mineta: "The crucial question in transportation today is: What should

government do, and what should it leave to others.”¹ The sound, sustainable answer to Secretary Mineta’s “crucial question” lies in the private sector; not in the public sector. With free enterprise as a foundation, high speed rail’s owners and investors can combine profitable freight revenue with losing passenger fares, rather than asking the maxed-out taxpayers of California for more tax subsidies for yet another public-sector passenger mode of travel.

Comment: Funding Source for Operations. The current proposal does not satisfy the requirements of sound railroading, while it adheres to the tax-dependent method of finance akin to Amtrak, Caltrain and urban mass transit, with only a very small fraction of the overall expenses paid for by the patrons. The underlying assumption that taxpayers can continue to pony-up the subsidies for more government-owned transport is wrong. History shows the proposal to be fatally flawed. All of the State-owned railroads in the Nation failed in 1837-1840. Lincoln knew personally about those failures, so when General Granville Dodge recommended to the President in 1864 that the government own the transcontinental railroad, Lincoln said “no.” His theory, which ultimately worked, was that private enterprise own the railroads, but that the government would aid in their construction. When the Nation’s railroads were nationalized during World War I, it only took 18 months before the government’s mismanagement had brought all our railroads to a screeching halt. So, Congress reversed its previous decision and de-nationalized our railroads. In 1970 during debates in Congress on formation of the National Railroad Passenger Corporation (Amtrak), some members promised that Amtrak “would be profitable in three years.” Amtrak has failed to break even, and requires ever-increasing tax subsidies to continue its operations. Our Nation paid dearly for Amtrak’s subsidies because on 9/11/01 we did have Amtrak, but we did not have adequate airport security.

The north-south tonnage flows in California, on Hwy. I-5, US 101, and Hwy. 99, represent a source of funding that could, in a private-sector model, duplicate and exceed taxpayers’ subsidies in the public-sector model as proposed in the EIR. The French government has announced that it will have Fedex freight transported by that nation’s HSR starting next year, so those with experience in operating HSR in Europe have apparently resorted to freight revenue as a source of funding. We could reduce air pollution, traffic congestion, and road and bridge support deterioration and maintenance expenses if we diverted some of that tonnage onto HSR. I have said this to the HSRA since before its creation when it was a Commission.

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can offset the losses sustained transporting passengers. Overnight shipments between Northern and Southern California can be transported without interfering with daytime, commute hours.

Comment: UP's Property Rights.

In addition to those aspects identified by Cox and Moore ("Reason Report"), the UP's Coast Main Line, which is part of its incomparable interstate railroad, and considered by many to be the best railroad in the whole world, if not in America, is entirely its to own, for its shareholders' benefit. The Nation's national security and interstate commerce justify the position paramount to lesser entities, the States, and local government, which the courts have repeatedly upheld on federal preemption grounds. A look at the Maps of UP's tracks in the SF Peninsula, San Jose, and South Bay Area show that the current HSRA proposal is impossible without UP's consent. Since UP has not given its consent (Mr. Wilmoth's Letter enclosed), the proposed route is not a legally possible route, even if the HSRA could find the tax subsidy money to operate it as currently proposed.

Conclusion. I believe that Secretary Mineta was right. However, HSRA's answer is wrong for California, and impossibly burdensome for its taxpayers in this and future generations. By following our predecessors' example, and having learned from their mistakes, we can have sound, sustainable HSR in California.

Caveat Viator!"

Respectfully yours,

JOSEPH P. THOMPSON, ESQ.

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November 10, 2010

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Mr. Mehdi Morshed, Exec. Dir.
High Speed Rail Authority
925 L Street, Suite 1425
P. O. BOX 942874, MS-74
Sacramento, CA 95814

Re: Public Comment HSRA's Environmental Impact Report SF-San Jose-Gilroy-Merced

Dear Mr. Morshed,

Referring to my letter to you (copy enclosed), I am enclosing my supplemental remarks about the EIR for the SF-San Jose-Gilroy-Merced Segment.

Will you please add this supplement to the official record of these proceeds.

Future generations must know that you were warned.

Respectfully yours,

JOSEPH P. THOMPSON, ESQ.

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January 6, 2012

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P. O. BOX 942874, MS-74
Sacramento, CA 95814

Re: Public Comment HSRA's Re-Revised Environmental Impact Report SF-San Jose-Gilroy-Merced

Dear Mr. Morshed,

Referring to my letters to you (copies enclosed), why are you ignoring truth in transportation? Why are you ignoring sound railroading? Why are you ignoring history? Why are you ignoring the will of the voters of California? Why are you ignoring the legislation from our State Legislature signed into law by our State Governor?

Please include these remarks as part of your official record of proceedings and these enclosed supplemental remarks about the re-revised EIR for the SF-San Jose-Gilroy-Merced Segment.

You remind me of the public sector transit advocates and supporters who cram taxpayer-funded transit down our throats so that public sector transit welfare recipients and public sector union employees and joint power authorities staff can enjoy our blood regardless of the damage that it does to our State. Like addicts who refuse to admit their addiction, you seem Hell-bent on your Leninism even though history, both world-wide and American and North American railroad history proves that your concept is fatally flawed and is not sound nor sustainable. I repeat what I said to the High Speed Rail Commission and then State Senator Quinten Kopp: High Speed Rail can only work in the private-sector. Otherwise, you'll just stick another blood-sucking leech on us like Amtrak, Caltrain, Lite Rail, and other public-sector boondoggles that fail every place, and every time that they've been tried around the world.

Respectfully yours,

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Encl.

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March 31, 2010

Fax: 916-322-0827
Mr. Dan Leavitt
High Speed Rail Authority
925 L Street, Suite 1425
P. O. BOX 942874, MS-74
Sacramento, CA 95814

Re: Public Comment HSRA's Court-Ordered Amended Environmental Impact Report SF-San Jose-Gilroy-Merced

Dear Mr. Morshed,

Thank you for allowing members of the public to comment on HSRA's Court-ordered amended EIR for the San Francisco-San Jose-Gilroy-Merced Segment.

Identity of Author. I am a graduate of San Jose State University, and have done post-doctoral study of transportation law and policy at the Mineta Institute at SJSU. I write only for myself, and not on behalf of a client or organization, but merely to express my personal reply to the amended EIR for the segment that includes Gilroy, where I have practiced law for 31 years.

Background. I here refer to and incorporate by reference my letter to you dated 3/23/09 (copy enclosed—with attachments).

Summary. Facing reality is difficult if you refuse to admit your addicted—in this case to taxpayers' subsidies for a fatally-flawed railroad. Your idea has been proven wrong by examples in history, e.g., USSR, Amtrak, Caltrain, etc. Notwithstanding history, economics, and the sorry state of this State's budget, from present to the foreseeable future, you insist on persisting with the same mistaken assumptions, same erroneous concept, same flawed scheme to run your railroad by taxing us into oblivion. Well, others have already beaten you to it, and we're flat broke, and the next generation has been decimated by radical socialist spending, and even worse for the subsequent generation. As I said to the HSRC, and to HSRA.

Conclusion. As I said previously, I believe that Secretary Mineta was right. However, HSRA's answer is wrong for California, and impossibly burdensome for its taxpayers in this and future generations. By following our predecessors' example, and having learned from their mistakes, we can have sound, sustainable HSR in California.

Caveat Viator!

Respectfully yours,

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March 23, 2009

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Mr. Mehdi Morshed, Exec. Dir.
High Speed Rail Authority
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August 24, 2007

Editor

Email: editor@garlic.com, editor@gilroydispatch.com

The *Dispatch*

6400 Monterey Road

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Re: Bullet Train: Tourists' Panacea, Taxpayers' Hell

Dear Editor,

The proposal to build the Bullet Train in California is proof that socialists have taken-over our government. Based on past cost overruns, the price tag on this extreme boondoggle is about \$75-\$80 billion in today's dollars. Paid back interest on these bonds will also burden our children and grandchildren and great-grandchildren will billions more. Annual operating losses will exceed those of all Lite Rails combined. Fares won't cover 1% of operating expenses, estimated at \$1 billion/year. Bond debt will bury us.

Technology exists to build it, but how do we pay the construction costs, and operating costs? It's technologically incompatible with existing railroads, so it will need BART-like right-of-way. Eminent domain power, included in the legislation creating it, ensures that it will plow through Gilroy and Morgan Hill and any other place, regardless of opposition. But it cannot cross the UPRR's tracks because the Class I railroads' eminent domain trumps Bullet Train's eminent domain power, according to UP's top commerce counsel on the West Coast. Tourists will ride it, but enjoy a 99% taxpayer subsidy for rides that will cost more than those on the Concorde Supersonic Jets. Local small business owners will pick-up the tab, maybe getting 10% back from tourist dollars if we're lucky.

In 1970 Congressmen stood up in Congress and proclaimed that Amtrak would be "self-sufficient in three years." Yeh. By 9/11/01 taxpayers had thrown about \$30 billion in subsidies down that black hole, but did we have adequate airport security?

In 1863 General Granville Dodge, who was later UPRR's top civil engineer, and who discovered the Sherman Pass over the Continental Divide, was summoned to the White House. He later said that he told the President that the government should own and operate the transcontinental railroad. Lincoln, who as a young member of the Illinois Legislature had seen government owned railroads in Eastern and Midwestern States go bust and shutdown operations in the 1830's and

When will we ever learn?

1840's, said no. He said that private enterprise must do it, although the government would assist with development incentives (my words, not his). They did it. And what did taxpayers receive in the deal? They got about \$460 million (measured in 1940 dollars) more than the value of the land granted to the railroad corporations because of Section 22 in the original Interstate Commerce Act (lower freight rates for government shipments).

A hundred years ago the Progressive Movement, led by William Jennings Bryan, sought nationalization of the railroads and other industries, but their passion was rejected by voters.

When the railroads were nationalized in 1917 during the Administration of Woodrow Wilson, government genius so botched-up shipping that rail traffic came to a standstill. That experiment failed, just as Lincoln predicted it would. In the Transportation Act of 1920 the railroads were de-nationalized, and came to be the envy of the world's nations today; the backbone of our nation's commerce.

Instead of making taxpayers pay for Bullet Train, like we pay for County Transit, Caltrain, Amtrak, Lite Rail, etc., etc., while motorists are paying 100% of their own transport costs, seeing our politicians rewarding transit wastefulness, why not use the unlimited power of capitalism? Have you been on I-5 lately to see the uninterrupted 24-7 tonnage flowing North-South in California? I appeared before the Bullet Train commission five times over the last decade and told them that if they put enough UPS, Fedex and Postal Service tonnage on their trains, then they would not need to ask the taxpayers for a dime. Did they listen?

Like Amtrak's promoters, their pie-in-the-sky predictions show that they did not listen, nor did they learn from history, either United States or world history in the last century and one-half. So, hold on for the ride, and warn your children and grandchildren, our leaders will strap taxpayers to the rocket to Hell. We'll be paying unimaginable sums to attempt what Lenin, Trotsky, Stalin and the USSR failed to achieve, despite all their promises to their citizens that socialism could bring utopia. If they fund it with gas taxes, be prepared to see \$10/gallon for gas at the pumps. They'll tax motorists out of their cars, leaving them to ride our Trojan Horses, and bike or walk the rest of the way.

Caveat Viator!

Respectfully yours,
JOSEPH P. THOMPSON, ESQ.

Member, Executive Committee, Debtor-Creditor-Bankruptcy Section, SCCBA
Member, Legislation Committee, Transportation Lawyers Assn.
Member, Association for Transportation Law, Logistics & Policy
Candidate, American Society of Transportation & Logistics
Winner, AST&L's Best Research Paper Award 1997
Past-President, Gilroy-Morgan Hill Bar Assn.
Post-Doctoral Student, Transportation Law & Policy

When will we ever learn?

Editor: this was published in Orange County Register Wednesday, June 14, 2006. Please publish again for Gilroy & Morgan Hill raped taxpayers, about to be re-screwed by utopian insanity by Bullet Train. The author is one of the Nation's top transport policy men.

Joe Thompson

Gilroy

(408) 848-5506

1. **Taking taxpayers for a ride California focus**

Proposed state high-speed rail system would cost too much to do too little

There has been considerable discussion about the proposed California High Speed Rail project. California taxpayers are being subjected to grandiose claims about reduced traffic congestion and cost-effective alternatives to flying and driving.

The HSR system, which would connect Los Angeles, San Francisco, San Diego, Sacramento and areas in between, would require as a down payment a \$10 billion bond issue that voters may consider as soon as November. The California High Speed Rail Authority says the system could cost much more – \$37 billion. Reality is more like \$75 billion.

Luckily, the Assembly last month passed a bill that would delay the bond election until 2008. That bill is now in the Senate Appropriations Committee, where there is no clear indication whether it will come to a vote anytime soon. However, there is evidence the Assembly's caution is justified, and the Senate should follow its lead.

First, the HSR system is likely to cost much more than advertised. Cost projections for large transportation projects are notoriously inaccurate. Boston's two-decade "Big Dig" racked up three times its projected cost, even after accounting for inflation. Across the country, transit megaprojects have escalated in cost after approval; these are not isolated cases.

What's more, it appears these overruns are not accidental. Research by Bengt Flyvbjerg of the University of Aalborg (Denmark) published in the Journal of the American Planning Association demonstrates these projects routinely surpass estimated costs due to "strategic misrepresentation." Planners and proponents underestimate costs in hopes of obtaining project approvals that would otherwise be impossible.

As a Los Angeles County transportation commissioner, I witnessed costs escalate for the Blue Line light rail from Los Angeles to Long Beach eventually exceeding three times original projections (inflation-adjusted). At no point did anyone seriously question the increases, because the taxpayers had already committed to the project. There was simply no incentive to keep costs down. Why should we expect the HSR project to be any different?

Flyvbjerg and others also have found that ridership estimates tend to be overstated. The Los Angeles Red Line subway even today carries less than one-half the ridership that was projected when we approved it.

Ridership is important because the California high-speed rail system is advertised as not needing its operations subsidized by taxpayers. But this claim is likely based on an overestimation of the ridership and an underestimation of the operating costs. Amtrak's high-speed Acela service between Washington, D.C., and New York City carries little more than one-tenth the passengers that proponents promise for the California system, despite serving a larger market. So it is likely taxpayers will need to keep their checkbooks open indefinitely to subsidize HSR operation.

All this would be irrelevant if we needed such a system. The California HSR has been touted as a strategy for reducing highway congestion. In fact, projections indicate that traffic congestion along the rail corridors will still increase 26 percent by 2020, even with the high-speed trains. Without them the increase by 2020 would be 31 percent.

Claims of reduced air traffic congestion are similarly flawed. Most air travel between the San Francisco Bay Area and Southern California already avoids the busy San Francisco International and Los Angeles International airports, and their share of travel is declining. Planners delude themselves into believing HSR will take away half of air traffic volume. But last year Amtrak said its New York-to-Washington high-speed service lost ridership to stronger airline competition. Planners assume airlines will stand idly by as their customers jump on the train. In fact, airlines will compete, and compete hard.

Much has been made of HSR's purported cost-effectiveness, with claims that highway improvements would cost more than twice as much as the rail project. But the highway alternative would produce four times the congestion relief, making it twice as cost-effective, even without the inevitable cost escalations for high-speed rail.

Thus, for California, the question is not whether high-speed rail would be nice – it would be. The fundamental question is whether it is worth the tens of billions it could cost. At this point, there is every reason to believe this project would be, quite simply, a waste of money.

EDITOR: Please publish this letter that I sent to you on 3/2/03:

JOSEPH P. THOMPSON

Attorney at Law

8339 Church Street, Suite 112, Gilroy, CA 95020

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Telephone (408) 848-5506; Fax (408) 848-4246

E-Mail: TransLaw@PacPell.Net

Fax (408) 842-2206

Editor

The *Dispatch*

6400 Monterey Road

Gilroy, CA 95020

March 2, 2003

Re: Downtown Gilroy and Soviet-Style Transportation Policy

Dear Editor,

Could it be that our government intends to oust UP from its right-of-way through downtown Gilroy, supplanting it with Soviet-style Bullet Train and Son-of-Amtrak Caltrain? With VTA's Ministry of Truth touting Gilroy as its newest land-use planning (i.e., Sovietized) poster child, will we see an end to the history of private-sector railroads here? How many jobs will that kill-off? How much commerce will we lose if the VTA-led socialist-communist scheme is crammed down on us? The malignant tumor of socialism-communism is being stimulated by Politico-Transit Alliance advocates in our local government, our County government, and our State government, so will small business owners be able to stop this socialistic train wreck? We've seen the canneries go bankrupt and close their gates. The Black Hole Frankenstein "transit hub," where empty buses stop so public-sector union drivers can rest from the tedium of transporting empty seats around town, is growing—who knows where the socialist policy will stop? If we don't stop runaway government now, how will our children or grandchildren ever stop it? Where is an elected leader with the guts to fight back for us? I believe that it is time for us to retake our government away from the socialist small business killers. *Caveat viator!*

Very truly yours,

JOSEPH P. THOMPSON

Member, Executive Committee, Debtor-Creditor-Bankruptcy Section Santa Clara County Bar Assn.

Member, Legislation Committee, Transportation Lawyers Assn.

Member, Association for Transportation Law, Logistics & Policy

Member, SBC Citizens Rail Advisory Committee

Candidate, American Society of Transportation & Logistics

Winner, AST&L's Best Research Paper Award 1997

Past-President, Gilroy-Morgan Hill Bar Assn.

EDITOR: Please publish this letter that I sent to you on 8/24/07:

JOSEPH P. THOMPSON

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August 24, 2007

Editor

Email: editor@garlic.com, editor@gilroydispatch.com

The *Dispatch*

6400 Monterey Road

Gilroy, CA 95020

Re: Bullet Train: Tourists' Panacea, Taxpayers' Hell

Dear Editor,

The proposal to build the Bullet Train in California is proof that socialists have taken-over our government. Based on past cost overruns, the price tag on this extreme boondoggle is about \$75-\$80 billion in today's dollars. Paid back interest on these bonds will also burden our children and grandchildren and great-grandchildren will billions more. Annual operating losses will exceed those of all Lite Rails combined. Fares won't cover 1% of operating expenses, estimated at \$1 billion/year. Bond debt will bury us.

Technology exists to build it, but how do we pay the construction costs, and operating costs?

It's technologically incompatible with existing railroads, so it will need BART-like right-of-way. Eminent domain power, included in the legislation creating it, ensures that it will plow through Gilroy and Morgan Hill and any other place, regardless of opposition. But it cannot cross the UPRR's tracks because the Class I railroads' eminent domain trumps Bullet Train's eminent domain power, according to UP's top commerce counsel on the West Coast. Tourists will ride it, but enjoy a 99% taxpayer subsidy for rides that will cost more than those on the Concorde Supersonic Jets. Local small business owners will pick-up the tab, maybe getting 10% back from tourist dollars if we're lucky.

In 1970 Congressmen stood up in Congress and proclaimed that Amtrak would be "self-sufficient in three years." Yeh. By 9/11/01 taxpayers had thrown about \$30 billion in subsidies down that black hole, but did we have adequate airport security?

In 1863 General Granville Dodge, who was later UPRR's top civil engineer, and who discovered the Sherman Pass over the Continental Divide, was summoned to the White House. He later said that he told the President that the government should own and operate the

When will we ever learn?

transcontinental railroad. Lincoln, who as a young member of the Illinois Legislature had seen government owned railroads in Eastern and Midwestern States go bust and shutdown operations in the 1830's and 1840's, said no. He said that private enterprise must do it, although the government would assist with development incentives (my words, not his). They did it. And what did taxpayers receive in the deal? They got about \$460 million (measured in 1940 dollars) more than the value of the land granted to the railroad corporations because of Section 22 in the original Interstate Commerce Act (lower freight rates for government shipments).

A hundred years ago the Progressive Movement, led by William Jennings Bryan, sought nationalization of the railroads and other industries, but their passion was rejected by voters.

When the railroads were nationalized in 1917 during the Administration of Woodrow Wilson, government genius so botched-up shipping that rail traffic came to a standstill. That experiment failed, just as Lincoln predicted it would. In the Transportation Act of 1920 the railroads were de-nationalized, and came to be the envy of the world's nations today; the backbone of our nation's commerce.

Instead of making taxpayers pay for Bullet Train, like we pay for County Transit, Caltrain, Amtrak, Lite Rail, etc., etc., while motorists are paying 100% of their own transport costs, seeing our politicians rewarding transit wastefulness, why not use the unlimited power of capitalism? Have you been on I-5 lately to see the uninterrupted 24-7 tonnage flowing North-South in California? I appeared before the Bullet Train commission five times over the last decade and told them that if they put enough UPS, Fedex and Postal Service tonnage on their trains, then they would not need to ask the taxpayers for a dime. Did they listen?

Like Amtrak's promoters, their pie-in-the-sky predictions show that they did not listen, nor did they learn from history, either United States or world history in the last century and one-half. So, hold on for the ride, and warn your children and grandchildren, our leaders will strap taxpayers to the rocket to Hell. We'll be paying unimaginable sums to attempt what Lenin, Trotsky, Stalin and the USSR failed to achieve, despite all their promises to their citizens that socialism could bring utopia. If they fund it with gas taxes, be prepared to see \$10/gallon for gas at the pumps. They'll tax motorists out of their cars, leaving them to ride our Trojan Horses, and bike or walk the rest of the way. *Caveat Viator!*

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Post-Doctoral Student, Transportation Law & Policy

When will we ever learn?

2018 Business Plan RECORD DETAIL

First Name : STEVEN

Last Name : LILJEDAHL

Stakeholder Comments/Issues : This project is a complete waste of taxpayers money.....it is so over budget and behind schedule. Please spare all of California the burden of further waste of millions of dollars and end this now. It is an absolute travesty if this nonsense continues.....

Steven H. Liljedahl
Integrity Plumbing

2018 Business Plan RECORD DETAIL

First Name : JOSEPH

Last Name : THELEN

Stakeholder Comments/Issues : When will we know what the fare will be from San Francisco to Las Angeles, and how long will the trip take? Is there even an estimate you can provide?
Thanks, Joe Thelen <ko4sledge2sbcglobal.net>

2018 Business Plan RECORD DETAIL

First Name : Charles

Last Name : Albert

Stakeholder Comments/Issues : I own a small business in San Jose, and greatly appreciate the efforts to make this a reality. We are looking forward to being able to use the system for both business and leisure.

2018 Business Plan RECORD DETAIL

First Name : Amy

Last Name : Alsbaugh

Stakeholder Comments/Issues : Aside from the limited area the "bullet train" will service, the cost is out of control. California can't afford it, and it does not service a large enough area to justify those costs. Additionally, funds for our crumbling infrastructure all over the State would be negatively impacted for this one project.

2018 Business Plan RECORD DETAIL

First Name : Deming

Last Name : Allison

Stakeholder Comments/Issues : Why are we not spending the money that is going to this folly on existing infrastructure? as far as I know there is not one High Speed Rail in operation, that makes enough money to operate with out being subsidized by some other form of support, "taxes"

2018 Business Plan RECORD DETAIL

First Name : Michael

Last Name : Steffen

Stakeholder Comments/Issues : This needs to stop now. California has way too many issues to even think about this waste of money. Water supply, homelessness, roads and the list goes on.

2018 Business Plan RECORD DETAIL

First Name : Steve

Last Name : Swanson

Stakeholder Comments/Issues : Stop the project now. The latest budget estimates show that the project is on the way to costing in excess of 150 Billion by completion. Tunneling under Pacheco Pass through undetermined geology zones will cost billions more than any estimate. The elevated portion planned across California's Grasslands south of Los Banos will endanger migrating waterfowl. We have 114,000 homeless, and over 2 Million undocumented illegal aliens that need attention now in 2018 instead of a HSR with a possible completion far over budget by 2033.

2018 Business Plan RECORD DETAIL

First Name : Maya

Last Name : Ross

Stakeholder Comments/Issues : Stop the train before it is too late to save face and billions of dollars.

2018 Business Plan RECORD DETAIL

First Name : Benjamin

Last Name : Eversole

Stakeholder Comments/Issues : First, could you please provide more information on how the cost of California HSR compares to that of other HSR projects around the world on a dollar per mile basis? If it costs more, why is that so? Second, I think you should start running trains once you have completed Bakersfield to Merced. If you help fund the ACE train extension to Merced, then passengers will be able to reach the Bay Area from Bakersfield by transferring to an ACE train. That way passengers can start using HSR while you dig the tunnel to Gilroy.

2018 Business Plan RECORD DETAIL

First Name : Cm

Last Name : Tucholka

Stakeholder Comments/Issues : We've got more pressing issues than this. Does anyone in government understand what's going on in this state? Stop spending other people's money like drunken sailors.

2018 Business Plan RECORD DETAIL

First Name : Ginger

Last Name : Denos

Stakeholder Comments/Issues : What a disappointment the 2018 Business Plan Draft is. First of all there is not even a precise map of the travel routes of the proposed rail systems. Secondly Fair and Just compensation for those losing property through Eminent Domain is not addressed. If Eminent Domain is to be used then this must be a non-profit project. Obviously it will not be not for profit and definitely not a public project. Additionally it is common knowledge that typical government greed will keep private citizens from actually receiving Fair Market Value for their property. Any individual forced to give up their property should by right become a Shareholder entitling them to royalties. Why were these two items omitted from the Business Plan?

2018 Business Plan RECORD DETAIL

First Name : Jay

Last Name : Goth

Stakeholder Comments/Issues : This is a huge waste of money - by the time this program (if ever) starts carrying passengers, we will all be using autonomous vehicles powered by renewable energy and even newer forms of transportation that haven't even been developed yet. It is an obvious boondoggle and complete waste of taxpayer money to fund politician's programs. I am appalled at the lack of vision and integrity our state government is displaying on this issue. More delays, higher costs, environmental issues and a failed lack of leadership at the highest levels.

2018 Business Plan RECORD DETAIL

First Name : Mark

Last Name : Schack

Stakeholder Comments/Issues : When the HSR was originally on the ballot, I strongly supported it. However, the costs are FAR above what were originally projected, and realistically, will only continue to rise, given how much longer this project will take.

Therefore, I now strongly oppose the completion of entire project. Just finish the segments that are currently under construction so that they can be put to use, and then stop there. Enough is enough. There are too many other things requiring my tax dollars that are more important to California.

2018 Business Plan RECORD DETAIL

First Name : John

Last Name : Kweder

Stakeholder Comments/Issues : What is estimate for excess costs that will be born for beginning capital construction without ROW assents?
Will any other sections be started without complete ROWs?

2018 Business Plan RECORD DETAIL

First Name : William

Last Name : Esken

Stakeholder Comments/Issues : This entire HSR project is a colossal waste of precious taxpayer dollars that could be used to improve roads and infrastructure, or simply reduce overall taxes for businesses and individuals. I don't believe the HSR project will ever breakeven, let alone generate positive dollars for California. It will continue to be a huge financial burden for California residents for many decades. Please shut this project down, and stop wasting precious taxpayer money.

2018 Business Plan RECORD DETAIL

First Name : Greg

Last Name : Cardwell

Stakeholder Comments/Issues : This project is the biggest waste of taxpayer money ever. And once again government lying or being incapable of doing any project on time or even close to budget. Those of you who are pushing for this is only so you can keep your high paying committee jobs at the expense of the taxpayer who really has no say in this b.s.

A better use of the money would be to add more lanes to I-5 and supporting roads and highways, because whether you like it or not, CA is a very car oriented state. A high speed (maybe 80 mph) bus lane could be built for buses and maybe a pay lane for cars.

I'm sick of my taxes being wasted. Every person I talk to about this feels the same way, and you know that is true, the polls show CA disapproving now of this project. I'm a 4th generation Californian also.

Sincerely, Greg Cardwell

2018 Business Plan RECORD DETAIL**First Name :** Katie**Last Name :** Gamaunt

Stakeholder Comments/Issues : I believe that the High-Speed Rail is a waste of money. There are so many other things in our infrastructure that need to be repaired, like the roads and electrical grid. Countries like Japan that do have a high-speed rail work because they built up to that. They did not start with it, they had many trains go through the country and worked there way up to the high speed rail. With how close the stops are in the LA area, renders the high speed rail inefficient. The high speed rail is only efficient because it can go high speeds and stay there. With 5 stops very close together the train would barely get up to speed if it even does get up to speed before it has to slow and stop. All the billions of dollars being spent on this can go to much better use. The electrical grid needs to be improved and desalinization plants need to be built and other existing infrastructure needs to be fixed. This high speed rail would be obsolete before it is even built and put into use.

2018 Business Plan RECORD DETAIL

First Name : Mark

Last Name : Zuercher

Stakeholder Comments/Issues : The HSR project as currently structured does not represent what voters narrowly approved in 2008. Costs are simply out of control and funding beyond the limited Federal amount, bonds, and quarterly cap-and-trade portion is non-existent. The project MUST be terminated ASAP and funds redirected into transportation/infrastructure needs that can be justified. HSR is a national embarrassment and a bullseye on any Democrat who continues to support it.

2018 Business Plan RECORD DETAIL

First Name : Robert

Last Name : Andrew

Stakeholder Comments/Issues : I have some serious concerns about the viability of the high speed rail project. Public projects of this type appear to historically go well over planned budgets and extend well past established schedules. These result from the many unknowns and unplanned stumbling blocks (including environmental issues) associated with a major project, as well as inadequate built-in contingencies. Our public systems continue to run short of adequate funding from higher operating and maintenance costs, and system obsolescence. Having a state-of-the-art transportation system such as this, does not guarantee that we will have the continuous ridership to support the system. Just look at BART and the airline industry to see the on-going issues they continuously deal with.

A projected 3 hour travel time between the north and south sounds good but does not address the time and other transportation issues at each end. Allowing for this, it may still be more cost and time effective to utilize autos for transportation, particularly with not so distant future advances in electric (or alternative fuel) vehicles and self driving capabilities. I am unconvinced that high speed rail is a good solution to our transportation needs.

All things considered, I remain very skeptical and concerned about this project, and feel that California can better spend our resources addressing much more serious issues such our water supply and distribution which can have severe impacts on our citizens, communities, and industries.

2018 Business Plan RECORD DETAIL

First Name : Richard

Last Name : Manies

Stakeholder Comments/Issues : We need to cut back on High Speed Rail Stations to save money. The Kings/Tulare, Madera, and Merced should be taken off. Fresno station should be the only one for the 5 county area. And maybe the Bakersfield Station for Kern County but no more.

2018 Business Plan RECORD DETAIL

First Name : Pat

Last Name : Campbell

Stakeholder Comments/Issues : With continued cost increases, the 2018 business plan shows a widened gap for the project - a revenue bond project - which is supposed to sustain operations from revenues. Projected one way fare of \$26 + parking prohibits use by daily commuters (\$55/day in travel station to station as added costs in SF would apply). This would exceed many paychecks total. Air fare assumptions are very low - \$105 LA- SF & \$101 SF - SD. That's not possible today and certainly not in the future making this an unfair comparison for modeling used by the HSRA's contractor. Interesting that no comparison is made to # of air passengers and the projected 14 million riders in year 1 of operation. that makes project less credible in my view. Projected 2.28 trips per year per person is a difficult metric to believe when the definitions of population pool includes all age groups. The plan leads me to believe the taxpayers will be augmenting operating losses for may year to come.

2018 Business Plan RECORD DETAIL

First Name : Clint

Last Name : Stromberg

Stakeholder Comments/Issues : Give me an effen break. This thing is going to cost anywhere between 63.2 billion and 98.1 billion? That's a lot of billions in between! You can bet California's last borrowed dollar that it will be at least 98.1 billion and probably a lot more with the way Sacramento lies. To top it all off its utterly useless to 95% of Californians. So me (the tax payer) just has to eat your shit and take it. So if I get a vote that counts (and I know I don't because this is California) I say no, HELL no. Tell Crazy Jerry Brown to knock it off. Tell Brian Kelly he's going to jail for fraud on this one. Tell Paul Pelosi he's getting busted on this one too.

2018 Business Plan RECORD DETAIL

First Name : Marlene

Last Name : Halvorson

Stakeholder Comments/Issues : No high speed rail system in California.

2018 Business Plan RECORD DETAIL

First Name : Colleen

Last Name : Carlson

Stakeholder Comments/Issues : The Business Plan does not comply with and violates Proposition 1A.

2018 Business Plan RECORD DETAIL

First Name : Daniel

Last Name : Kline

Stakeholder Comments/Issues : My apologies. I'm sure that you've been inundated with this question on numerous occasions. Drawing a conclusion from the literature on this information page, the HSRA has been around since the year 2000. How does this organization/agency justify their poor scheduling and financial estimates?

2018 Business Plan RECORD DETAIL

First Name : Chase

Last Name : Ouellette

Stakeholder Comments/Issues : I don't believe that this is reasonable. Another increase in costs and a delay in operational launch. This is a joke. This project is going to be a drain on the California tax payers in the long run and its already very costly to live in the state of California. The claim that people will buy affordable housing in the central valley and use the train to get to work in the Silicon valley doesn't make sense either, It will be great for people who get in right away but given time those areas will be priced right out of being affordable as the wealthy tech people will go there and raise the housing costs by establishing new values, much like the towns of Morgan Hill and Gilroy. given time I can see that California will only be affordable to the wealthy and those on the welfare. Middle class Californian's will have to move out of state to find affordable housing within a reasonable travel to work. This project should cut it's loses before the cost is more than the citizens can repay.

2018 Business Plan RECORD DETAIL

First Name : Theale

Last Name : Haupt

Stakeholder Comments/Issues : I find that this plan finally is telling the truth about this project. Gov Moonbeam did it to the citizens of California and now the reality of this effort by the Governor, legislator and unions to fool us by lying is coming home to roost. Thank you for the truth but I will work to put all of you out of a position or job.

2018 Business Plan RECORD DETAIL

First Name : carmine

Last Name : divito

Stakeholder Comments/Issues : Gentleman this is not what we the voters approved in proposition 1A as it was voted on the issuance of \$9.95 billion of general obligation bonds. We the people/ the tax payers need to re-vote this. The estimate for the total cost of this project was about \$40 billion and In 2011, you issued a new cost estimate for the entire project between \$98.5 billion and \$118 billion. It's already costing us taxpayers \$180 million a year just to service that debt I think, which is less than 3 percent of the total cost to build the project. Are the supporters of this project willing to lay off teachers, cops and firefighters to pay this? Have you set the estimated ticket price on one-way high speed rail ticket between Los Angeles and San Francisco to \$105? So \$210 round trip. Why would anyone pay that when I can fly for \$150?

2018 Business Plan RECORD DETAIL

First Name : Mary Lou

Last Name : Snowden

Stakeholder Comments/Issues : I do not believe that the overwhelming cost to build the high speed rail will ever be rewarded with enough ridership. Californians are dependent on their cars and there is not enough interlinking mass transit . People are used to the convenience of getting where they want to be and having a car to get around once they reach their destination.
High speed rail through the San Francisco to San Jose corridor will disrupt communities in its path. If you proceed with anything, Please consider a simpler straight North (Sacramento) to South (Los Angeles) route. Possibly a transit hub in Merced.

2018 Business Plan RECORD DETAIL

First Name : Bill

Last Name : Hough

Stakeholder Comments/Issues : This project should be sent back to the voters because of changes to project scope and cost overruns since the 2008 vote approving the HSR bonds.

The 2000 plan's estimate of \$25 billion was in 1999 dollars, which equals about \$35.4 billion in 2017 dollars. The most recent plan's estimate of \$77.3 billion is in year-of-expenditure dollars, which equals about \$67.5 billion in 2017 dollars. That's a 91 percent increase in constant dollars and reason for a revote.

Today's estimate would be even more for a full 220-mph, 2-1/2-hour line that was promised in 2008. Projected travel time is now longer than what was promised to voters. The last time the authority projected a cost of that line was 2012, when it was estimated to cost \$74.5 billion in 2010 dollars (\$83.5 billion in 2017 dollars). So the cost overrun for the as-promised-but-no-longer-planned system is at least 135%.

Also the project ticket prices have increased and there is no intelligent consideration of covering operating costs.

Back to the drawing board with this project.

2018 Business Plan RECORD DETAIL

First Name : William C

Last Name : Leikam

Stakeholder Comments/Issues : Coyote Valley, south of San Jose, is a critical wildlife region. Given all the wildlife in that valley, they presently have the opportunity to travel back and forth between the Santa Cruz Mountains and the Diablo Range.

When built, the high speed rail system will cut this flow of wild animals in half, thus cutting off the corridors used by the animals as their "freeways" between the two mountain ranges. Once this is accomplished, the wildlife will eventually die out due to inbreeding which causes depression of the immune system and thus an increase in deadly diseases.

It is therefore of extreme importance that the rails be adequately elevated above the valley floor so that the wildlife can pass from one one mountain range to the other.

2018 Business Plan RECORD DETAIL

First Name : Jonathan

Last Name : Schaff

Stakeholder Comments/Issues : I am pleased that Cal-Train and Amtrak will be able to use the initial two segments. That tells me that the track will be standard gauge instead of a special wide gauge, like BART. Will the Amtrak Coast Starlight be able to use the San Jose to Gilroy segment? I hope so, because I will probably die before anything else is complete.

2018 Business Plan RECORD DETAIL

First Name : Douglas

Last Name : Borsom

Stakeholder Comments/Issues : Given the HSRA's history of consistently underestimating construction costs and build times, what new methodologies were applied to the 2018 draft that would increase confidence that this plan will prove any more reliable than previous plans?

2018 Business Plan RECORD DETAIL

First Name : Roy

Last Name : Mize

Stakeholder Comments/Issues : What accommodation is being made for future Dumbarton junction in Redwood City?

2018 Business Plan RECORD DETAIL

First Name : Janet

Last Name : Espinosa

Stakeholder Comments/Issues : Thank you for all the efforts in moving these projects forward.

It is encouraging that funding is sought from a variety of sources as HSR will benefit local, state, national and international citizens and businesses. The sooner HSR can go through Gilroy the sooner we will benefit.

2018 Business Plan RECORD DETAIL

First Name : cindy

Last Name : bloom

Stakeholder Comments/Issues : Dear CHSRA:

Attached please find a scan of over 250 letters from residents who live in the N.E. San Fernando Valley area of Los Angeles. Please consider these letters, many with individual remarks, as an official submission of comments regarding the 2018 Draft Business Plan.

The messages are clear:

Call for a Board meeting/hearing in the Northeast San Fernando Valley during the public comment period;

Remove E1 and E2 due to an abundance of technical, financial, political and social data and information rendering the alternatives infeasible;

Remove E1 and E2 as it's been three years, there is a united front of opposition and recently announced delays and cost increases are untenable. Sincerely,

Cindy Bloom

V.P. Shadow Hills Property Owners Assn.

Member, S.A.F.E. (Save Angeles Forest for Everyone) Coalition

Attachments :

Letters to CHSRA.pdf (8 mb)

February 22, 2018

Dear CHSRA Board of Directors:

I live in the Palmdale to Burbank project section of the proposed High Speed Train Routes. The 2018 Business Plan is now being prepared and is to be released in the upcoming weeks. I have the following requests related to the content and process for the Business Plan. In essence, I will call upon my legislators to not support approval of the Business Plan unless the routes E1 and E2 in the Burbank to Palmdale project section are removed permanently from consideration.

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Sincerely,

Signature:  Name: Carol C. Woodruff

Address: 10402 Jimenez Street, Lake View Terrace, CA 91342

Email: woodruff.carol@gmail.com Phone: 818 897-4223

Additional Comments: _____

February 22, 2018

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Sincerely,

Signature: Suzanne Habbershaw Name: Suzanne Habbershaw

Address: 20625 Johanna Ave Shadow Hills 91040

Email: suzannehabbershaw@yahoo.com Phone: _____

Additional Comments: _____

February 22, 2018

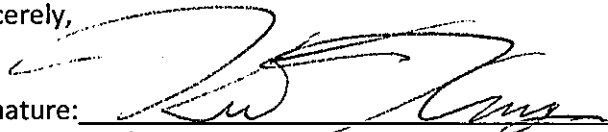
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Sincerely,

Signature:



Name:

KURT KRUEGER

Address:

11923 WEST TRAIL KAGEL CANYON

Email:

NK2KRUEGER@GMAIL.COM

Phone:

818 3990771

Additional Comments:

STOP WASTING PEOPLE'S \$\$. FOR
DESTRUCTIVE AND INCONSEQUENTIAL PROJECT

February 22, 2018

Dear CHSRA Board of Directors:

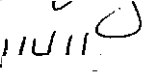
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Sincerely,

Signature: 

Name: MARGIE BEESON

Address: 

402 Lake View Terraces CA

Email: ma

yahoo.com Phone: 818-694-9266

Additional Co: _____



February 22, 2018

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Sincerely,

Signature: Bruce J Johannsen Name: Bruce J Johannsen

Address: 11242 Japinto Ave L.V. CA 91342

Email: Double J 53 @ AOL.Cen Phone: _____

Additional Comments: _____

February 22, 2018

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Sincerely,

Signature: Janet T. Suchner Name: JANET T. SUCHNER
Address: 12531 STAFFER PL., KAGEL CANYON, CA 91342
Email: jane.suchner@verizon.net Phone: _____
Additional Comments: _____


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Sincerely,

Signature:  Name: Mary Griffin

Address: 10741 Meadow Ridge St, Shadow Hills 91040

Email: mfggriffin2000@yahoo.com Phone: 818 808 3472

Additional Comments: The High Speed Train has lost support
as people see bad decisions and cost overruns.
Alternatives must be pursued

February 22, 2018

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Sincerely,

Signature: Bruce J Johanna Name: Bruce J Johansen
Address: 11242 Jacinto Ave LV 91342
Email: DoubleJB53@A.O.L.com Phone: _____
Additional Comments: _____ _____

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Sincerely,

Signature:  Name: Tony BASTIAANS

Address: 13691 GARVICA Ave #499 Sylmar 91342

Email: tonyb9@hotmail.com Phone: 818 281-4737

Additional Comments: A14 Also 1


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Sincerely,

Signature:  Name: JAMES SPENCER

Address: 10634 ART ST SHADOW HILLS CA 91040

Email: JAMES6SPENCER@gmail.com Phone: 818-397-8465

Additional Comments: BUILD HOMELESS SHELTERS INSTEAD!


February 22, 2018

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Sincerely,

Signature:  Name: HARRY BEESON
Address: 9824 HELEN AVE, SHADOWS HILLS, CA 91040
Email: HCBEESON24@G-MAIL Phone: 818-314-2834

Additional Comments: ~~_____~~


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Sincerely,

Signature:  Name: Michele Purpora-Tavdi
Address: 11371 Buena Vista Ave, LUT 91342
Email: robele farms@gmail.com Phone: 818 8345818
Additional Comments: _____

February 22, 2018

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Sincerely,

Signature: Margueta Waters Name: MARGUETA WATERS

Address: 11305 Foothill Blvd #82 L.V.T. Ca 91342

Email: mwat123@verizon.net Phone: 818.445.3969

Additional Comments: all routes + ideas of continuing this waste is + should be stopped

February 22, 2018

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Sincerely,

Signature: Beatrice Harendza-Harris Name: Beatrice Harendza-Harris
Address: 10435 Mary Belle Ave Sunland CA 91040
Email: beatrice.offense@gmail.com Phone: 818-437-0308

Additional Comments: _____ ~~_____~~ _____

February 22, 2018

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Sincerely,

Signature: E. Holloway Simpson Name: HOLLY SIMPSON

Address: 11300 FOOTHILL BL UNIT 4, LVT, CA 91342-6745

Email: SIMPSONDESIGN@EARTHLINK.NET Phone: 818-834-8815

Additional Comments: THE DRILLING COMPANY DRILLING THRU THE MOUNTAIN WILL COST US MILLIONS, OUR COMMUNITY, OUR LIFESTYLE, FOR THE ROAD TO NOWHERE


February 22, 2018

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Sincerely,

Signature:  Name: CATARINO CARAMEO
Address: 9810 SHADOW WAY ST. SUNLAND CA 91040
Email: duked@hess.com Phone: 818 353 9946
Additional Comments: _____


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Sincerely,

Signature:  Name: THOMAS BARTH

Address: 10052 CLYBOURN AVE, SHADOW HILLS, CA 91040

Email: CHASEMARTINSHORT@HOTMAIL.COM Phone: _____

Additional Comments: _____ ~~_____~~ ~~_____~~ ~~_____~~

February 22, 2018

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Sincerely,

Signature: Torrey Geer

(VICTORIA GERR)

Name: TORREY GERR

Address: 10989 FELINDA PLACE

Email: TORREY_91352@YAHOO.COM

Phone: 818-767-4603

Additional Comments: _____

February 22, 2018

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Sincerely,

Signature: Songri Determan Name: SONGRI DETERMAN

Address: 10261 ARNWOOD RD LAKE VIEW TERRACE

Email: ~~XXXXXXXXXX~~ Phone: (818) 899-1995

Additional Comments: LAKE VIEW TERRACE NO TRANS

SAVE OUR FOREST.

February 22, 2018

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Sincerely,

Signature: 

Name: Joseph Guinguis

Address: 11304 W HEALAND

Email: JAGuinguis@76@gmail.com

Phone: 7185611525

Additional Comments: _____

February 22, 2018

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Sincerely,

Signature: Georgia Vasta Name: GEORGIA VASTA

Address: 10454 MARY BELL AVE, SHADOW HILLS, CA, 91040

Email: VASTA@GEORGIEBEAR.COM Phone: 818-353-2905

Additional Comments: _____

February 22, 2018

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Sincerely,

Signature: Mariano Vasta Name: MARIANO VASTA
Address: 10454 MARY BELL AVE, SHADOW HILLS, CA. 91040
Email: VASTA@GEORGIEBEAR.COM Phone: 818-353-2905
Additional Comments: PLEASE CAREFULLY CONSIDER THE DECISIONS
MOST APPROPRIATE AND FAIR TO THE RESIDENTS
OF OUR COUNTRY AREA PROTECTED BY
ZONING AND RELATED LAWS.
PLEASE MAKE WISE CHOICES.
THANK YOU.

February 22, 2018

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Sincerely,

Signature: Tracey Adams Name: Tracey Adams
Address: 10320 Arnuard Rd INT Ca 91342
Email: traceyadamsacs@gmail.com Phone: (919) 503 5083

Additional Comments: _____

February 22, 2018

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Sincerely,

Signature: David J. DePinto Name: David J. De Pinto

Address: 10435ⁿ Mary Bell Ave., Sunland, CA 91040

Email: fdaviddepinto@ca.rr.com Phone: 310-502-7928

Additional Comments: CHSRA must REMOVE E1 and E2
from 2018 Business Plan!

Much unfinished business! Keep your
promises!

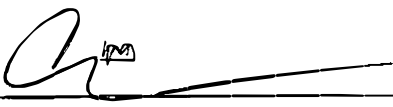
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Sincerely,

Signature:  Name: Cindy Bloom

Address: 9800 La Canada Way, Shalimar Hills CA 91744

Email: c@bloom571@gmail.com Phone: 818-445-5602

Additional Comments: _____


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Sincerely,

Signature:  Name: JIM M. STREETS
Address: 40516 WOLAVIUM ST., LAKE VIEW TERRA, CA 91342
Email: jstreets20@msn.com Phone: 818 445-5667
Additional Comments: _____

February 22, 2018

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Sincerely,

Signature: Katharine E. Paull Name: KATHARINE PAULL

Address: 12215 Park Trail, Kagel Canyon, CA 91342

Email: kpaul@earthlink.net Phone: (818) 899-7003

Additional Comments: We must save our forests. - Consider
Metrolink alternatives as has happened in
Northern California. We need transparency.

February 22, 2018

Dear CHSRA Board of Directors:

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Sincerely,

Signature: Russ Binzley Name: RUSS BINZLEY
Address: 11066 Felder Dr. Nagel Canyon Ca 91342
Email: B2RUSS@SBCGlobal.net Phone: 818 400 5006
Additional Comments: _____

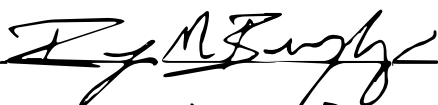
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Sincerely,

Signature:  Name: Rynell Binzley
Address: 11066 Felder Dr. Kagel Canyon CA 91342
Email: nelliebellus@gmail.com Phone: 818-241-8207
Additional Comments: o o o o o o o o o o

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Sincerely,

Signature: Pamela Woloncisz Name: PAMELA Woloncisz

Address: 10552 Wheatland Ave, Arrow Heel, CA 91042

Email: MU2AL@CA-rr.com Phone: 818 352 4492

Additional Comments: _____

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Sincerely,

Signature: Jessica Aguilar Name: Judith Trayillo
Address: 9911 La Jura Camp Rd, Sun Valley, CA 91352
Email: mytmule@gmail.com Phone: (818) 962-3323

Additional Comments: _____

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Sincerely,

Signature: Roberta Spindelley Name: o o o o o

Address: 10056 Sanborn Way

Email: Shadow Hills, ca Phone: 818-352-3623

Additional Comments: o o o o o

February 22, 2018

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Sincerely,

Signature: Joe Kramer Name: Joe Kramer

Address: 10857 Fern Ave Los Angeles

Email: JoeKramer@ms.com Phone: _____

Additional Comments: Our community has told you repeatedly that this is not a good plan for the community or the environment!

February 22, 2018

Dear CHSRA Board of Directors:

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Sincerely,

Signature: John C. Gallegos Name: JOHN K GALLEGOS
Address: 12329 FOREST TRAIL SHERMAN CA 91342
Email: THEJOHNSHOME@YMAIL.COM Phone: 626-625-8463
Additional Comments: PLEASE OPPOSE THIS PROJECT AND
IMPROVE AND SAVE MONEY WITH METRO LINE


February 22, 2018

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Sincerely,

Signature:  Name: Jorj Topaloglu
Address: 12329 FOREST TEL - SYLMAR CA 91342
Email: jorjj2444@yahoo.com Phone: 310-415-8758
Additional Comments: I don't think our community can handle such a big project.

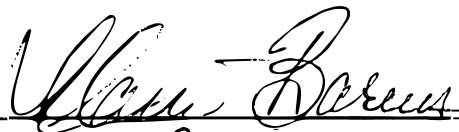
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Sincerely,

Signature:  Name: NANSI BARNES
Address: 11306 OSBORNE ST Lake View Terrace CA 91342
Email: nblakeview@ca.rr.com Phone: 818-448-2375
Additional Comments: Stop E-1 & E-2

February 22, 2018

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Sincerely,

Signature: *Susan Bustamante* Name: Susan Bustamante

Address: 8209 Grove St. Sunland-Tujunga CA 91040

Email: *[redacted]* Phone: *[redacted]*

Additional Comments: *[redacted]* *[redacted]* *[redacted]*

February 22, 2018

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Sincerely,

Signature: William F. Eick Name: William F Eick

Address: 9647 Stonehurst Ave Sun Valley, Calif

Email: bill @ eick free busn. com Phone: 818-353-6191

Additional Comments: _____

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Sincerely,

Signature: Judith McKissick Name: Judith McKissick (Judith)
Address: 10233 McBroom St Cell: 818 298-0683
Email: _____ Phone: 818-951-2794
Additional Comments: stop that Rail, Miss Speed

February 22, 2018

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Sincerely,

Signature: Barbara M. M. M. Name: BARBARA M. M. M.
Address: @ 13953 Candelwood Sylmar 91342
Email: barb9999@hotmail.com Phone: 818 367 3383
Additional Comments: _____

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Sincerely,

Signature:  Name: 2/22/18

Address: 10339 JOHANNA AVE

Email: URIAS@ARRELL@GMAIL.COM Phone: 818 231 4230

Additional Comments: _____



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Sincerely,

Signature:  Name: Cynthia Urias
Address: 10339 Johanna Ave S. Hills 91040
Email: Cynthia-the-orbonne-girl@gmail.com Phone: 818-231-4228
Additional Comments: 

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Sincerely,

Signature: Gerri Summe Name: Gerri Summe

Address: 9503 Wheatland Ave, Shadow Hills, CA 91040

Email: gerri.summe@gmail.com Phone: 818-273-4487

Additional Comments:

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Sincerely,

Signature: Barbara Patton Name: BARBARA PATTON

Address: 10541 ART ST. SHADOW HILLS CA 91040

Email: BARBIE-AND-KEN@LIVE.COM Phone: 818 353-5576

Additional Comments: _____


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Sincerely,

Signature:  Name: AL WOLLONCZ
Address: 1552 WILHELM ATLAND AVE SHADOW HILLS
Email: MUZZAI@CA.RR.COM Phone: 818-352-4492
Additional Comments: _____


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Sincerely,

Signature:  Name: Jan Johannes
Address: 1085 Foothill Blvd.
Email: arabellajohannes1@yahoo Phone: 818-822-8869
Additional Comments: _____

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Sincerely,

Signature:  Name: Ann E. Job

Address: 14047 CANDLEWOOD DR., SYCAMAR, CA 91342

Email: Annjob@yahoo.com Phone: 818/364-9318

Additional Comments: OK. THIS IS OLD TECHNOLOGY. ~~EE~~ GETTING BETWEEN SAN JACQUIN VALLEY & SILICON VALLEY QUICKLY IS A GOOD THING.

DO THAT AND THEN DECLARE THE JOB DONE. LEAVE LA OUT OF IT. AT THE VERY LEAST LEAVE THE NE SAN FERNANDO VALLEY OUT OF IT.

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Sincerely,

Signature: 

Name: Cheryl Burns

Address: 11370 Sheldon St Sun Valley, CA 91352

Email: Cherylataco@aol.com

Phone: 818-482-9101

Additional Comments: ~~no~~ ~~no~~ ~~no~~ ~~no~~ ~~no~~ ~~no~~ ~~no~~

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Sincerely,

Signature: Shari Anderson Name: SHARI ANDERSON
Address: 10505 Alair Dr Shadow Hills Ca
Email: Shariandersonb3@gmail.com Phone: 818-504-6262
Additional Comments: _____


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Sincerely,

Signature:  Name: JACK KURCHIAN
Address: 10157 Mc Broom St., Shadow Hills, CA 91040
Email: jackkurchian@aol.com Phone: 818-472-9629
Additional Comments: _____

February 22, 2018

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Sincerely,

Signature: Jason Bustamante Name: Jason Bustamante
Address: 8209 Grover St, Sunland CA, 91046
Email: _____ Phone: 626-316-2691
Additional Comments: _____

February 22, 2018

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Sincerely,

Signature: Linda Bustamante Name: Linda Bustamante

Address: 8209 Grove St Sunland CA 91040

Email: _____ Phone: _____

Additional Comments: NO Bullet Dont take our homes

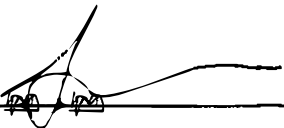
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Sincerely,

Signature:  Name: Sharon Shue
Address: 9761 Foothill PL LVT, CA. 91342
Email: sharonshue.org Phone: 818 438 8848
Additional Comments: ~~_____~~ ~~_____~~ ~~_____~~ ~~_____~~

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Sincerely,

Signature: Robin Siegel-Meares Name: Robin Siegel-Meares

Address: 18767 MOUNTAIN AVE TOLONGA CA 91042

Email: Robin.Jm@cal.com Phone: 818 951-1037

Additional Comments: Put the HSR Down the 5 Freeway
like we voted on! OR better yet, spend
the money on ensuring we do not
Succumb to the drought.

February 22, 2018

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Sincerely,

Signature:  Name: ABBY DIAMOND

Address: ~~7526~~ Kyle St Tyjunga CA 91042

Email: a.gemotagir@gmail.com Phone: 818 399 2997

Additional Comments: the train should go on
EXISTING INFRASTRUCTURE !!

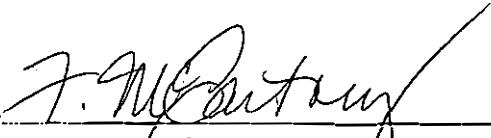
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Sincerely,

Signature:  Name: F. MCCARTNEY
Address: Sunland, CA.
Email: frannyshow@yahoo.com Phone: n n
Additional Comments: n n n n n


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Sincerely,

Signature:  Name: Lois Elizabeth Khanna@gmail.com
Address: 10240 Mc. Broom St Shadow Hills, Ca 91040
Email: lelizabethkhanna@gmail.com Phone: _____
Additional Comments: _____

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Sincerely,

Signature: Paul Garibaldi Name: PAUL GARIBALDI

Address: 10514 MAHONEY DR. SHADOW HILLS 91040

Email: PGARIBALDI@CA.RR.COM Phone: 818-554-6509

Additional Comments: _____

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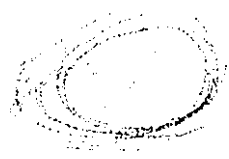
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Sincerely,

Signature: Karen Garibaldi Name: Karen Garibaldi
Address: 10514 Mahoney Dr Shadow Hills, CA 91040
Email: Kgaribaldi@ca.rr.com Phone: 818 951-1873

Additional Comments: _____



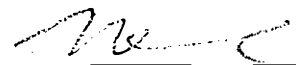
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Sincerely,

Signature:  Name: Megau Sanford

Address: 7727 Fory the St Engage 911047

Email: ~~pm pm~~ Phone: 8183536623

Additional Comments: ~~pm pm pm pm pm pm pm pm~~

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Sincerely,

Signature: Armida Montes Name: M. ARMIDA MONTES

Address: 10044 Lemonade Ave, Mission Hills, CA 91345

Email: ArmidaMontes5@gmail.com Phone: 818-726-2338

Additional Comments: _____


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Sincerely,

Signature:  Name: Jacquelyn Gamble
Address: 10018 W. 1st Shadow Hills
Email: jacquygamble@gmail.com Phone: 918 951 2707
Additional Comments: e e e

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Sincerely,

Signature: *Eve Sullivan* Name: Eve Sullivan
Address: 10401 Foothill Blvd. Lake View Terrace, CA 91342
Email: gr8twinmom@yahoo.com Phone: 818-497-8363
Additional Comments: ~~No one~~ ^{No one} ~~has~~ ^{has} ever voted for this project section!
It was along the North South existing roads - nothing else

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Sincerely,

Signature: Liliana Sanchez Name: Liliana Sanchez
Address: 11608 Shelly Vista Dr. Tujunga, CA 91042
Email: lilianas818@gmail.com Phone: 818 564-2232

Additional Comments: lps lps lps lps lps lps

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Sincerely,

Signature: Brad Anderson Name: BRAD ANDERSON
Address: 10505 VAIL DR
Email: _____ Phone: 818-504-6262
Additional Comments: _____

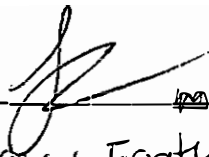
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Sincerely,

Signature:  Name: Tiffany Shelton
Address: 10161 Foothill Blvd (Lake View) Terrace CA 91362
Email: shelton25@yahoo.com Phone: (818) 281-4419
Additional Comments: Please, I don't want a train going through my house


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Sincerely,

Signature:  Name: Jake Shelton (14) years old

Address: 10161 Foxhill Blvd lakeview terrace, ca 91392

Email: jakeread2003@yahoo.com Phone: (818) 7281-9919

Additional Comments: I'm 14 I love my house
and I don't want to have to move
because of a train going past and or through
my house

February 22, 2018

Dear CHSRA Board of Directors:

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Sincerely,

Signature: Dawn Phillips Name: DAWN PHILLIPS
Address: 10015 La Canada Way
Email: floatingleaf@1CLOUD.COM Phone: 818.353.8958
Additional Comments:

February 22, 2018

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Sincerely,

Signature: Dawn Phillips Name: Dawn Phillips
 Address: 10015 La Canada Way, Sunland, Ca 91068
 Email: floatingleaf@icloud.com Phone: 818 253-8958
 Additional Comments: _____

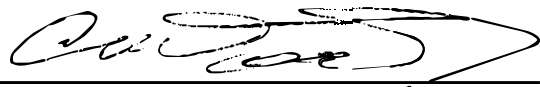
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Sincerely,

Signature:  Name: Carlos Torres
Address: 10516 Walden St. C.V.T. CA. 91342
Email: @Torres25@MSA.com Phone: 818 896-2611
Additional Comments: Stop the train - !

February 22, 2018

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Sincerely,

Signature: Candyce Binzley Name: Candyce Binzley

Address: 11066 Felder Dr. Kagel Canyon CA 91242

Email: b2candu@sbcglobal.net Phone: 818.378.3221

Additional Comments: We voted for it, understanding it would travel along existing channels of transportation, never thru the neighborhoods, mountains & forests here;


February 22, 2018

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Sincerely,

Signature:  Name: Sheri Thompson
Address: 8614 Foothill Bl, #109, Sunland, CA. 91040
Email: jewlsmadmax@yahoo.com Phone: 818.527-0154
Additional Comments: _____

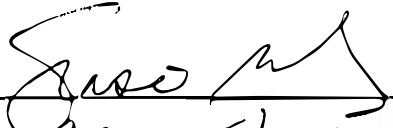
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Sincerely,

Signature:  Name: Susie Brooks
Address: 9945 Shadow Hills Dr 91040
Email: sbrooks24@gmail.com Phone: 818 273 4797
Additional Comments: _____


February 22, 2018

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Sincerely,

Signature:  Name: George C. Poole
Address: 10630 KURT ST, Lake View Terrace, CA 91342
Email: Calpoole@ca.vrr.com Phone: 818-590-8741
Additional Comments: _____

February 22, 2018

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Sincerely,

Signature: NPose Name: NPose

Address: 10430 Kent St WT

Email: _____ Phone: 818 810 2089

Additional Comments: _____

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Sincerely,

Signature:  Name: N Poole

Address: 19632 Kent St W

Email: Phone: 818 890 7089

Additional Comments:

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Sincerely,

Signature: Michael S. McGinnis Name: Michael McGinnis
Address: 1116 Alleyway St. San Valley, Ca. 91352
Email: mmcginnis@yahoo.com Phone:
Additional Comments:


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Sincerely,

Signature:  Name: LUIS CARRILLO
Address: 11240 DOMINICA AVE
Email: LU.OLDERS@VERIZON.NET Phone: 818-399-1693
Additional Comments: ~~XXXX~~ ~~XXXX~~ ~~XXXX~~

February 22, 2018

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Sincerely,

Signature: W. L. Behrens Name: W. L. Behrens

Address: 11260 DOMINICA, Lake View Terr, CA 91342

Email: wbehrens@msn.com Phone: 818-378-1534

Additional Comments: _____

February 22, 2018

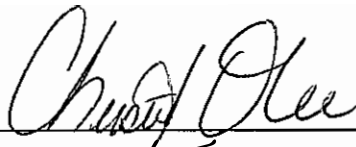
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Sincerely,

Signature:



Name:

CHRISTI O'CONNOR

Address:

10310 Johanna Ave Sunland CA 91040

Email:

Docton@gmail.com

Phone:

818 714 1167

Additional Comments:

~~_____~~

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Sincerely,

Signature:  Name: PATRICIA J. HAO

Address: 10557 MATONEY DR. SHADOW HILLS, CA. 91040-1215

Email: MARMEYSFREE@AOL.COM Phone: (818) 352-8283

Additional Comments: _____

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Sincerely,

Signature: Martha Hankins Name: Martha Hankins
Address: 10545 Mahoney Dr Shadow Hills Ca.
Email: Martha.hankins@icloud.com Phone: 318 951-1669
Additional Comments: ipm ipm ipm


February 22, 2018

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Sincerely,

Signature:  Name: Roberta C. Cole
Address: 10040 Wentworth St, Shadow Hills, CA 91040-1240
Email: _____ Phone: (818) 353-4633
Additional Comments: ~~_____~~ ~~_____~~

February 22, 2018

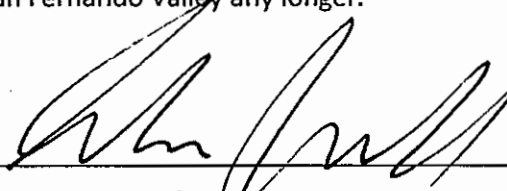
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Sincerely,

Signature:



Name:

ARLAN JEWELL

Address:

10541 JOHANNA AVE, SHADOW HILLS, CA 91040

Email:

~~lps lps~~

Phone:

818-353-5078

Additional Comments:

~~lps lps lps~~

~~lps lps~~

~~lps~~

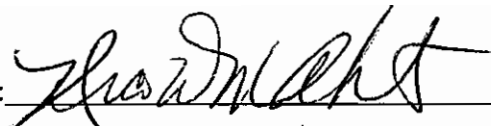
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Sincerely,

Signature:  Name: Nicole M. Akten
Address: 10249 Whittard Ave Shadow Hills CA 91040
Email: inakougir@hotmail.com Phone: /// // //
Additional Comments: /// // //

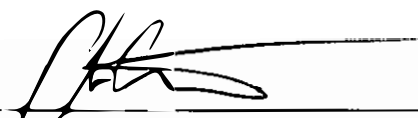
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Sincerely,

Signature:  Name: Andrew Anton

Address: 10249 Whittier Ave, Shadow Hills CA 91090

Email: ~~anton@whittier.com~~ ~~anton@whittier.com~~ ~~anton@whittier.com~~ ~~anton@whittier.com~~ ~~anton@whittier.com~~ ~~anton@whittier.com~~ ~~anton@whittier.com~~ ~~anton@whittier.com~~ ~~anton@whittier.com~~ ~~anton@whittier.com~~ Phone: 918-273-4384

Additional Comments: ~~anton@whittier.com~~ ~~anton@whittier.com~~

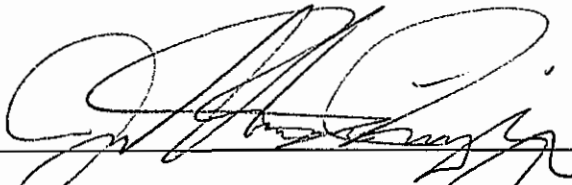
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
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Sincerely,

Signature:  Name: INIGUEZ, JONATHAN

Address: 13550 VEA SANTA MARIA, SYLMAR CA 91342

Email: JONATHAN.INIGUEZ@GMAIL.COM Phone: 818 966 9983

Additional Comments: _____ 

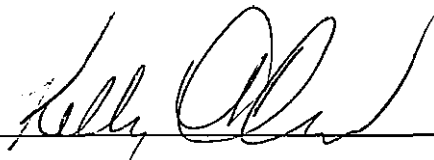
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Sincerely,

Signature:  Name: Kelly Herald
Address: 10805 OAK MOUNTAIN PL. SHADOW HILLS, GA 91040
Email: SAFETYKELLY@CA-RR-COM Phone: 818 618 6806
Additional Comments: _____


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Sincerely,

Signature:  Name: PARAM SHARMA
Address: 11305 Goleta St, LVT CA 91342
Email: PARAMSHARMA@outlook.com Phone: 818-890-1056

Additional Comments: ~~_____~~

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Sincerely,

Signature: Mary Ellen Waters Name: MARY ELLEN WATERS
 Address: 11235 Allegany St. S.V 91352-1105
 Email: mariae.waters@gmail.com Phone: 818-679-1949
 Additional Comments: DO NOT RAILROAD US.

NO HIGH SPEED RAIL

SAVE OUR FOREST & NATURE'S BEAUTY
DO NOT BE GREEDY, ARROGANT, CORRUPT
WHAT ARE YOU THINKING? ONLY GREED,
ARROGANT, CORRUPT WANT TO DESTROY
OUR BEAUTIFUL COMMUNITY. YOU ARE DISGUSTING


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Sincerely,

Signature:  Name: DAVID BARRON

Address: 10110 SAMOA AVE

Email: DAVID2STEP@YAHOO.COM Phone: 918.974.5054

Additional Comments: THIS HSR IS NOT WHAT THE BALLOT SPECIFIED.

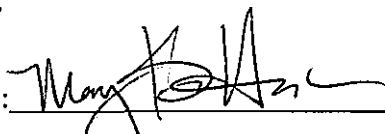
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Sincerely,

Signature:  Name: MARY K HUGHES
Address: 9909 HELEN AVE, SHADOW HILLS, CA 91040
Email: mary.k.hughes@ca.rr.com Phone: 818-384-3133
Additional Comments: _____

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Sincerely,

Signature: Richard R. Teasley Name: Richard Teasley
Address: 10904 Meseta Ave Sunland CA 91060
Email: RT91352@aol.com Phone: 818 535-5719
Additional Comments: Shut it down!

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Sincerely,

Signature:  Name: Richard Crowther

Address: 10550 McBRROOM ST. SHADOW HILLS, CA

Email: richardcrowtherjr@gmail.com Phone: 818-640-2808

Additional Comments: _____

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Sincerely,

Signature:  Name: Autumn Shaw
Address: 12612 Trail 2, Kagel Canyon, CA 91342
Email: leafytum@gmail.com Phone: 323-401-3998
Additional Comments: _____


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Sincerely,

Signature:  Name: Yolie Anguiano

Address: 1412

Email: YOLIE@YOLIEANGUIANO.COM Phone: (818) 523-7330

Additional Comments: NO E2 or E1, stop the project.

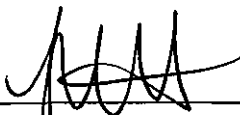
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Sincerely,

Signature:  Name: 2.22.18
Address: 7845 Saneola Ave Sun Valley CA 91352
Email: _____ Phone: _____

Additional Comments: _____

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Sincerely,

Signature:  Name: Susan Hansis

Address: former 16 yr shadow hills resident until 8/2017

Email: suehansis@gmail.com Phone: ~~424 424~~

Additional Comments: ~~ipa~~ ~~ipa~~

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Sincerely,

Signature: William Slocum Name: William Slocum
Address: 3606 Karst Camp Rd Sylmar, CA 91342
Email: wslocum1a@gmail.com Phone: 818-890-4590
Additional Comments: _____

February 22, 2018

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Sincerely,

Signature: Anne Van Duzen Name: Anne Van Duzen

Address: 9815 Wheatland Ave Shadow Hills 91040-1231

Email: amathys2@aol.com Phone: 818-568-5199

Additional Comments: _____

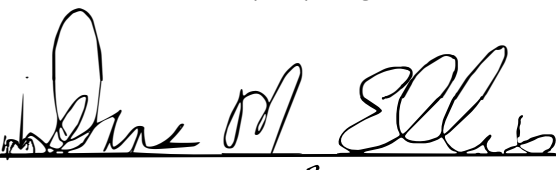
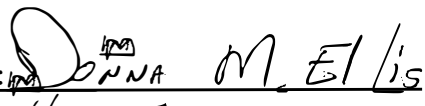
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Sincerely,

Signature:  Name: 
Address: 9803 Sunflow Way, Sun Valley, CA 91352
Email: Tenn^{est}terry2013@gmail Phone: 818767-2207
Additional Comments: _____

February 22, 2018

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Sincerely,

Signature: Robert C. Johnson Name: Robert C. Johnson
Address: 9902 Canyon Blvd Valley Calif 91352
Email: RobertJohnson2013@gmail.com Phone: 218-383-467-2907
Additional Comments: _____

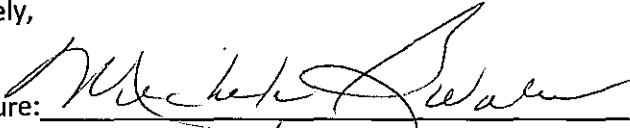
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Sincerely,

Signature:  Name: Michele Swanson
Address: 10156 Juliette Way Shasta Hills
Email: michelswanson@gmail.com Phone: 818-252-7984

Additional Comments: _____

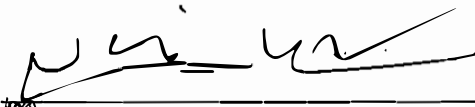
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Sincerely,

Signature:  Name: Tarisha Harper

Address: 10439 Oro Vista Ave. Sunland CA 91040

Email: tmharper88@gmail.com Phone: (818) 823-8405

Additional Comments: Use our tax dollars to
conserve water !! Not build trains
that no one will ride!


February 22, 2018

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Sincerely,

Signature:  Name: Alan R. Byler
Address: 11250 Wheatland Ave. Lake View Terrace, CA 91342
Email: ~~lpn lpn~~ Phone: ~~lpn~~
Additional Comments: ~~lpn lpn~~

February 22, 2018

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Sincerely,

Signature: Pamela R Harper Name: PAMELA R. HARPER
Address: 10439 ORO VISTA AVE SUNLAND CA 91040
Email: pamelaharper19@yahoo.com Phone: 424 424
Additional Comments: 424 424 424 424 424 424


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Sincerely,

Signature:  Name: Lonnat Hernandez
Address: 11557 Terra Bella St. L.U.T. CA 91342
Email: Lonnahernandez17@gmail.com Phone: (818) 890-3142
Additional Comments: o o o o o o o o

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Sincerely,

Signature: John Descour Name: John Descour 20402
Address: 11250 Wheatland Ave Sylmar Ca 91742
Email: _____ Phone: 818-714-5253

Additional Comments: _____


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Sincerely,

Signature:  Name: EMILIA

Address: 11250 Wheatland Ave Lakewood Terrace CA 91342

Email: ~~XXXXXXXXXX~~ Phone: _____

Additional Comments: ~~XXXX~~ ~~XXXX~~ ~~XXXX~~


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Sincerely,

Signature:  Name: David Dandridge

Address: 11410 Lemoncrest Ave LVT 91342

Email: sober249@gmail.com Phone: 818) 590-7312

Additional Comments: You want my home? Five words:
over my cold dead hands.

February 22, 2018

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Sincerely,

Signature: John Galway Name: JOHN GALWAY
Address: 10946 Odell Ave Sunland CA 91040
Email: galway_john@hotmail.com Phone: 818 502-0190
Additional Comments: no no no no no

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Sincerely,

Signature: Rita Takenouchi Name: Rita Takenouchi
Address: 12216 Spring Trail
Email: Rita.foon.takenouchi@gmail.com Phone: 818.834.6654
Additional Comments: _____

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Sincerely,

Signature:  Name: Maelene Rader

Address: 12614 Trail 3 Kagel Canyon CA 91342

Email: generalmae@aol.com Phone: 818-890-7593

Additional Comments: ~~mae~~ ~~mae~~ ~~mae~~ ~~mae~~

February 22, 2018

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Sincerely,

Signature: William Slocum Name: William Slocum

Address: 13406 Kagel Cny Rd Sylmar, CA 91342

Email: bslocum@a.gmail.com Phone: 818-890-4590

Additional Comments: _____


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Sincerely,

Signature:  Name: Roy Romero

Address: 10082 Baring St Shadow Hills

Email: LAW22LOGAN@YAHOO.COM Phone: 818-353-8240

Additional Comments: _____

February 22, 2018

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Sincerely,

Signature: _____



Name: _____

Nanette Wenger

Address: _____

9700 SHADOW ISLAND DRIVE, SHADOW HILLS 91040

Email: _____

nanettefawn@gmail

Phone: _____

818) 957-6009

Additional Comments: _____

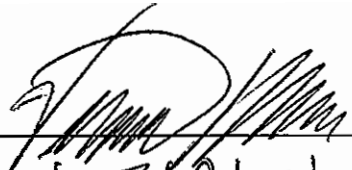
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Sincerely,

Signature:  Name: Vince Moore
Address: 60750 Wheatland Ave Shadow Hills
Email: VkMoore@yahoo.com Phone: 818 448 9023
Additional Comments: _____

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Sincerely,

Signature: Monica P. Vacas Name: Monica P. Vacas
Address: 10227 Kanark St Sun Valley Ca 91352
Email: monicavacas@hotmail.com Phone: (818) 953-7477
Additional Comments: Notes were never disclosed the damage involved with the CHSRA ballot


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Sincerely,

Signature:  Name: Diana Shepherd
Address: 9578 La Canada Way, Sunland, CA 91060
Email: ted@jlshepherd.com Phone: (818) 898-2364
Additional Comments: SAVE OUR COMMUNITIES!

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Sincerely,

Signature: Suzanna Wood Name: Suzanna Wood
Address: 100 21 Stonehurst Ave, Sun Valley CA 91352
Email: SuzannaWood26@gmail.com Phone: 818 814 3275
Additional Comments: We the people need to be heard & represented — ? by you??

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Sincerely,

Signature:  Name: David Elson

Address: 10270 McBroom St. Shadow Hills, CA 91040

Email: Delson310@gmail.com Phone: (440) 823-1174

Additional Comments: This is appalling and unfair. A project like this will ruin our community and lives.

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Sincerely,

Signature: Susan Colgan Name: SUSAN COLGAN

Address: 10503 Wheatland Ave (Shadow Hills), CA 91040

Email: scolgan@rocketmail.com Phone: 818/352-0995

Additional Comments: o o o o o o

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Sincerely,

Signature: Kelly Colgan Name: KELLY COLGAN
Address: 10553 WHEATLAND AVE., SHADOW HILLS CA.
Email: KSC0995@CA-RR.COM Phone: 818 635 2596
Additional Comments: _____

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Sincerely,

Signature: Keith Benzler Name: Keith Benzler
Address: 10533 Johnson Ave Burbank ca 91510
Email: ~~keith@benzler.com~~ Phone: ~~818-338-1111~~
Additional Comments: STOP the Train

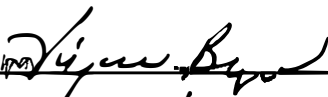
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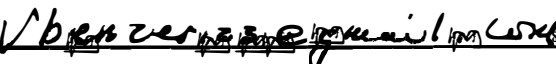

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Sincerely,

Signature:  Name: Virginia Benzler

Address: 10533 Johanna Ave Sausalito Ca 94060

Email:  Phone: 

Additional Comments: _____

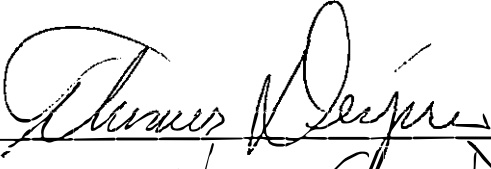
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Sincerely,

Signature:  Name: THOMAS DESJARDES
Address: 10340 VAWCER CLOUD DR SHADOW HILLS, CA
Email: thom.desjardes@gmail.com Phone: 818-256-9683
Additional Comments: THIS CHSRA PROJECT IS AN HISTORIC MISTAKE

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Sincerely,

Signature: Cynthia Despres Name: Cynthia Despres
Address: 10340 Valley Glow Drive, Shadow Hills 91040
Email: cynthia.despres@gmail.com Phone: 818-653-5538

Additional Comments:

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Sincerely,

Signature: Jose Miguel Name: Jose Miguel
Address: 110316 Casuga Ave, Pacoima, CA, 91331
Email: jose.miguel@nyu.edu Phone: (818) 447-5881
Additional Comments: ~~pa~~ ~~pa~~ ~~pa~~


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Sincerely,

Signature:  Name: Nicole Chase
Address: 12695 Burbank Blvd Sylmar, CA 91342
Email: chaseaction@gmail.com Phone: (714) 621-1944
Additional Comments: _____

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Sincerely,

Signature: *Lois Rodriguez* Name: Lois Rodriguez
Address: 9315 Telfair
Email: _____ Phone: 818-823-0732

Additional Comments: _____

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Sincerely,

Signature: Annette Bogn Name: Annette Bogn
Address: 11005 Allegheny St Shadow Hills CA 91352
Email: anettebogn@netscape.net Phone: 818 930-9885

Additional Comments: _____

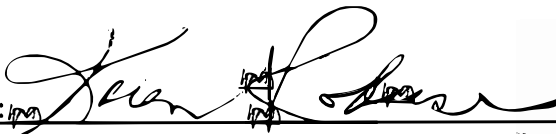
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Sincerely,

Signature:  Name: STEVEN ROBINSON
Address: 7112 MORNING GLOW Van Valley 91352
Email: ~~_____~~ Phone: ~~_____~~
Additional Comments: ~~_____~~

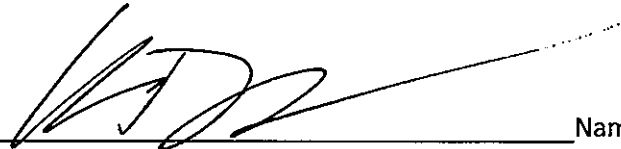
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Sincerely,

Signature:  Name: Kim Di Maggio

Address: 11583 Bonham Avenue, Lake View Terrace, CA 91342

Email: kedimaggio222@gmail.com Phone: 818/345-5701

Additional Comments: Save our Community

February 22, 2018

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Sincerely,

Signature: Barbara Rowe Name: BARBARA ROWE
Address: 10807 Wescott Ave, Sunland 91040
Email: BarbRowe@gmail.com Phone: 818-395-0183
Additional Comments: _____


February 22, 2018

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Sincerely,

Signature:  Name: Jessica Younan
Address: 12146 Via Santa Rosa, Sylmar, CA 91342
Email: jjyounan@gmail.com Phone: 818-625-4559
Additional Comments: _____ a _____ a a _____

February 22, 2018

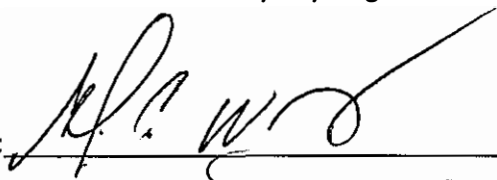
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Sincerely,

Signature:



Name:

Gordon Wray

Address:

10215 Foothill Blvd.

LVT

Email:



Phone:



Additional Comments:

February 22, 2018

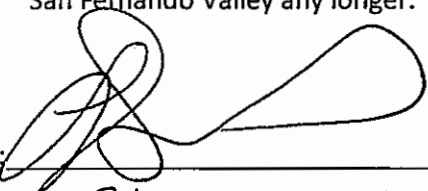
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Sincerely,

Signature:



Name:

L. SWEET

Address:

11054 LONGFORD ST, SYLMAR CA

Email:

LAURALENA.SWEET@GMAIL.COM

Phone:

619 549-3617 91340

Additional Comments:

~~mm mm~~ ----- ~~mm mm mm~~


February 22, 2018

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Sincerely,

Signature:  Name: WILLIAM ALVIN
Address: 11054 LONGFORD ST. SILMAR CA 91342
Email: WILLIAM@GMAIL.COM Phone: 425 2461542

Additional Comments: _____

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Sincerely,

Signature: Sandra H Wilson Name: SANDRA WILSON

Address: 11583 Bowham Ave Lake View Furnace CA 91342

Email: shwilson111@gmail.com Phone: (818) 686-8747

Additional Comments: ~~_____~~

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Sincerely,

Signature: Karo Torossian Name: Karo Torossian
Address: 10019 Cabanas Ave, Tujunga 91042
Email: Torossian@SFRHSRA.com Phone: 8183958575

Additional Comments: _____ ~~lps lps~~ _____ ~~lps lps lps~~ _____

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Sincerely,

Signature: Stanley W. Gianone Name: Stanley W. Gianone

Address: 11423 Ruggers Ave

Email: StanGianone@yahoo.com Phone: 818 400 5971

Additional Comments:

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Sincerely,

Signature: Jaquie Bleth Name: Jaquie Bleth
Address: 10426 Ormond Street Shadow Hills 91040
Email: jacquie-bleth@yahoo.com Phone: 818 771-1053
Additional Comments: _____

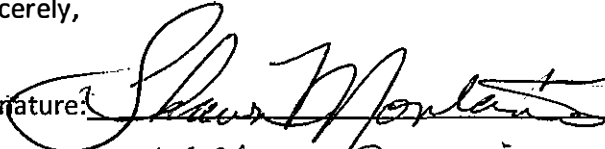
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Sincerely,

Signature:  Name: Shawn Montaño
Address: 11243 Spring Tr, Kagel Cyn 91342
Email: shawnsantiquelights@gmail.com Phone: (818) 209-6418
Additional Comments: _____

February 22, 2018

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Sincerely,

Signature: Susan Steedman Name: SUSAN STEEDMAN
Address: 10309 McBroom St Sunland, CA 91040
Email: enchantedbranch@earthlink.net Phone: 818 353-1511
Additional Comments: e e e e e

February 22, 2018

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Sincerely,

Signature:  Name: Sharae Jones

Address: 9703 Sombra Terrace St Shadow Hills CA 91080

Email: sharaejones@gmail.com Phone: 818 317 6432

Additional Comments: ~~_____~~

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Sincerely,

Signature: Melanie Horvencik Name: Melanie Horvencik
Address: 10109 + 10114 Stonehurst Ave, Sun Valley, CA 91352
Email: impyscwgrl@aol.com Phone: (818) 252-6422
Additional Comments: my husband signed as well
Christophe Janowski @

February 22, 2018

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Sincerely,

Signature: Donna M. Lauber Name: DONNA M. LAUBER
Address: 12721 KAGEL CYN ROAD LAKE VIEW TERRACE CA 91342
Email: buffalo2620@gmail.com Phone: (818) 272 8147
Additional Comments: EQUESTRIAN health & safety issues ~~ignored~~ not
addressed by ANY VALID VETERINARIAN sources such as
UC DAVIS OR TEXAS A&M vet schools, research
centers. Those should be **REQUIRED**

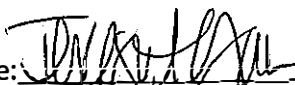
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Sincerely,

Signature:  Name: TERESA A. GARCIA
Address: 11011 BURLINGAME ST SUN VALLEY, CA 91352
Email: teresannegarcia@gmail.com Phone: 818 214 1100
Additional Comments: _____

February 22, 2018

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Sincerely,

Signature: Dean White Name: DEAN
Address: 10618 Tax Forest Rd, Sun Valley CA, 91352
Email: WHITE@GMAIL.COM Phone: 310 703-3946
Additional Comments: STOP THIS PROJECT

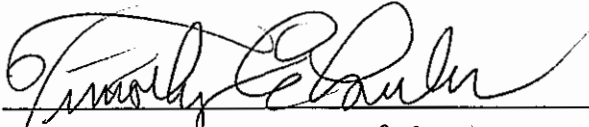
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Sincerely,

Signature:  Name: TIMOTHY E. LAABER
Address: 1771 KAGEL CANYON ROAD, SYLMAR, CA 91511
Email: timlaaber@fox.com Phone: 818-846-3304
Additional Comments: _____

February 22, 2018

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Sincerely,

Signature: Tammy N. Parkinson Name: Tammy N. Parkinson
Address: 10792 Wheatland Ave Shadow Hills CA
Email: tammy.parkinson@yahoo.com Phone: 818-621-8266
Additional Comments: _____

February 22, 2018

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Sincerely,

Signature:



Name: RANDAL FERMAN

Address: 10651 LONGFORD ST. LAKE VIEW TERRACE, CA 91342

Email: rferman1@gmail.com

Phone: 818-675-1425

Additional Comments:

February 22, 2018

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Sincerely,

Signature: Jennifer Mayer Name: Jennifer Mayer
Address: 12184 Spring Trail, Kagel Canyon 91342
Email: jfmayer@ad.com Phone: 818-434-3348
Additional Comments: _____

February 22, 2018

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Sincerely,

Signature: Jennifer Mayer Name: Jennifer Mayer
Address: 12154 Spring Trail, Kagel Canyon 91342
Email: jjmayer@aol.com Phone: 818-434-3348
Additional Comments: _____

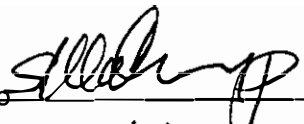
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Sincerely,

Signature:  Name: SABINE WATERKAMP
Address: 10451 MARY BELL AVE., SHADOW HILLS, CA 91042
Email: SABINE@ACSLA.COM Phone: 818-554-8881
Additional Comments: o o o o o o o

February 22, 2018

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Sincerely,

Signature:  Name: D. Arcaro

Address: 7840 Apperson, Sunland, CA 91040

Email: tachevah@verizon.net Phone: 818-352-6320

Additional Comments: o o o o o o o o

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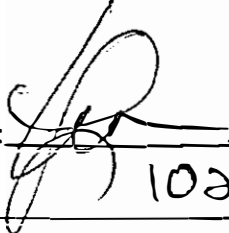
Name: _____

Address: _____

Email: _____

Phone: _____

Additional Comments: _____

 Name: Linda Wray
Address: 10215 Foothill LVT
Email: [redacted] Phone: [redacted]
Additional Comments: [redacted]

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Sincerely,

Signature: Helen Handy Name: HELEN HANDY

Address: 10423 ORMOND ST SHADOW HILLS CA 91040

Email: champsandjoes@yahoo.com Phone: 818 767 2620

Additional Comments: _____

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Sincerely,

Signature: Alice Gonzalez Name: Alice Gonzalez

Address: 11447 Sunburst St. Lakeview Terrace, CA 91342

Email: aligo2@yahoo.com Phone: 818 8903610

Additional Comments: o o o o o

February 22, 2018

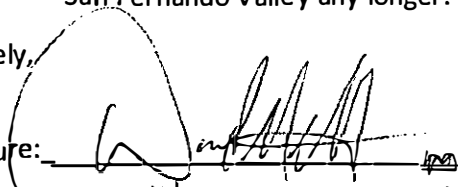
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Sincerely,

Signature:



Name:

David Milligan

Address:

11696 Terra Bella St., Lake View Terrace

Email:

David@VendomeTerraLake.com

Phone:

818 834 5022

Additional Comments:

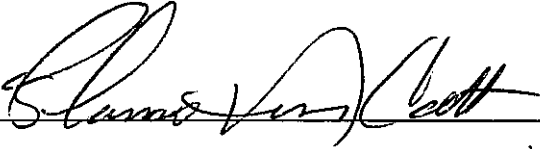
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Sincerely,

Signature:  Name: THOMAS W. VAN COTT
Address: 10617 Jimenez St. Lake View Terrace CA
Email: TVANCOTT@YAHOO.COM Phone: 818-896-8494
Additional Comments: Remove E1 & E2!

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Sincerely,

Signature: Laura Chapin Name: Laura Chapin
Address: 10641 Lost Trail Ave, Shadow Hills 91040
Email: thechapins@me.com Phone: 818/253-1502

Additional Comments: _____

February 22, 2018

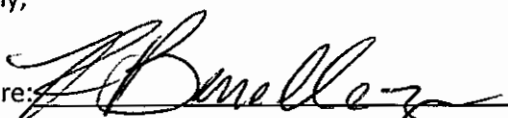
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Sincerely,

Signature:



Name:

Rosa Berrellez

Address:

11330 Sunburst St Lakewood terrace CA 91342

Email:

berrellez818@gmail.com

Phone:

(818) 743 6036

Additional Comments:

I love living in my community and would defend it and would not stand for a train.

February 22, 2018

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Sincerely,

Signature: *Eva Lund* Name: EVA LUND
Address: 9889 Helen Ave Shadow Hills 91040
Email: ELUND21@HOTMAIL.COM Phone: 323 428 5005

Additional Comments: *Please keep horses in Shadow Hills*


February 22, 2018

Dear CHSRA Board of Directors:

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Sincerely,

Signature:  Name: LEONARD TOTTA
Address: 10046 Wheatland Av. Shadsworths 91040
Email: LTOTTA@AOL.com Phone: 918-552-0111
Additional Comments: NO TRAINS !!! we don't need them - Pay back labor unions another way

February 22, 2018

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Sincerely,

Signature: Lynn D. Totta Name: LYNN D. TOTTA
Address: 16746 WHEATLAND AVE
Email: LTOTTA@AOL.COM Phone: 818/352-0229
Additional Comments: NO RAILROAD !!!

February 22, 2018

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Sincerely,

Signature:  Name: Ron Perera

Address: 10330 Valley Blvd

Email: RJPROTH@gmail.com Phone: 8185709139

Additional Comments: INSTEAD OF A RAIL SYSTEM CALIFORNIA SHOULD
PUT ALL MONIES AND EFFORTS TO BRING WATER TO
SOUTHERN PARTS OF CALIFORNIA

February 22, 2018

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Sincerely,

Signature: Jill Heydorff Name: Jill Heydorff
Address: 9830 La Canada Way Shadow Hill CA 91040
Email: jshaydorff@sbcglobal.net Phone: 818 243-4686
Additional Comments: Stop this Disgusting ^{Topic!} Meet with SAFE!
Answer US! I'm so disappointed!!

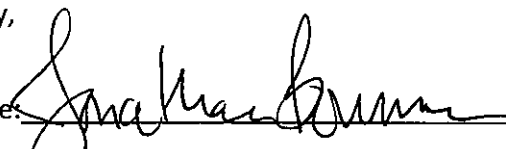
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Sincerely,

Signature:  Name: Jonathan Bowman

Address: 10524 Johanna Ave, Shadow Hills, CA 91040

Email: _____ Phone: (910) 353-6970

Additional Comments: _____

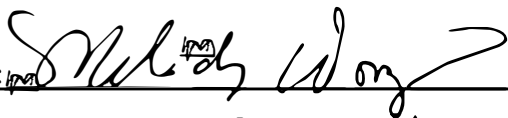
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Sincerely,

Signature:  Name: Melody Wong
Address: 10524 Johanna Ave, Shadow Hills, CA 91040
Email: ~~_____~~ Phone: (510) 353-6970
Additional Comments: ~~_____~~

February 22, 2018

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Sincerely,

Signature: Janis R. Guaque Name: JANIS R. GUAQUE

Address: 423 Rungano Ave. Lake View Terrace Ca 91342

Email: JRHWT@ymail.com Phone: 909-557-3526

Additional comments: Do what was voted on many years ago. TRAIN
UP Interstate 5. !!!

February 22, 2018

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Sincerely,

Signature: Jeanne Mather / Lois Clemmensen Name: Jeanne Mather / Lois Clemmensen

Address: 10120 Roscoe Blvd, Sun Valley, Ca 91352

Email: Matherj@aol.com & LClemmensen@att.net Phone: 818 767 6715 (Lois) / 805 208 7372 (Jeanne) daughter

Additional Comments: Lois lives in Sun Valley home
Daughter has equity in LVT and will be impacted by this.

February 22, 2018

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Sincerely,

Signature: Julia Lusica Name: JULIA LUSICA JOHNS

Address: 10946 ODELL AVE SUNLAND AVE, CA 91040

Email: peppersmom@mail.com Phone: 818 437-0510

Additional Comments:


February 22, 2018

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Sincerely,

Signature:  Name: Regina Clark

Address: ~~1234 5678~~ ~~9012 3456~~ ~~7890 1234~~

Email: hrb.regina@earthlink.net Phone: (818) 640-0548

Additional Comments: _____

February 22, 2018

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Sincerely,

Signature: James Rice-Gohman Name: James
Address: 1028 Okukit St
Email: ricegohman@aol.com Phone: 818 899 4078
Additional Comments: _____

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Sincerely,

Signature: Benita M Sita Name: BENITA M SITO

Address: 7604 GREG AVE SUN VALLEY CA 91352

Email: VINTAGEGRANDMA@AOL Phone: 818 767-0233

Additional Comments: o o o o o

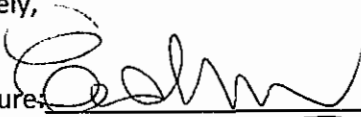
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Sincerely,

Signature:  Name: Eileen Whalen
Address: 10640 JOHANNA AVE SUNLAND CA 91040
Email: eileenrwhalen@gmail.com Phone: 0
Additional Comments: 0 0 0 0

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Sincerely,

Signature: Pauline P. Riley Name: Pauline P. Riley

Address: 8802 1/4 Wyngate St, Scotland CA 91040

Email: pp@riley@gmail.com Phone: 818-353-5383

Additional Comments: _____

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Sincerely,

Signature: Bonnie L. Welch Name: Bonnie L. Welch

Address: 8754 1/4 Wynsate St, Sunland, CA 91040

Email: bonnie.welch@ca.rr.com Phone: (818) 353-6932

Additional Comments: o o o o o


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Sincerely,

Signature:  Name: PATRICIA PATRICK
Address: 9635 DALE AVE SHADON HILLS CA 91040
Email: patricia.patrick@gmail.com Phone: 818 437-1580
Additional Comments: Since 1968 ~~we~~ DO NOT DESTROY our
National forest our homes

February 22, 2018

Dear CHSRA Board of Directors:

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Sincerely,

Signature: E. Wells Name: Eli Wells

Address: 11408 Kelowna St. Luv CA 91342

Email: epcd.33@verizon.net Phone: 818 979-5123

Additional Comments: Please do not allow all of our
route through our community.

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Sincerely,

Signature: Sheila Emery Name: Sheila Emery
Address: 10327 McBroom St Sunland
Email: sheilaemery@ca.rr.com Phone: 562.849.1999
Additional Comments: _____

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Sincerely,

Signature: Patricia E Potter Name: PATRICIA E POTTER

Address: 8724 WYNGATE ST. SUNLAND, CA 91080

Email: potip9080@CA.RR.COM Phone: 818-517-1511

Additional Comments: o o o o o o

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Sincerely,


Signature: Kimberly Blue Name: Kimberly Blue
Address: 10638 Nassau Ave, Sunland, CA 91040
Email: KimberlyBlue@yahoo Phone: 818 442-7874

Additional Comments: _____

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Sincerely,

Signature: Clark Schickler Name: CLARK SCHICKLER

Address: 11250 WHEATLAND AV, LUT, CA 91342

Email: QUAKEPRO@YAHOO.COM Phone: 818-261-8854

Additional Comments: OUR PROPERTY IS NOT FOR SALE!

February 22, 2018

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Sincerely,

Signature: MAYRA Peña Name: maira Peña

Address: 12127 HOYT ST SYLMAR CA 91342

Email: ~~pena~~ ~~pena~~ ~~pena~~ Phone: ~~pena~~

Additional Comments: ~~pena~~ ~~pena~~ ~~pena~~

NO High speed Trains

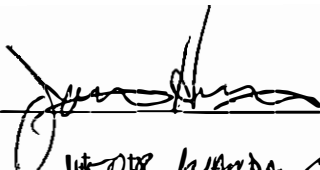
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Sincerely,

Signature:  Name: JAMES HENEY
Address: 11508 WANDA ST, LAKEVIEW TERRACE, CA 91342
Email: JJ Heney @ farmer-reef.com Phone: 818-899-0674
Additional Comments: t t t t t

February 22, 2018

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Sincerely,

Signature: Walter M. ... Name: FLOYD & MARLENE
Address: 10738 PLATEAU DR SUNLAND CA 91040
Email: LANDMARK@GMAIL.COM Phone: 818 557-1044
Additional Comments: _____


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Sincerely,

Signature:  Name: Joyce Kay
Address: 9841 Rancho Caballo Dr, Shadow Hills
Email: joyce_kay@hotmail.com Phone: 818-4582524
Additional Comments: _____ e _____ e

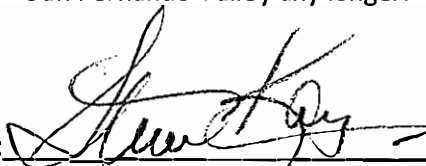
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Sincerely,

Signature:  Name: Steve Kay

Address: 9841 Rancho Carasco Dr Shadow Hills 91040

Email: STKAY1@AOL.COM Phone: 818-351-5888

Additional Comments: _____

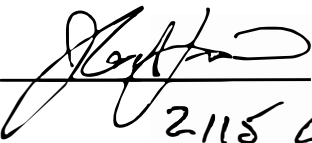
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Sincerely,

Signature:  Name: Joseph G. Alpino
Address: 2115 LOS AMIGOS STREET LA CANADA CA 91001
Email: JALPINO @ CHARTER.NET Phone: 818.203-8314
Additional Comments: _____


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Sincerely,

Signature:  Name: Jennifer Reesha

Property

Address: ~~17610 Foothill Blvd, Lakeview Terrace, CA~~

Email: Jennifer.alpino@charter.net Phone: (818) 249-9100

Additional Comments: Mailing Address: 2115 Los Amigos St
La Canada Flt, CA 91011

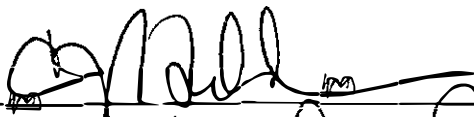
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Signature:  Name: Carol Hutchinson
Address: 10400 Newhome Ave, Sunland, 91040
Email: heyrhutch@msn.com Phone: 8183520661
Additional Comments: _____

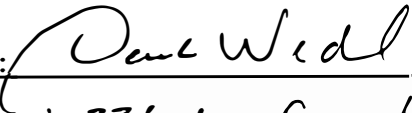
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Sincerely,

Signature:  Name: Derek Wedel
Address: 10326 La Canada Way, Shadow Hills, CA 91040
Email: dllwedel@msn.com Phone: 720-202-9194

Additional Comments: o o o o o o o o

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Sincerely,

Signature: Michael C. Frazer Name: Michael C. Frazer
Address: 9867 Wheatland Ave Shaloo Hills CA 91090
Email: frazer@caltrans Phone: 818-253-9159
Additional Comments: Stop the train NO E1 or E2

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Sincerely,

Daniel Wockenhead

Signature:

[Handwritten signature]

Name:

Daniel Wockenhead

Address:

11107 Hershey St Sun Valley, CA 91352

Email:

dw wick@hotmail.com

Phone:

310-398-6211

Additional Comments:

Understudy

[Handwritten mark]

February 22, 2018

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Sincerely,

Signature: Margot Stone Name: MARGOT STONE
Address: 10322 MCBROOM ST SUNLAND, CA 91780
Email: MSVONMARGO@gmail.com Phone: 818-353-2722

Additional Comments: _____

February 22, 2018

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Sincerely, *K*

Signature: *Karen Van Gunten* Name: *KAREN VAN GUNTEN*

Address: *10951 Hillhaven Avenue, Tujunga, 91042*

Email: Phone: *(818) 352-3500*

Additional Comments: *Don't tunnel through our mountains*
Stop being greedy!
e

February 22, 2018

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Sincerely, JON VON GUNTEN

Signature: Jon von Gunten Name: _____

Address: 10251 Hillhaven Av, Tujunga, CA 91042

Email: jon@gboescope.us Phone: 818-352-3500

Additional Comments: YOUR BIG LIE HAS ALWAYS BEEN THAT THERE IS ADEQUATE TRAFFIC TO BUY TICKETS & FREIGHT SPACE,

February 22, 2018

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Sincerely,

Signature: 

Name: Annette Wilson

Address: 10233 McBroon St Sunland Ca 91040

Email: _____

Phone: 928-757-1134

Additional Comments: No Rail Train

February 22, 2018

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Sincerely,

Signature: Barrie Freeman Name: Barrie Freeman
Address: 10190 Stonehurst Ave, Sun Valley CA 91352
Email: _____ Phone: 818-641-4706
Additional Comments:

February 22, 2018

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Sincerely,

Signature: Pat Neill Name: PAT Neill
Address: 10519 Johanna Ave, Shadow Hills, Ca, 91040
Email: _____ Phone: 818-424-5325
Additional Comments: _____

February 22, 2018

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Sincerely,

Signature: Wendy Freeman Name: Wendy Freeman
Address: 11063 3/4 Mc Broom St Shafter Hills 91040
Email: o o o o o o Phone: 818-768-0343
Additional Comments: o o o o o o


February 22, 2018

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Sincerely,

Signature:  Name: RHONDA ROMERO

Address: 10082 Berlin St.

Email: RROMERO@YAHOO.COM Phone: 818-353-8240

Additional Comments: _____

February 22, 2018

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Sincerely,

Signature: David Walter Farvold Name: David Walter Farvold
Address: 10290 Kurt Street Lakeview Terrace
Email: ricegahan@aol.com Phone: 818-899-4078

Additional Comments: _____

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Sincerely,

Signature: Nancy Jones Name: NANCY JONES

Address: 12465 SHAFER PLACE, KAGEL CYN, CA 91342

Email: NANCY.JONES@GPHLAWYERS.COM Phone: 818/388-2189

Additional Comments: _____ e _____

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Sincerely,

Signature: Patt Romar Name: PATT ROMAR
Address: 11250 Wheatland Ave Lakeview Drive 91342
Email: gmapattspan@gmail.com Phone: 818-2676434
Additional Comments: _____

February 22, 2018

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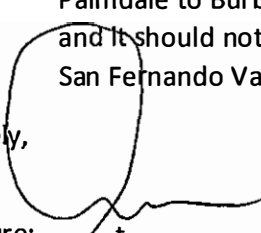
Name: _____

Address: _____

Email: _____

Phone: _____

Additional Comments: _____

 Linda Ceremano
10939 Elinda Pl Shadown Hills, Ca 91352
lmano@hotmail.com 512470-9460
No

February 22, 2018

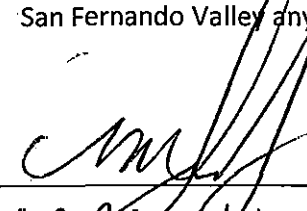
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Sincerely,

Signature:



Name:

MARY SUSAN SCHAEFFE

Address:

12232 W. Osborne Place #211 Palmdale, CA 91331

Email:

umshva@gmail.com

Phone:

470.223.9051

Additional Comments:

WE DO NOT NEED A (NSK)

There is no justification for this.

February 22, 2018

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Sincerely,

Signature:

[Handwritten Signature]

Name:

Alfonso Star

Address:

11193 Russells Ave Lake View Terrace, CA 91342

Email:

NA

Phone:

323-455-12903

Additional Comments:

February 22, 2018

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Sincerely,

Signature:  Name: JEFF LEESON

Address: 11940 MOONWELL RD., KAGEL CANYON, CA

Email: JEFF@JEFFLEESON.COM Phone: 818-761-7713

Additional Comments: _____

February 22, 2018

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Sincerely,

Signature: L. G. Tessier Name: LORRAINE G. TESSIER

Address: 13167 Mesa Verde Way, Sylmar, CA 91342

Email: Lgtessier@msn.com Phone: 818-833-9760

Additional Comments: _____

February 22, 2018

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Sincerely,

Signature: Sareda H. Schramm Name: Sareda H. Schramm

Address: 9728 Johanne Pl. Shadown Hills CA 91040

Email: sareda.900@aol.com Phone: 818-352-9284

Additional Comments: t t t t t t t t

February 22, 2018

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Sincerely,

Signature: Beverly Lockwood-Conlan Name: BEVERLY LOCKWOODCONLAN

Address: 10642 OLIVE GROVE AVE. SUNLAND, CA 9104

Email: bevlockcon@ca.n.com Phone: 818-427-9405

Additional Comments: The project as proposed would destroy a semi-rural and beautiful areas of Los Angeles.

February 22, 2018

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Sincerely,

Signature: Patricia A. Carapellucci Name: _____

Address: 11252 Ranetto Pl LVT 91342

Email: p.carapellucci@verizon.net Phone: 918 8998916

Additional Comments: It would be nice and correct if decisions in this state were rational not political. Most decisions are 100% political, helping the downfall of CA. Politics = Lies

February 22, 2018

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Sincerely,

Signature: Kathleen Ann Mussman Name: Kathleen Mussman

Address: 10220 BROADACRE PL SUN VALLEY CA

Email: KathleenMussman@Aetl.com Phone:

Additional Comments:

February 22, 2018

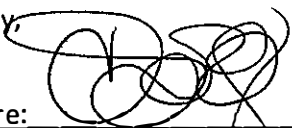
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Sincerely,

Signature:



Name:

Cheryl Camden

Address:

11270 Dominica Ave LVT 91342

Email:

cheryllea2@sbcglobal.net

Phone:

310-874-6094

Additional Comments:

My horse boards @ Courtship Ranch
She panics @ loud noises

February 22, 2018

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Sincerely,

Signature: Ruth Frazier Name: Ruth Frazier

Address: 321 S. PARISH A BURBANK CA 91506

Email: ruth_frazier@sbgluoba.net Phone: 818.288.0815

Additional Comments: _____

February 22, 2018

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Sincerely,

Signature: Deborah A Fortuna Name: DEBORAH FORTUNA

Address: 9810 SHADOW WAY ST SUNLAND CA 91040

Email: duke- duchess @ ca. rr. com Phone: _____

Additional Comments: _____

February 22, 2018

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Sincerely,

Signature: Tim Pemberton Name: TIM PEMBERTON

Address: 12437 Shaver Pl. Kagel Cyn. CA 91342

Email: TimboPemberton@gmail.com Phone: 818-896-4692

Additional Comments: Please, No TRAIN, No Routes, No WASTE OF MONEY + RAPE OF GODS LAND.

Use the funds for the homeless or Real Issues!

THANKS

February 22, 2018

Dear CHSRA Board of Directors:

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Sincerely,

Signature: Amber Sobczak Name: Amber Sobczak

Address: 10799 Sherman Grove #24

Email: amber.sobczak77@gmail.com Phone: (818) 571-9236

Additional Comments: No High Speed Rail. I live and reside, have horses and enjoy my neighborhood the way it is.


February 22, 2018

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Sincerely,


Signature: MARY Mendoza Name: MARY Mendoza
Address: 623 S. BRAND Blvd, San Fernando, CA 91340
Email: marymendoza@yahoo.com Phone: (818) 515-5049
Additional Comments: Look out for our Interest
NOT Special Interest.

February 22, 2018

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Sincerely,

Signature: [Handwritten Signature] Name: JAMES EMERY

Address: 18377 MC BRIDE ST SHARON HILLS CA

Email: JEMERY@SHARONHILLS.COM Phone: (818) 424-2699

Additional Comments: WE NEED YOU TO CONSIDER THESE VITAL ISSUES TO SAVE OUR COMMUNITY AND ENVIRONMENT.

February 22, 2018

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Sincerely,

NAME Natalis M. Irwin SIGNATURE Natalis M. Irwin
Signature: _____ Name: _____

Address: 11411 Sunburst St., Lake View Terrace, CA 91342

Email: mornin6star@icloud.com Phone: (818) 388-9181

Additional Comments: Please STOP this HORRIBLE

Destruction to nature & listen to the people's
voice & cry!

REMOVE E1 and E2

February 22, 2018

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Sincerely,

Signature:  Name: CHRIS IRWIN

Address: 1148 SUNBURST ST / LAKEVIEW TERRACE, CA 91344

Email: BIB-C-2112@YAHOO.COM Phone: 818-353-3815

Additional Comments: PLEASE STOP THE DESTRUCTION OF OUR NEIGHBORHOOD! REMOVE E1 + E2 FROM CONSIDERATION!

February 22, 2018

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Sincerely,

Signature:  Name: DANA SMITH

Address: 10688 WILSON DR SHADOW HILLS, CA 91044

Email: DANA@ARIZONAEXCHANGE.COM Phone: 626 255-3261

Additional Comments: ELIMINATE E1 + E2

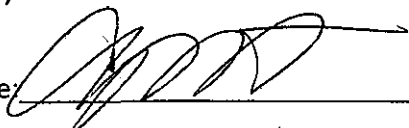
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Sincerely,

Signature:  Name: Ashley Fufts
Address: 11230 Jacinto Ave., Lake View Terrace, CA 91342
Ashley.L.Fufts@gmail (909)202-9210

February 22, 2018

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Sincerely, 

Signature: _____ Name: Josh Fults

Address: 11230 Jacinto Ave, Lake View Terrace, CA 91342

Email: Freshy88@gmail.com Phone: 818-522-0485

Additional Comments: _____

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Sincerely,

Signature: Ramie Case Name: Ramie Case

Address: 8735 Owens St

Email: ramie.case@juno.com Phone: (818) 951-0152

Additional Comments: _____

February 22, 2018

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Sincerely,

Signature: Charles R. McFate Name: Charles R. McFate
Address: 6735 Owens St Sunland 91040
Email: chuck.mcfate@hp.com Phone:
Additional Comments: How do you mitigate the San Andreas fault?

February 22, 2018

Dear CHSRA Board of Directors:

I live in the Palmdale to Burbank project section of the proposed High Speed Train Routes. The 2018 Business Plan is now being prepared and is to be released in the upcoming weeks. I have the following requests related to the content and process for the Business Plan. In essence, I will call upon my legislators to not support approval of the Business Plan unless the routes E1 and E2 in the Burbank to Palmdale project section are removed permanently from consideration.

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Sincerely,

Signature: Silva S. Khachikian Name: SILVA S. KHACHIKIAN

Address: 10919 ELDORA Ave

Email: N/A Phone: 818-396-2806

Additional Comments: _____



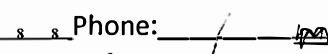
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Sincerely,

Signature:  Name: Toni Stutzon
Address: 9653 Stonehurst Lane Valley CA 91352
Email:  Phone: 
Additional Comments: ~~Cancel the TRAIN~~
We Have alot of transportation


February 22, 2018

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Sincerely,

Signature:  Name: DANIELLE FOX
Address: 1065 WHEATLAND AVE SHADON HILLS CA 91040
Email: danid56@yahoo.com Phone: (818) 273-4350
Additional Comments: _____

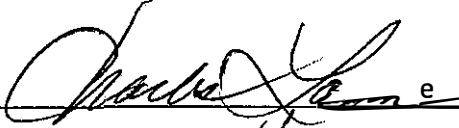
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Sincerely,

Signature:  Name: CHARLES LAMM
Address: 10135 WHEATLAND AVE, SIMON HILLS CA 91040
Email: CLAMM4RE@GMAIL.COM Phone: 818 652-2876

Additional Comments: _____ e e e _____

February 22, 2018

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Sincerely,

Signature: Sandra Osmond Name: SANDRA OSMOND
Address: 9863 WORNOM AVE, SHADOW HILLS, CA
Email: SKOSMOND@GMAIL.COM Phone: (818) 352-6198

Additional Comments: _____

February 22, 2018

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Sincerely,

Signature: _____

Name: TOM LOVE

Address: _____

10726 Art St Shadow Hills, Ca

Email: _____

MAUIWANTABE@yahoo.com

Phone: _____

818-352-2251

Additional Comments: _____

TM

February 22, 2018

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Sincerely,

Signature: Carol Love Name: CAROL LOVE

Address: 10726 Art st. Shadow Hills, Ca.

Email: TCLove51@CA.RR.COM Phone: 818-352-2251

Additional Comments:

2018 Business Plan RECORD DETAIL

First Name : Russell

Last Name : Honma

Stakeholder Comments/Issues :

To: California High Speed Rail Transit Authority & Board Members:

From: Russell Honma, International Business & Transportation Consultant,
APEC Master Plan Author APEC Hawaii:

Subject: Recommendations & Comments on The California High Speed Rail
Transit Project:

Aloha !

Thank you for giving me an opportunity to provide comments on the California High Speed Rail Transit Project going from Sacramento, San Francisco, Los Angeles to San Diego California. As you know the California shall be the Nations first High Speed Rail Transit Project showcasing Japan's 'Shinkansen' Project in the North America.

Whereas, the National Railroad Act, specifies that United States shall implement at least three(3) High Speed Rail Transit System in the United States under the U.S., Department of Transportation, Federal Transit Administration rules & regulations. Therefore, the California shall meet those requirements and obtain federal fundings.

Whereas, under the President Donald Trump recent announcement of establish an 'Infrastructure Plan' of US\$ 200 Billion dollars for designing, construction and development of infrastructure of Airports, Highways and Railroad Projects in the United States. Therefore, California shall meet those requirements and obtain federal monies to fund the infrastructure of the California Rail Transit Projects.

Whereas, the recent 'Agreement' between President Donald Trump and Prime Minster Shinzo Abe on the golf course at Mar a Largo, Florida that Japan may be investing up to US\$ 450 Billion dollars to create 700,000 jobs in the U.S. soil and some of those monies can be used for the California High Speed Rail Transit Project. The monies shall be a 'low interest' loan from Bank of Japan and their financial affiliations such as, Mitsubishi Tokyo Bank, Mitsu Sumitomo Bank, Mizho, Daichi and etc..

If you have any questions or need more information please contact me at:Russellhonma@yahoo.com or call at:(808) 265-6261.

Best wishes & All goes well !

Russell Honma
International Business & Transportation Consultant

APEC Master Plan Author

APEC Hawaii

Sent from my iPhone

2018 Business Plan RECORD DETAIL

First Name : Ed

Last Name : Shaver

Stakeholder Comments/Issues :

The waste of money being spent on a train that no one will ride is crazy. This state needs money spent on water, infrastructure, homeless issues. The people of California are sick and tired of the democratic rule in this state taxing us into poverty. I pray that
The people of this state will open their eyes and start to vote you liberal crooks out of office. Ed Shaver
Sent from my iPad

2018 Business Plan RECORD DETAIL

First Name : Sal

Last Name : Aresco

Stakeholder Comments/Issues : First I'M FOR IT 100%PLUS EVEN MORE.NEXT IS MORE MONEY .WELL I'M NOT CRAZY BUT (WHY NOT USED THE MONEY FROM THE SALE OF CALIFORNIA POT.) YES IT'S MAKING REAL BANK .WHY NOT FIND SOME REAL NEEDED FUNDS TOO PAY FOR THE H.S.R. THIS WAY..ITS A THOUGHT .WHICH WILL NOT GO UP IN SMOKE. I KNOW THERE MONEY let's put on our H.S.R HATS AN GET THIS FUTURE TOO REALITY. THANK U .

...

2018 Business Plan RECORD DETAIL

First Name : Loran

Last Name : Harding

Stakeholder Comments/Issues : On Fri, Mar 9, 2018 at 3:55 PM, Loran Harding <loran.harding@stanfordalumni.org<mailto:loran.harding@stanfordalumni.org>> wrote:

On Fri, Mar 9, 2018 at 3:33 PM, Loran Harding <loran.harding@stanfordalumni.org<mailto:loran.harding@stanfordalumni.org>> wrote:

Friday, March 9, 2018

To CHSRA Board Chairman Dan Richard and the entire Board:

Dan- The Draft 2018 Business Plan press release surprises me. A big disappointment. You all appear to have caved to Kevin McCarthy, Jeff Denham, David Valadao and Devin Nunes, all put in power by greasy Republicans. Here is how I am reading it:

CHSRA will complete the 119 mile segment in the Central Valley. Fine, but read on to see why.

The Draft "recognizes the high ridership and revenue POTENTIAL of linking Silicon Valley with the Central Valley between San Francisco and Bakersfield". Potential!!!! That means we can forget about linking Silicon Valley with the Central Valley. The bastard Republicans that put McCarthy, Denham and Valadao in power must be breaking out the champagne. HSR to Silicon Valley will reduce the number of exploitable, poor, uneducated residents in the CV, and the Republicans who own the place do not want that. And now, they have won.

"Deliver 224 miles of HSR ready infrastructure for use by 2027". The Draft proposes to construct HSR ready infrastructure in the CV (Madera to Bakersfield) (all under the boot of rich, scumbag Republicans) AND AND!!, i.e., separately, and, I suppose, equally, in Silicon Valley (San Francisco to Gilroy) (highly educated Democrats) to reduce travel times for EXISTING EXISTING passenger rail systems, expand clean electric service, and prepare the corridorSSSS corridors plural, the two very separate, corridors, never the two shall meet, for testing and potential early HSR service".

SO, we will build HSR Madera to Bakersfield to improve passenger rail service on the existing rail lines there and then we will also build HSR San Francisco to Gilroy to improve existing passenger rail service there. But, caving to the CV Republicans, we just won't connect the two lines, i.e. we will NOT build HSR Gilroy to Madera. This means that the heavily exploited suckers in the CV will never learn of the Bay Area and Silicon Valley, let alone be able to commute up there to good paying jobs. And HSR will not alleviate the humanitarian crisis existing now San Francisco to Gilroy wrt housing costs.

The southern part of Fresno Co. has been called the Appalachia of the West. It has the most intense poverty in the United States. HSR would start to break that up, and the Republicans here don't want that. Tiny studio apartments in San Francisco cost \$3,000 per month and one bedrooms cost \$4,000 per month. KCBS- SF reported the other day that a tiny, 845 sq. ft. house in Sunnyvale sold for \$2 million cash. They were asking \$1.6 million but got \$2 million. If HSR connected SV with the CV, workers in SV could buy new, affordable homes in Fresno. BUT that is now just a dream, gone forever under the new Draft Bus. Plan of CHSRA.

You have caved to the scumbag Republicans. Too bad. What a joke. We provide a free military defense for all of Europe, Japan and S. Korea, and

they use their military money for HSR, affordable universities, great health care systems, and great infrastructure. The American people have now been proven once again to be a pack of suckers with this new draft bus. plan from CHSRA. I predict that sometime soon the American people will either stand up to their rotten government, or get a new government.

Thanks for caving to the Repubs. This is a dark day for CHSRA, perhaps the darkest one.

Here is an article about the Draft Bus. Plan:

<https://mail.google.com/mail/u/0/#inbox/1620c36d20bf0be3>

Notice that the article says that CHSRA can't build a route over the Pacheco Pass. I drive San Mateo to Gilroy to Los Banos to Hwy 99 and down through Madera to Fresno at least 4X per year. It is 48 miles Gilroy to Los Banos, 35 more miles east to Hwy. 99, and 25 miles south on 99 to Fresno. So it is 48 plus 35 plus ~15 miles Gilroy to Madera= 98 miles. How much of that is mountains? Maybe 25 miles. There is a long, flat stretch east of Gilroy and another one west of Los Banos. 48 miles Gilroy to Los Banos minus 20 miles of flat land. You cannot build a line through 25 miles of mountains with a 1,000 foot climb up and 1,000 feet back down? Both Gilroy and Los Banos are at ~300 ft. elevation. The summit of the Pacheco Pass is 1,368 ft. So 25 miles of mountains with a 1,000 ft. climb. in there will keep the Central Valley isolated from Silicon Valley. And Trump now wants to spend \$700 billion per year on the military. What a total joke!!!!

Japan had had HSR since 1964, S. Korea and Taiwan have systems. France, Germany, Spain and Italy all have magnificent HSR systems. We fight any and all wars for them and they get rich treating our wounded. And the Republican scum in the Central Valley has now pretty much destroyed HSR in California.

Hope you're proud of yourselves.

L. William Harding
Fresno, Ca.

2018 Business Plan RECORD DETAIL

First Name : Jay

Last Name : Goth

Stakeholder Comments/Issues : Thank you!

On Mar 11, 2018 5:41 AM, <2018businessplancomments@hsr.ca.gov> wrote:

> Thank you for submitting a comment on the Draft 2018 Business Plan.

>

> Your comment will be provided to the Board of Directors for their
> consideration and made available to the public as part of the review
> process.

>

> Thank you,

>

> California High-Speed Rail Authority

> (916) 324-1541

> www.hsr.ca.gov

>

>

2018 Business Plan RECORD DETAIL

First Name : Kurtis

Last Name : Lau

Stakeholder Comments/Issues : To whom it may concern with the High Speed Rail initiative: As a voter in 2008, and STILL WAITING for my first ride on the high speed rail project 10 years later, I have several concerns:

1. Why are the voters not involved in every step of the way, including apparent cost increases, and every step of track being laid? I voted FOR this project being completed within the budget quoted, not for the huge cash cow being quoted on the news today reaching upwards of 15 Billion! IF that is the cost of the system, not the 10s of millions that us voters approved, I would have never voted for it in the first place. We voters, NOT JERRY BROWN, and NOT LEGISLATORS (especially tax increasing democrats who recently increased our gasoline taxes at the pump WITHOUT voter approval), should have a say in what is approved, or not, with regard to huge budgets like this!

2. Why has this project started in central California? Why was it not started at the "bookend" termination cities such as San Diego/Los Angeles and San Fransisco, where a majority of riders, and ultimate users live? This seems backwards to me in terms of revenue sources for future track being laid. Think back to the late 1860's when the transcontinental railroad was being completed....remember??? Two railroads, the Central Pacific, and the Union Pacific started not in Promontory Point Utah, but in San Fransisco and Omaha!

3. Have my suggestions for using defunct railroad lines and routes through San Diego, Escondido, Camp Pendleton, Temecula, Railroad Canyon/Lake Elsinore/Perris been researched? I live in Temecula, and have suggested years ago that the existing track which runs alongside Miramar Road next to MCAS Miramar be utilized to tie in the high speed rail into the existing Amtrak/Coaster line for example. Moreover, the tracks that leave Perris currently going past the railroad museum southward into Menifee, Murrieta could be an option for southbound travel from the Riverside area. There is so much desolate and depressed land in the Mead Valley just east of the 215 freeway, that could be utilized and improved. This economically deprived/impoverished area where people live could be rezoned and revitalized if a rail line would run through it, or over it.

I will look forward to hearing from anyone regarding my concerns and suggestions!

Sincerely, Kurtis M. Lau, teacher, coach and concerned citizen

2018 Business Plan RECORD DETAIL

First Name : Bill

Last Name : Lee

Stakeholder Comments/Issues : Dear HSR Staff:

I am doing an analysis of rail station retail for a developer at the Millbrae Station. As part of that analysis, we are analyzing the amount of retail at different stations. For this analysis, it would be most helpful for us to have the patronage forecast at the different HSR station. Could you send the latest patronage forecasts by station? I have the old forecasts from Cambridge Systematics, but they are now over a decade old.

Thank you in advance for you assistance.

Regards,
Bill

BILL LEE
Senior Partner

388 Market Street, Suite 1300
San Francisco, CA 94111
M. 510 301 6698
O. 415 851-9328

bill.lee@landecongroup.com
WWW.LANDECONGROUP.COM <<http://www.landecongroup.com/>>

On Sat, Mar 10, 2018 at 11:29 AM, HSR Draft Business Plan 2018 <2018businessplancomments@hsr.ca.gov> wrote:

> [Automatic Reply]

>

> Thank you for submitting a comment on the Draft 2018 Business Plan.

>

>

>

> Your comment will be provided to the Board of Directors for their
> consideration and made available to the public as part of the review
> process.

>

Attachments :

Lee.04102018.pdf (334 kb)

2040 Station Boarding Comparison 041018b.pdf (76 kb)

April 10, 2018

SENT VIA EMAIL

BOARD MEMBERS

Dan Richard

CHAIR

Thomas Richards

VICE CHAIR

Ernest M. Camacho

Daniel Curtin

Bonnie Lowenthal

Nancy Miller

Lorraine Paskett

Michael Rossi

Lynn Schenk

EX-OFFICIO

BOARD MEMBERS

Honorable

Dr. Joaquin Arambula

Honorable Jim Beall

Brian P. Kelly

CHIEF EXECUTIVE OFFICER

EDMUND G. BROWN JR.

GOVERNOR



Bill Lee

bill.lee@landecongroup.com

Dear Mr. Lee,

On March 19, 2018 the California High-Speed Rail Authority (Authority) received your Public Records Act (PRA) request which stated:

“I am doing an analysis of rail station retail for a developer at the Millbrae Station. As part of that analysis, we are analyzing the amount of retail at different stations. For this analysis, it would be most helpful for us to have the patronage forecast at the different HSR station. Could you send the latest patronage forecasts by station?”

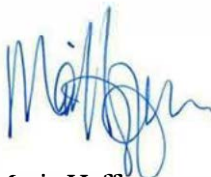
On March 29, 2018 I called you seeking clarification regarding your request. You stated that you were on vacation until April 5, 2018. I told you I would call you when you returned to the office regarding your request.

On April 9, 2018 I called you to follow-up and clarify which records you were seeking. You stated that you were looking for updated boardings and off-boardings data. I asked if you were seeking records from the 2016 Business Plan or the Draft 2018 Business Plan. I also stated that if you wanted to wait for the Draft 2018 Business Plan to become final, I could provide you with that final data in a matter of weeks. You stated that it did not matter if it was Draft or Final, and that you wanted both 2016 and 2018 records.

Responsive records are attached.

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

Sincerely,



Marie Hoffman
Public Records Act Staff

Forecast of Daily Station Boardings

"Station Boarding Comparison" provides the base case station boardings for the 2040 out year from both the Final 2016 Business Plan and the Draft 2018 Business Plan. Station boardings are provided on a daily basis with an annualization factor of 365.

The model assumes that, on average, station boardings and alightings are equal on a given day. Thus, Station Boardings ÷ Station Alightings and total station movements (Boardings ÷ Alightings) is equal to 2 times the boarding numbers reported.

Forecast of Daily Station Boardings*
(Origin-destination format; Boardings rounded to nearest 100)

Origin Station	Total Boardings - 2040 Base Case	
	2016 BP	Draft 2018 BP
San Francisco	18,500	16,000
Millbrae	4,200	4,200
San Jose	12,800	13,800
Gilroy	4,900	4,800
Merced	6,000	6,500
Madera	-	900
Fresno	8,300	6,600
Kings/Tulare	3,200	3,100
Bakersfield	8,000	7,000
Palmdale	4,400	4,700
Burbank Airport	10,200	11,200
Los Angeles	16,700	14,700
Gateway Cities/Orange County	9,100	8,600
Anaheim	11,700	13,300
Daily	118,000	115,400
Annual (millions)	42.8	42.0

*Boardings = Average daily station boardings in origin and destination format (i.e. Boardings at Station X = Average of the number of boardings and the number of alightings at Station X).

Disclaimer

The information and results presented in this workbook are estimates and projections that involve subjective judgments, and may differ materially from the actual future ridership and revenue. This workbook is not intended nor shall it be construed to constitute a guarantee, promise or representation of any particular outcome(s) or result(s). Further, the material presented in this workbook is provided for purposes of comparing potential scenarios of the proposed California High Speed Rail project for the 2018 Business Plan.

2018 Business Plan RECORD DETAIL

First Name : Bill

Last Name : Lee

Stakeholder Comments/Issues : Dear HSR Staff:

I have had a chance to review the Draft 2018 Business Plan, and my quick reaction is that the Parking Cost estimates may be on the high side. This is because of the growing influence of ride sharing services like Uber and Lyft. Using airport parking as benchmarks maybe misleading because there are more HSR stations than airports, and the ride sharing trip to the HSR station will be shorter and less costly than the trip to the airport. In addition, we have done much economics impact work for one of the ride sharing companies; and based upon survey responses from of over 34,000 passengers, a high percentage indicate they are less likely to both use or own an automobile because of the availability of such service. Please see the summary slide attached which is from actual survey data.

On the personal side, if parking cost at the airport will exceed round trip ride sharing cost, I always use ride sharing service.

Regards,
Bill

BILL LEE
Senior Partner

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San Francisco, CA 94111
M. 510 301 6698
O. 415 851-9328

bill.lee@landecongroup.com
WWW.LANDECONGROUP.COM <<http://www.landecongroup.com/>>

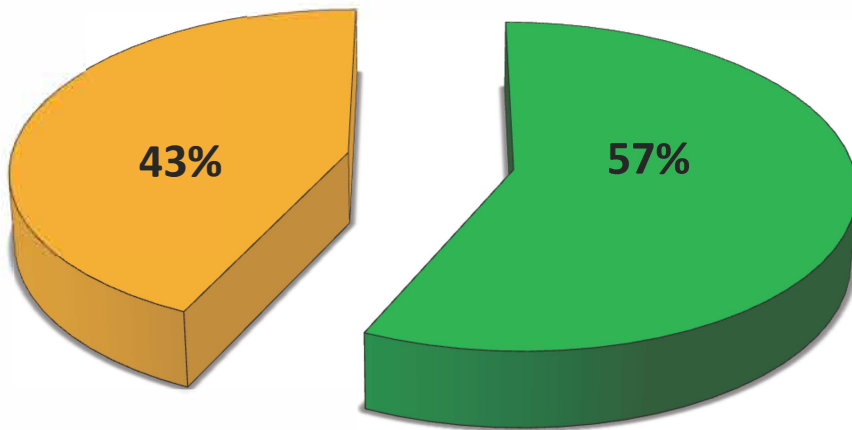
Attachments :

Parking.pdf (173 kb)

Survey of Ride Sharing Passengers

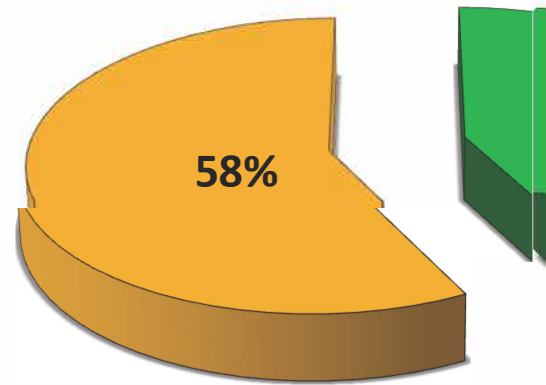
(Based Upon 34,000+ Responses in 20 Metro Areas During 2016)

Likely to Use Private Automobile Less
Due to Availability of Ride Sharing



■ Agreed ■ Not Agreed

Less Likely to Own Private
Automobile Due to Availability
of Ride Sharing Services



■ Agreed ■ Not Agreed

2018 Business Plan RECORD DETAIL

First Name : john

Last Name : gaucher

Stakeholder Comments/Issues : This toy-train project is a a true boondoggle
!boon·dog·gle'bo?on?däg?INORTH AMERICANinformalnoun
- 1.work or activity that is wasteful or pointless but gives the appearance of
having value.
-

- If the voters of California understood the true impact of this project when it
first was proposed, it would never have passed!
I urge the powers that be to cut our losses and stop this and spend our
precious tax dollars where they will serve the needs of the people of all CA.
Water storage and flood prevention would be a good place to start. sincerely,
John Gaucher

2018 Business Plan RECORD DETAIL

First Name : Ron

Last Name : Brown

Stakeholder Comments/Issues : Hello HSR Commission, Project Overseers and Managers,

This is a great public transit infrastructure venture for the State of California and as a private security California DVBE owner, I am wondering if there are opportunities for or plans to hire more unemployed veterans as security agents both short term and permanent. Our Veterans are and have proven to be our nations best security force and should be given the chance to serve and protect California's first transit project of this magnitude.

My feedback would only suggest that the 2018 Plan moving forward, will give the project and its future commuters the best and most well trained personnel, to ensure and maintain the high level of safety and professionalism to work with and alongside the current construction crews and law enforcement agencies.

All the Best and Success,

Ron Brown
GES-CEO
(310) 925-4882

Sent from my iPhone

2018 Business Plan RECORD DETAIL

First Name : Brenna

Last Name : Humann

Stakeholder Comments/Issues : Thanks again to everyone at WSP/CAHSR in Los Angeles for reaching out to USC students with an extraordinary externship opportunity to learn about HSR!

Attachments : CAHSRExternshipFeedback-BHumann3-19-18.pdf (616 kb)



California High-Speed Rail Authority Externship Feedback
Brenna M. Humann, MPA Student, USC Sol Price School of Public Policy
3/19/2018

The California High-Speed Rail Authority 2018 Business Plan offers an in-depth and transparent look at perhaps the most impactful U.S. public works project of our time. CAHSR faces considerable challenges in finance, operations, and public opinion, due simply to its size and trailblazing nature. The current political environments of our state and nation are dynamic and polarizing, and strategic anticipation of stakeholder reactions will be key to obtaining beneficial partnerships and political support as planning progresses. The following feedback is offered from a lay perspective on the business plan, providing emphasis on aspects of the project that have come under particular public scrutiny, as well as aspects that could be anticipated to do so in the future.

2018 Business Plan Reactions

- The iterative process is a necessity to democratic procedures at all stages – business plan verbiage could emphasize the positive impacts of delays, rather than negative impacts*
 - The effects of inflation for contractors and reasons for construction delays, such as route revisions and environmental impact reports, highlight the positive ways in which CAHSR is making community feedback real through alternative analysis, and support for the methods of craft business – i.e. “you spoke, we listened.”
 - CAHSR as an “incubator” for technical and economic advancement in the future helps cement California’s position in the worldwide economy – certain project elements are necessarily fluid, because they must keep pace with the speed of change.
- Housing and workforce development effects are a necessary emphasis in the varied political climate*
 - Cost estimates per section are good for transparency, but could have more impact with side-by-side comparison of economic benefit or breakeven analysis per section, where available. This would widen discussion that now focuses largely on costs.
- Small business and veteran business are a necessary emphasis in the varied political climate of route areas*
 - “Faces of High-Speed Rail” are vital grassroots stories, and could be utilized for direct-message emphasis outside the business plan, on public materials, websites, YouTube/Twitter/Instagram informational spots, even short introductions at community meetings. Viral online sources have increasing amplification power in media, and these consistent voices to challenge them are critical.
- Private Investor partnerships will build confidence through brand recognition and association*
 - Can private investors and natural partners join the project at a symbolic level by purchasing cap-and-trade offsets specifically designated to CAHSR, beyond existing state appropriations? Are there other ways to highlight branded contractor partnerships that will show cost reductions and build confidence?
 - Partnerships and businesses that will benefit as a result of the 2028 Los Angeles Olympics should be included as a critical feature of economic impacts of CAHSR.

Reactions Highlighting Environmental Justice Concerns

1. Face-to-face engagement presence in affected communities could be amplified by the project in new ways

- Formal meetings and digital presence are important for economizing and streamlining the authority's work, but these methods face significant "on the ground" challenges with stakeholders – in an EJ-Inclusive Public Involvement focus, not all EJ communities will respond to these methods. More face-to-face presence could emphasize a customer service-oriented approach, rather than a bureaucratic- or institutionally-oriented approach.
- "Reaching people in their own communities" could be incorporated into the project outreach strategy in creative ways. Public meetings, stakeholder meetings, and digital engagement are all formed around the operational future of the project. But what about giving stakeholders creative "on the ground" projects right now, to mobilize support where existing station/facility locations have been identified?
 - These could take the form of public art, community gardens, etc. that redefine public "milestones" for stakeholder focus (especially National Register of Historic Places and Traditional Cultural Properties locations).
 - Stakeholder engagement could be opened in hypothetical CAHSR Public Arts Councils, CAHSR Community Garden Councils, etc., creating evidence of project follow-through in new ways – unique to the culture and community of each section.
 - Regardless of operational phases, these projects could begin where CAHSR will occupy existing rail lines. These community projects could foment emphasis on CAHSR best practices of transparency, inclusivity, cultural sensitivity, accessibility, and overcoming barriers.

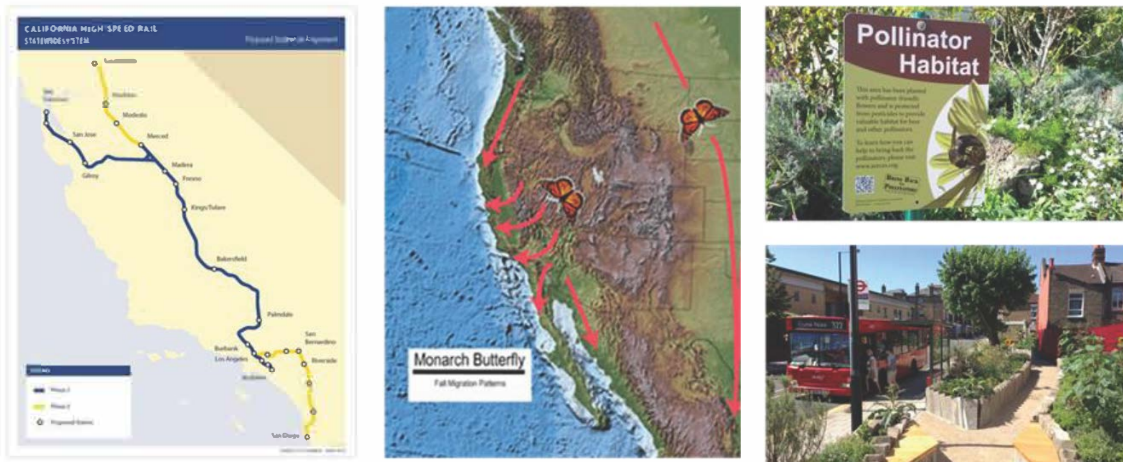


2. Conservation presence in affected communities could be amplified by the project in new ways

- Previous Sustainability focus in the business plan has emphasized reducing emissions and waste in the construction and operational phases, as well as obtaining key mitigation parcels for habitat connectivity and conservation, and even tree-plantings. But what about giving stakeholders "on the ground" projects right now, to mobilize conservationist support where existing station/facility locations have been identified?
 - This process requires envisioning infrastructure as integral to community greenspace – not separate from it. A key aspect of conservation in urban areas is habitat connectivity, which requires creative use of the built environment, not just preserves. This allows CAHSR to redefine public "milestones" in the project and present beneficial impacts in tangible ways.



- Connectivity is accomplished in a variety of ways for different taxa, and can integrate seamlessly with other goals, such as sustainability (carbon capture, heat insulation and water drainage), as well as environmental justice (property value improvement and psychological benefit).
- Regardless of operational phases, these projects could begin where CAHSR will occupy existing rail lines – and unique to the culture and community of each section.



3. *Identification of how the project is minimizing a footprint in EJ communities through alternative analysis could be amplified*

- The specific route locations of EJ communities are not directly identified in the business plan. Evidence of discussion with these communities, and changes to the alternative analysis as a result of these meetings, could change much of the conversation around route delays and EJ impacts.
 - Maps of CAHSR’s EJ approach within specific communities, shown side-by-side with mitigation or sustainability projects in those same areas would provide greater transparency in these discussions.
 - One possibility for EJ mapping could include evidence of discriminatory race-based “redlining,” from early- to mid-Twentieth Century housing and transportation maps, overlaid with new CAHSR maps – showing how new housing and transportation alternatives created by CAHSR mobility will help remove the discriminatory effects of the prior century’s public planning.
 - Alternative evidence of positive impacts could also be documented in comparisons of improvements to housing and transportation options in EJ communities served by HSR in Europe or Asia. These also could be identified with CAHSR and state-wide alignment with Paris Climate Accord practices.

2018 Business Plan RECORD DETAIL

First Name : Noel

Last Name : Braymer

Stakeholder Comments/Issues : It is rather discouraging because of the many delays and the unexpected costs that we have to wait so long to use HSR rail infrastructure. There is some precedent for this. The construction project which went the most over budget so far in history was the construction of the rail tunnel under the English Channel between England and France. Planning for the Chunnel began in 1964 and opened in 1994. The project went 80% over budget costing around \$21 billion dollars in today's money for about 30 miles of tunnel. Was this an example of government waste and incompetence? Well actually the project was privately financed and built. While the loans for the Chunnel have had to be renegotiated a few times since 1994, income from rail service has allowed payment to the investors to continue to pay off the loans for this project and to operate and maintain the Chunnel.

My main concern about the current project is that I believed it is critical to maintain support for it and annoy its critics. To achieve this, use of the 119 miles of HSR track now under construction should be available for fast passenger service in the San Joaquin Valley shortly after 2022. I support running frequent, fast Joaquin train service between Bakersfield and Sacramento. Speed up to 125 miles per hour which is considered High Speed Rail service could be run on the 119 miles of the HSR tracks. These trains could use available equipment, both cars and locomotives under construction now by Siemens. North of Madera to at least Stockton speeds should be raised from 79 miles per hour to at least 90 miles per hour. With additional track work and at grade crossings, speeds up to 110 miles an hour would be possible.

To make this service a trans-California project and not just an inter San Joaquin Valley project, there should be a network of connecting buses at Bakersfield for Southern California, at Sacramento for Northern California and at Stockton for the Bay Area. This is proven to work with the existing San Joaquin service. The faster speeds will attract even more passengers for longer distance trips on a fast Bakersfield-Sacramento rail passenger service. Just as important this service to Sacramento should continue to be a major connection after 2029 if current schedules are met once High Speed service is running between Bakersfield and San Francisco.

2018 Business Plan RECORD DETAIL**First Name :** Kirk**Last Name :** Yergat**Stakeholder Comments/Issues :****Attachments :** Business Plan comment.pdf (152 kb)

March 16, 2018

Dan Richards
California High Speed Rail Authority

Dear Mr. Richards:

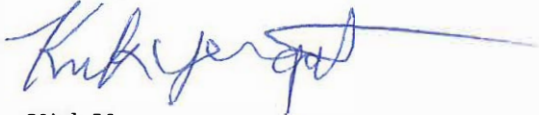
In a recent audit committee meeting Senator Jim Beall touted the fact that Silicon Valley is interested in California's high speed rail project.

Also, our own Lee Ann Eager, the head of the Fresno County Economic Development Corp. , expressed those same sentiments in the Fresno Bee recently especially since the Central Valley will become a bedroom community for the Bay Area.

If both of these people are correct then why does not the Authority ask the tech companies in Silicon Valley to invest in HSR. Their investment would satisfy the private financing portion of the Authority. Apple itself can fund the whole project with the cash it has on hand.

Furthermore, there is a lot of undeveloped and unproductive land on the 280 corridor west of Palo Alto which can be used for housing. That will let our fertile farm ground in the Central Valley be left intact to produce the food which the world consumes.

Thank you,



Kirk Yergat
2121 E. Morton Ave.
Fresno, Ca. 93725

2018 Business Plan RECORD DETAIL

First Name : Stef

Last Name : Re

Stakeholder Comments/Issues : Would like to see the capitol corridor brought into the hsr overall plan to allow direct sfo-oak-north bay-Sacramento-truckee service with a spur from Sacramento running up to Redding and eventually mount Shasta. This would make the system truly statewide and provide for Interstate connections to Nevada and Oregon as well as alleviate traffic on i80 and i5 North.

2018 Business Plan RECORD DETAIL

First Name : Rich

Last Name : Buckley

Stakeholder Comments/Issues : Big engineering projects are an art form of public buy-in. The SF Bay Area Rapid Transit (BART) built originally decades ago came in over 3.5 times over budget. Polaris Missile System came in about the same. Our National Ignition System at LLNL is on course for multiples of its budget. I once spoke with a senior government contracting official who privately confirmed to me he uses a factor of 4 times over the final cost estimates by all the experts. If it's big engineering — a project requiring multiple years to complete — everyone knows you use a factor of 4 over what the experts say it will cost.

What HSR needs to do is encourage someone like Mr Juan Browne, YouTube: "blancolorio" who has been very useful in reporting progress reports Oroville Dam Spillway Repairs. Juan is very popular in educating the public often using his private aircraft to map out educational videos when useful to help gain context and perspective. The Department Of Water Resources seem to appreciate Juan Browne's style. You would do well to get Juan interested in covering HSR.

The public only knows the following about HSR: (1) It's over budget (2) Gov. Brown owns it - politically and it will cast his legacy as either a failed project or phase one of a pivotal point in California transportation history. (3) traffic along highways that may have something to do with HRS is snarled.

Public education on (3) above could be something Juan could focus on. You should contact Juan Browne in Northern California as I would very much like to see his educational YouTube coverage.

2018 Business Plan RECORD DETAIL

First Name : David

Last Name : Wormell

Stakeholder Comments/Issues : Our State has so many pressing needs. This project only benefits the people and businesses behind it. Use our tax dollars for the needs of our cities and county's. Clean up the streets (sickening and a real health hazard), treat mental health (we used to) and so much more.

2018 Business Plan RECORD DETAIL

First Name : Jim

Last Name : Yeakel

Stakeholder Comments/Issues : This senseless project will be a trillion dollar burden on tax payers and should be terminated immediately. There are efficient travel options between SF and LA. If it's being done to create jobs, then shift them to rebuilding our current transportation infrastructure.

2018 Business Plan RECORD DETAIL

First Name : Lawrence

Last Name : Nordhoff

Stakeholder Comments/Issues : For a state that is sensitive to the environment the rail job is poor choice. Better to focus transportation between bay area and stockton, fresno, san Jose, and where traffic is jammed. Follow money trail.

2018 Business Plan RECORD DETAIL

First Name : Malcolm

Last Name : Harrison

Stakeholder Comments/Issues : This project was a bad idea when started and the voters narrowly approved the original concept and associated cost estimate. Any such project in the private sector would have been since shutdown quickly with such changes in scope and cost. I worked in the construction industry and saw that event happen many times. The state seems to be unable to listen to the current majority of votes and must ask the public again if this is what they want. The most abhorrent part of this situation is the waste that has occurred to date, filling the pockets of bureaucrats and contractors that are laughing quietly to themselves while good honest people have been forced from their homes to make way for the "train to nowhere". Stop the lunacy now and spend half the funds on upgrading infrastructure to serve existing airports, as that would make cheaper air travel available to the masses.

2018 Business Plan RECORD DETAIL

First Name : David

Last Name : Houghton

Stakeholder Comments/Issues : Stop this boondoggle now. This is ridiculous. You are stealing farmland from farmers. The costs are way over what the voters were told it would be and will surely keep climbing. Governor Brown is a idiot for this. He could have made 5 a world class Autobahn. Two lanes for truckers higher speed limits , more lanes for cars and higher speed limits. This is stupid.

2018 Business Plan RECORD DETAIL

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2018 Business Plan RECORD DETAIL

First Name : Gim

Last Name : Crew

Stakeholder Comments/Issues : Hi, I am a California resident and home owner. Up until recently, I have been a proponent of the HSR project seeing the benefits that high speed trains have brought to countries in Europe and Asia. Lately though, I am questioning whether we should be continuing with this project. The benefits need to be balanced with the costs. Costs continue to increase with seemingly no end in sight. At some point, we need to say that this infrastructure is overly burdensome and not good for California. Also, new technologies like self driving cars or flying cars will further erode the usefulness of the HSR when compared to it's cause. I would rather our tax dollars are spent on more widely beneficial things like the environment or further increasing our rainy day fund. Thank you.

2018 Business Plan RECORD DETAIL

First Name : Peter

Last Name : Michels

Stakeholder Comments/Issues : Pull the plug - now. Before this plan goes over \$100 billion. And it will. You know it will. There is so much more California can do with this money. There will not be the ridership that it will need to justify the cost. We need to cut our losses and not throw good money after bad.

2018 Business Plan RECORD DETAIL

First Name : Carl

Last Name : Tilchen

Stakeholder Comments/Issues : Please stop wasting money on High Speed Rail. The estimated cost of this project has gone up way beyond the amount the voters approved. There won't be enough paying riders to pay to support it & there are several more important needs of the people of California including housing, homelessness, medical care, education, water projects/water conservation, etc. that almost \$100 billion could be much more carefully & thoughtfully spent on. In addition your e mail address is wrong.

Carl Tilchen
California Citizen & Taxpayer

2018 Business Plan RECORD DETAIL

First Name : Bruce

Last Name : Smith

Stakeholder Comments/Issues : We have ridden HSR in Europe and are so looking forward to doing the same in our home state of California. We can't wait. Hurry up!

2018 Business Plan RECORD DETAIL

First Name : Mike

Last Name : Huth

Stakeholder Comments/Issues : As a resident and tax payer, I'm very appalled to such an expense for the HSR that go's nowhere that keeps ballooning out of financial control !!!!!

If there's ever an HSR appeal on the ballot, I will vote to stop further construction!!!

2018 Business Plan RECORD DETAIL

First Name : Peter

Last Name : Gilli

Stakeholder Comments/Issues : I do not see how the HSR will ever be used enough to even break even. It will be a financial drain on the state until it is eventually abandoned. Stop it now before Californians have spent even more money!

2018 Business Plan RECORD DETAIL

First Name : Duane

Last Name : Ludwig

Stakeholder Comments/Issues : This whole project looks like a solution looking for a problem. The problem is the voters were duped into this project by means of the original bond scheme that never fully addressed the real cost of the project. I'm 80 but will be at least 120 before this project ever sees completion, if then. Lets end this now and address the other infrastructure needs like roads, bridges, airports dams and energy transmittion.

2018 Business Plan RECORD DETAIL

First Name : George

Last Name : Rasko

Stakeholder Comments/Issues : 1) CAHSR needs to set modest, reasonable goals with reasonable estimates for cost and schedule, and ignore all the rest. Focus 99.999% on Bakersfield to San Jose, get it running with actual trains, fares, and schedules. And, yes, build the Los Banos station [ignore the Sierra Club politics]. San Jose is the largest city in Northern California - act like it [ignore San Francisco, and its politics.] 2) The cost estimates are still low and the schedules still optimistic. BART took a full year after Warm Springs construction ended to get its train control to work on five miles of track, with no "blending". It now has a completed \$2 billion extension to San Jose/Berryessa sitting idle because train control can't tell how long trains are and how to open/close the doors. Caltrain spent \$300 million on CBOSS train control, threw it out, and is starting over. 3) At-grade rail still should have grade separation. Quad gates should not be in the plan. Caltrain presently kills about 12 people per year. CAHSR should emulate BART in its 'isolation'.

2018 Business Plan RECORD DETAIL

First Name : Ross

Last Name : Smith

Stakeholder Comments/Issues : We have many traffic and transportation problems that need brains and dollars. High Speed Rail is not one of them. When LA and SF have few traffic delays, then would be the time to consider the crazed idea that benefits few--HSR

2018 Business Plan RECORD DETAIL

First Name : Carl

Last Name : Eben

Stakeholder Comments/Issues : The HSR project has been based on wildly unrealistic cost, schedule and benefit guesses from the start. It seems apparent that a truly honest, professional analysis of these factors would cause a massive tax-payer revolt which would quickly derail the project. Instead, it appears that your strategy is to continue to publish sugar-coated guesses which will enable you to continue to pour increasing billions into this pet project until you can convince the public that it has become too expensive to stop. Hopefully, at some point a responsible, knowledgeable official will come along and put a stop to this madness, but in the meantime it seems that your are doing your best to keep your job.

2018 Business Plan RECORD DETAIL

First Name : Kevin

Last Name : Corrigan

Stakeholder Comments/Issues : How many miles of track is currently in place? What is % of project completed to date? How many \$\$ have been spent to date?

2018 Business Plan RECORD DETAIL

First Name : Richard

Last Name : Brand

Stakeholder Comments/Issues : I'm interested as a voter and potential user.

To California HSR Members:

Having travelled on both the TGV in France and the bullet train in Japan many times, I have been a strong supporter of the concept of a TGV-like train from LA to San Francisco. However this new cost estimate I predict will be a "show stopper" for the project ever being completed.

I know a bit about railroads and the need to construct a 15 mile-long tunnel under the Pacheco Pass and across the active Calaveras Fault is the bullet that will kill our bullet train. We have seen what strong earthquakes can do to steel and concrete transportation structures throughout our state. Cost estimates for that length of a tunnel can only be crude estimates. The real cost won't be known until excavation is deep inside the mountain rock.

The good news is that there is another option that already serves as a passenger rail route called Altamont. As you know this route option coming across the Bay at Fremont via Dumbarton rail already has RoW in place. Some tunneling will probably be required to straighten the existing UP RoW through the Altamont Pass but surely much less than Pacheco. In addition the Authority will eliminate the many threatened lawsuits starting in Coyote Valley all of the way north to Atherton. This route will remove San Jose from direct service but will probably decrease the travel time from LA to San Francisco. But San Jose can still have service via a car-split in Fremont then having a locomotive staged to pull cars south to San Jose via the existing Amtrak/UP RoW. Railroads have done this for years and the TGV does it rapidly on several of its routes.

It is my belief that you face a crisis of confidence with California voters, especially given your new cost estimate. By showing a willingness to modify plans to show both a huge cost savings and to avoid strong resistance in the politically active SF Peninsula you can regain much of that confidence with voters. Eliminating the need for a 15 mile tunnel thru a very active fault line can provide you with some much needed positive PR.

This is an existential decision and I trust you can do the right thing for our state's transportation system.

Sincerely,
Richard C. Brand

2018 Business Plan RECORD DETAIL

First Name : Brian

Last Name : Davenport

Stakeholder Comments/Issues : Unfortunately the resistance of detractors has made this project much more costly and time consuming than originally planned but I do hope that California has the vision and fortitude to carry this project forward. Any big project faces difficulty but I know that this project will transform the state for the better and can't wait to ride it someday!

2018 Business Plan RECORD DETAIL

First Name : dennis

Last Name : tope

Stakeholder Comments/Issues : Research the high speed rail program here in California. Find out why this project is costing billions of dollars with no end in site.

2018 Business Plan RECORD DETAIL

First Name : Roberto

Last Name : Perez

Stakeholder Comments/Issues : Keep up the good work! I can't wait for this project to be completed so we can finally have an alternative modern form of transportation. It's going to make a lot individuals lives a lot better.

2018 Business Plan RECORD DETAIL

First Name : Lee

Last Name : Mellinger

Stakeholder Comments/Issues : As a retired System Engineer and Engineering Manager I highly recommend that a significant test track be a high priority when and where possible. Not only for initial testing, but for demonstration and public rides. You need this as early as feasible. Skeptics (officials included) can be brought around by sometimes when nothing else will convince them

2018 Business Plan RECORD DETAIL

First Name : Dan

Last Name : Leavitt

Stakeholder Comments/Issues : Dear CHSRA,

The San Joaquin Joint Powers Authority (SJJPA) greatly appreciates the opportunity to comment on the CHSRA 2018 Draft Business Plan. Please accept the attached signed comment letter as the SJJPA's formal comment. The SJJPA voted unanimously (with one member absent) to send this letter of support.

Please feel free to contact me if you have any questions.

Best regards,

Dan Leavitt - Manager of Regional Initiatives - San Joaquin Regional Rail Commission - Altamont Corridor Express - San Joaquin Joint Powers Authority - (209) 944-6266 - (530) 400-9475 cell - dan@acerail.com<mailto:dan@acerail.com> - 949 East Channel Street, Stockton CA 95202 - www.acerail.com<http://www.acerail.com> [3 logos (2)]

Attachments :

image001.png (33 kb)

SJJPA Comment Letter regarding CHSRA 2018 Draft BP.pdf (115 kb)

Supervisor **Vito Chiesa**, Chair, Stanislaus County
Councilmember **Don Tatzin**, Vice-Chair, City of Lafayette
Councilmember **Patrick Hume**, Vice-Chair, City of Elk Grove
Supervisor **Rodrigo Espinoza**, Merced County
Supervisor **Scott Haggerty**, Alameda County
Councilmember **Bob Johnson**, City of Lodi
Supervisor **Doug Verboon**, Kings County
Supervisor **Brett Frazier**, Madera County
Supervisor **Sal Quintero**, Fresno County
Supervisor **Amy Shuklian**, Tulare County



San Joaquin Joint Powers Authority

Alternate **Richard O'Brien**, City of Riverbank
Alternate **Federal Glover**, Contra Costa County
Alternate **Don Nottoli**, Sacramento County
Alternate **Mike Villalta**, City of Los Banos
Alternate **Tom Blalock**, BART
Alternate **Bob Elliott**, San Joaquin County
Alternate **David Ayers**, City of Hanford
Alternate **Andrew Medellin**, City of Madera
Alternate **Michael Derr**, City of Selma
Alternate **Bob Link**, City of Visalia

March 23, 2018

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) Draft 2018 Business Plan

Dear Chairperson Richard,

San Joaquin Joint Powers Authority (SJJPA) appreciates the opportunity to comment on the CHSRA Draft 2018 Business Plan. 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.

In particular, SJJPA is very pleased that the CHSRA 2018 Draft Business Plan highlights our coordinated efforts in the Connected Corridor North Study. This CHSRA partnership with the Central Valley Rail Working Group, SJJPA, San Joaquin Regional Rail Commission (SJRRC), CalSTA and Caltrans identifies a path forward for better, faster, more frequent and more coordinated passenger rail service between the San Joaquin Valley and Sacramento and has widespread support of agencies and elected officials throughout the Northern San Joaquin Valley and Sacramento. This work is fully supportive and consistent with the SJJPA's efforts to improve intercity passenger rail service between the San Joaquin Valley and Sacramento.

SJJPA greatly appreciates that connecting Merced as part of the Initial Operating Segment remains a high priority to CHSRA, and that the plan continues to identify Madera as a HSR station to provide connectivity with the San Joaquins and emphasizes "blended" service and connectivity improvements. SJJPA also appreciates the CHSRA's support of the Draft 2018 State Rail Plan and the commitment to continue to work with SJJPA and other Northern California rail partners to identify and prioritize near-term regional rail improvements as part of the Northern California Unified Rail 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 remains committed to working with CHSRA, CalSTA, and Caltrans to determine how the San Joaquin service can best support the phased implementation of HSR.

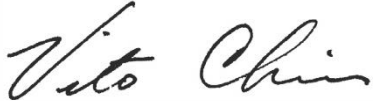
SJJPA supports the CHSRA Draft 2018 Business Plan and the Draft 2018 State Rail Plan which together propose a statewide vision for an integrated high speed, intercity, and commuter passenger rail system with reliable timed connections and multimodal transportation options. These plans will help lead to

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

improved passenger rail services on many levels, and SJJPA looks forward to working with CHSRA, CalSTA, and Caltrans to implement an integrated high-speed, intercity and commuter passenger rail system to benefit our riders, our regions and our state.

Sincerely,



Vito Chiesa, Chair

San Joaquin Joint Powers Authority

cc Brian Kelly, CHSRA; Chad Edison, CalSTA

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

2018 Business Plan RECORD DETAIL

First Name : kim

Last Name : bust

Stakeholder Comments/Issues : Hi I live at 345 Appaloosa Court in Tehachapi I am Kim Mallett AKA Bustamante. I fear for my family safety as the high-speed rail will be headed right towards my house as it makes the turn to go over the freeway so I am wondering if you are going to be buying us out as we live next to the freeway and it is noisy enough without having a bullet train going right past us every 20 minutes at 200 miles an hour. Also I own my home I do not have a mortgage I do not want to have a mortgage in the future so you need to up your offer as I noticed that the paperwork that you gave my neighbor at the last meeting has not been updated to today's market value there is no way you could buy a brand new single wide even four 51,000 also with all the add-ons that I have my house is more like a triple-wide and have spent the past 30 years setting it up comfortably for my family also in my yard that's spent 30 years growing trees from saplings which are now mature trees I don't have another 30 years to grow trees my Landscaping at this time is worth approximately 60,000 itself if I had to replace all the trees plus the land itself being a corner lot to replace everything I have would be at least 400,000 that I have so your offer is way too low for the value of my property and also my neighbors where are the only property's in the city of Tehachapi where you are allowed to have horses and other livestock. But as in the beginning of my email there is no way I can live with a high-speed train every 20 minutes passing my home and worrying that it is going to come off the track eventually and kill somebody over here.

2018 Business Plan RECORD DETAIL

First Name : Laura

Last Name : Jo Sanchez

Stakeholder Comments/Issues : I believe the high-speed rail Plan is far too expensive, with undetermined Additional costs, for the unrealistic projected benefits.
My opinion is that work should stop and State funds be devoted to maintaining existing roads, bridges, and existing rail transportation lines.

Sincerely,
Laura J. Sanchez, registered voter
Walnut Creek, CA 94595
Sent from Mail for Windows 10

2018 Business Plan RECORD DETAIL

First Name : Peter
Last Name : Postlmayr
Stakeholder Comments/Issues : To All:

Please find attached the Sylmar Neighborhood Council's comment to the High Speed Rail 2018 Business Plan. This was approved by the Board at the 3-22-2018 General Board Meeting.

Warmest regards,

Peter Postlmayr
Sylmar Neighborhood Council
Homeowner Representative
Planning and Land Use Committee Chair

(818) 833-8737 office
(310) 877-8909 mobile

E-mail: peter.postlmayr@SylmarNC.org
<http://www.sylmarneighborhoodcouncil.org>

Attachments : High Speed Rail 2018 Business Plan SNC Comments 3-22-2018.pdf (289 kb)



Officers

President: Kurt Cabrera Miller
Vice President of Administration: Christian Rubalcava
Vice President of Communications: Maria Silva
Secretary: Marti Marshall
Treasurer: George Ortega

March 22, 2018

Brian Kelly, CEO
California High-Speed Rail Authority
Attn: Draft 2018 Business Plan
770 L Street, Suite 620 MS-1
Sacramento, California 95814

Re: Sylmar Neighborhood Council Comments to 2018 Business Plan – Lancaster to Burbank Routes

To Whom It May Concern:

The Sylmar Neighborhood Council at its March 22, 2018 General Board Meeting voted to approve these comments on the High-Speed Rail 2018 Business Plan. Input was gained from our community and stakeholders on March 14th, 2018 at a public meeting of the Sylmar Planning Land Use Committee and the Council meeting held today.

We are not in support of options that cross natural segments of the Los Angeles River and its tributaries, including the Big Tujunga Wash, Pacoima Wash, other Angeles National Forest canyons in the foothills, at or above grade.

We are opposed to routes that tunnel under established residential communities.

Therefore we request removal of SR-14, E1 and E2 routes from the plan.

We request the California High-Speed Rail Authority look at new alternatives.

Consideration of routes along existing transportation corridors such as the 5 freeway with connecting branches to outlining communities along other transportation corridors such as the 14 freeway. A route along the 5 freeway is the most direct route from Sacramento to Burbank.

The High-Speed Rail Authority must hold public meetings in the Northeast San Fernando Valley, thereby allowing the most affected communities along the Lancaster to Burbank route to attend.

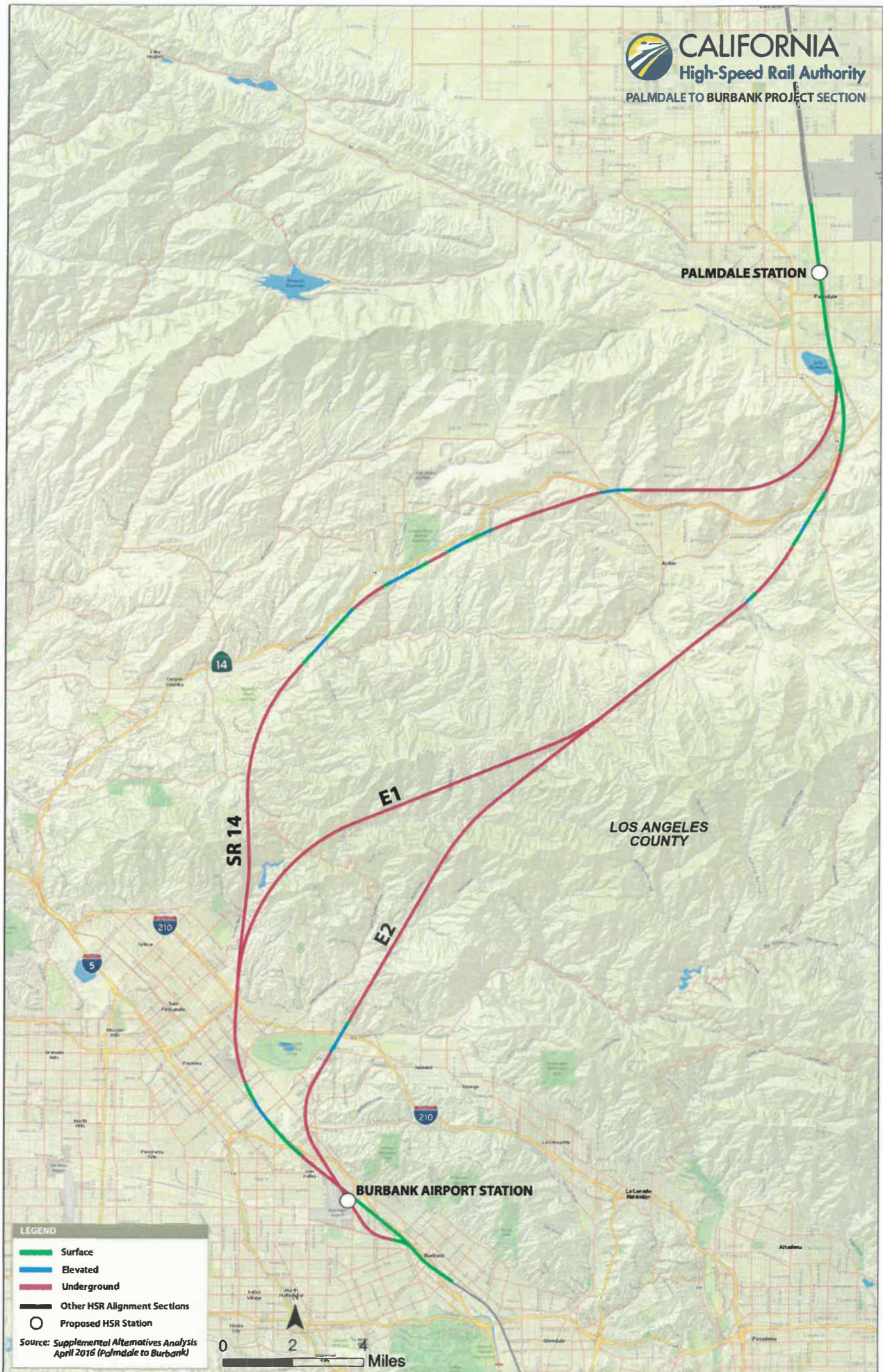
If our above comments are not reflected in a revised 2018 HSR Business Plan, the Sylmar Neighborhood Council will not support the Plan.

Respectfully,

A handwritten signature in blue ink, appearing to read "Kurt Cabrera-Miller", is written over a horizontal line.

Kurt Cabrera-Miller, President

cc: Councilwoman Monica Rodriguez
Supervisor Kathryn Barger
Governor Jerry Brown



2018 Business Plan RECORD DETAIL

First Name : Peter C

Last Name : Martin

Stakeholder Comments/Issues : It seems that private sector funding and increased federal funding will not be coming and the costs have dramatically increased. It seems time to ask voters whether to continue or terminate the project. One also wonders if a value engineered lower cost and lower impact completion option should be considered.

Peter Martin

2018 Business Plan RECORD DETAIL

First Name : John

Last Name : Janssen

Stakeholder Comments/Issues : There would be plenty of money if California would stop supporting undocumented illegals. Duh!!! Btw... I would love to visit my family in SF on the HS rail. Get Gov Brown out and turn California Republican supported again and see how fast the HS Rail would be built.

Titus 1:2 ? We Have a Hope

2018 Business Plan RECORD DETAIL

First Name : Homer

Last Name : Conway

Stakeholder Comments/Issues : Pull the plug on this waste of tax payers money.We do not need this train,It will never pay its own way.We will be subsidizing for ever.Stop it now!!If you need to go to LA take a plane.

2018 Business Plan RECORD DETAIL

First Name : HSR
Last Name : boardmembers@HSR
Stakeholder Comments/Issues :

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

From: donotreply@pbcommentsense.com
[mailto:donotreply@pbcommentsense.com]
Sent: Wednesday, March 21, 2018 12:29 PM
To: HSR boardmembers@HSR
Subject: California High-Speed Train Comment

Submission via California High-Speed Authority's Contact Form:

First Name: j
Last Name: duke
Contact Category: Board of Directors
Interest As: Individual
Organization: Mr.
Title:
Email Address: glenjo@sbcglobal.net
Telephone: 9255169493
City: brentwood
State: CA
County: CA
Zip Code: 94513

Message:

Kill the project. There is little need for the system. The most significant argument for the system is to provide for commutes from the central valley to San Jose so that employees of the tech industry can afford housing. A very expensive solution to that problem. Better for the tech industry to locate fewer offices in San Jose, and more into the central valley.

=====

Please note this record is also saved in PBCCommentSense Board Corridor as record #433.

<https://cahsr.pbcommentsense.com/pbcs/submission/edit.aspx?id=30904&projectID=28>

2018 Business Plan RECORD DETAIL

First Name : HSR
Last Name : boardmembers@HSR
Stakeholder Comments/Issues :

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

From: donotreply@pbcommentsense.com
[mailto:donotreply@pbcommentsense.com]
Sent: Wednesday, March 21, 2018 12:14 PM
To: HSR boardmembers@HSR
Subject: California High-Speed Train Comment

Submission via California High-Speed Authority's Contact Form:

First Name: Sandy
Last Name: Ducato
Contact Category: Board of Directors
Interest As: State Agency
Organization: None
Title: Ms
Email Address: sandyducato@razzolink.com
Telephone:
City: Prunedale
State: CA
County: Monterey
Zip Code: 93907

Message:

I am asking that you terminate this project. The current estimation for completion is over \$77 million and is expected to rise to an even larger number.

PLEASE, terminate this project. This money can certainly be used in a much more needed area.

=====

Please note this record is also saved in PBCommentSense Board Corridor as record #432.

<https://cahsr.pbcommentsense.com/pbcs/submission/edit.aspx?id=30903&projectID=28>

2018 Business Plan RECORD DETAIL

First Name : HSR
Last Name : boardmembers@HSR
Stakeholder Comments/Issues :

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

From: donotreply@pbcommentsense.com
[mailto:donotreply@pbcommentsense.com]
Sent: Wednesday, March 21, 2018 8:42 AM
To: HSR boardmembers@HSR
Subject: California High-Speed Train Comment

Submission via California High-Speed Authority's Contact Form:

First Name: Neil
Last Name: Joeck
Contact Category: Board of Directors
Interest As: Individual
Organization: UC Berkeley
Title: Research Scholar
Email Address: Njoeck@berkeley.edu
Telephone: 510-642-8749
City: Berkeley
State: CA
County: Alameda
Zip Code: 94551

Message:

HSR is failing to live up to its promises. It's initial expected cost was grossly under-estimated and the adjusted projected cost is almost certainly the same. Assumptions about affordability and convenience are deeply flawed. You have an obligation to admit past errors and stop repeating them. Californians do not want HSR and do not want to waste any more money on this mistake. Stop HSR now!

=====

Please note this record is also saved in PBCommentSense Board Corridor as record #430.
<https://cahsr.pbcommentsense.com/pbcs/submission/edit.aspx?id=30897&projectID=28>

2018 Business Plan RECORD DETAIL

First Name : HSR
Last Name : boardmembers@HSR
Stakeholder Comments/Issues :

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

From: donotreply@pbcommentsense.com
[mailto:donotreply@pbcommentsense.com]
Sent: Wednesday, March 21, 2018 8:16 AM
To: HSR boardmembers@HSR
Subject: California High-Speed Train Comment

Submission via California High-Speed Authority's Contact Form:

First Name: Robert
Last Name: Mull
Contact Category: Board of Directors
Interest As: Individual
Organization:
Title:
Email Address: mullski777@gmail.com
Telephone: 9258789578
City: Lafayette
State: CA
County: California
Zip Code: 94549

Message:

This project is a joke on all of us who pay taxes. It is a boondoggle of the highest degree so our governor can have a legacy. Stop the madness and use the money for something useful.

=====

Please note this record is also saved in PBCommentSense Board Corridor as record #429.
<https://cahsr.pbcommentsense.com/pbcs/submission/edit.aspx?id=30894&projectID=28>

2018 Business Plan RECORD DETAIL

First Name : HSR
Last Name : boardmembers@HSR
Stakeholder Comments/Issues :

-----Original Message-----
From: donotreply@pbcommentsense.com
[mailto:donotreply@pbcommentsense.com]
Sent: Wednesday, March 21, 2018 8:04 AM
To: HSR boardmembers@HSR
Subject: California High-Speed Train Comment

Submission via California High-Speed Authority's Contact Form:

First Name: Rolland
Last Name: Pruner
Contact Category: Board of Directors
Interest As: Individual
Organization:
Title:
Email Address: expert-one@comcast.net
Telephone:
City: Livermore
State: CA
County:
Zip Code: 94551

Message:
Please stop the train, this will break us!!!!

=====
Please note this record is also saved in PBCommentSense Board Corridor as
record #428.
<https://cahsr.pbcommentsense.com/pbcs/submission/edit.aspx?id=30893&projectID=28>

2018 Business Plan RECORD DETAIL

First Name : HSR
Last Name : boardmembers@HSR
Stakeholder Comments/Issues :

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

From: donotreply@pbcommentsense.com
[mailto:donotreply@pbcommentsense.com]
Sent: Tuesday, March 20, 2018 9:47 PM
To: HSR boardmembers@HSR
Subject: California High-Speed Train Comment

Submission via California High-Speed Authority's Contact Form:

First Name: Craig
Last Name: Ash
Contact Category: Board of Directors
Interest As: Individual
Organization: Personal
Title:
Email Address: Craig.ash@msn.com
Telephone: 4082027355
City: San Jose
State: CA
County: Santa Clara
Zip Code: 95136

Message:

I am fed up with the waste of this high speed (??) rail project. We live in San Jose and travel often to see family in Fresno. Please know that we will never ride this train. We enjoy the drive and stopping in Los Banos for meals and at Casa de Friuta. HSR is the biggest waste of taxpayer \$\$\$. It is time to terminate this project!!! Time for California to go on a spending diet.

=====

Please note this record is also saved in PBCommentSense Board Corridor as record #427.

<https://cahsr.pbcommentsense.com/pbcs/submission/edit.aspx?id=30889&projectID=28>

2018 Business Plan RECORD DETAIL

First Name : Doug

Last Name : Clarke

Stakeholder Comments/Issues : I appreciate the Business Plan released last week informing the public of the current status of the High Speed Rail project. I have been opposed to this project since it's inception and the proposal put to the voters in 2008. The financial obligations are absurd, the concept incredulous and the feasibility a complete lie from our politicians. The obvious overcosts, mismanagement and overall ineptitude is mindboggling. Please consider halting this project before more money is wasted.
Doug ClarkeDanville, CA

Sent from Yahoo Mail on Android

2018 Business Plan RECORD DETAIL

First Name : James

Last Name : Tevis

Stakeholder Comments/Issues : I love high-speed rail !!!

2018 Business Plan RECORD DETAIL

First Name : Richard

Last Name : Solomon

Stakeholder Comments/Issues : Cost overruns are getting worse as time goes on. The infrastructure in LA around the downtown rail station is so inadequate that riders will not be able to get out of downtown readily. HSR from north to south will never be financially viable. Thus, I am opposed to this project. It should stop.

2018 Business Plan RECORD DETAIL

First Name : Robert P

Last Name : Kleinberger

Stakeholder Comments/Issues : The cost in the Draft Business Plan 2018 for the HSR leg from Palmdale to Burbank may be a little thin especially if the tunnels through the San Gabriel Mountains are a single track in each direction with a service tunnel in-between. The long implementation phase before start may drive cost escalation higher than anticipated in the draft business plan. The Channel Tunnel, the Gotthard Base Tunnel, the Danish Great Belt Rail Link, Oresund Rail Link all had significant cost overruns and the implementation phase was long driving costs higher. Ultimately though I think the income benefit will outweigh the accrued interest and the accumulated interest of interest because this particular leg may have very high ridership, similar to the Central Valley to Silicon Valley leg. But the cost for this leg Palmdale to Burbank may be thin in the plan due to the tunnels and the long implementation phase. This is just a quick thought in review of the plan so far.

2018 Business Plan RECORD DETAIL

First Name : Steve

Last Name : Akacsos

Stakeholder Comments/Issues : RE: Comments on the HSRA 2018 Business Plan

A \$30 billion dollar project (originally) that has ballooned to \$77.3 billion (and growing) is not a responsible way to spend taxpayer money. This high speed rail project is a boondoggle at best and a financial hole California will need recover from at worst.

It is time to stop this madness of dumping perfectly good money down the drain on a train system that is going nowhere....literally. This is not a fiscally prudent or even remotely within budget project!

The time has come to end this madness and halt any further construction on the High Speed Rail, before more funds are shunted away from actual working roadways and current transportation systems in great need of repair.

I urge the HSRA to put any planned increases in budget or additional monies spent before the California voters and let them decide how much of our hard earned income you should be allowed to recklessly flush away.

Lisa Lee Akacsos
California registered voter and taxpayer
3231 Cheryl Circle
Pleasanton, CA 94588

2018 Business Plan RECORD DETAIL

First Name : Donald

Last Name : Neal

Stakeholder Comments/Issues : I am commenting as an individual, from Zip Code area 91342.

HSR from Los Angeles to San Francisco?

A no brainer. The tourists will eat it up, and pay for it. Everyday they will ride it. It will become as iconic as Paris to London through the Chunnel, or Rome to Milan, or Madrid to Barcelona, or Zurich to Milan through the Gotthard Base Tunnel. Fly into one city, HSR over and back, to the other city. A brilliant move, and great vision.

A HSR tunnel from Palmdale to Burbank?

We would be known worldwide for it. It would be the longest rail tunnel in the USA. This is a once in a lifetime event, a huge investment in public infrastructure. I'm no big fan of Jerry Brown, but I do admire his leadership and vision on HSR. The tunnel should be named, the Jerry Brown Tunnel, as a lasting tribute to his legacy project.

Please, build the HSR, it will pay for itself.

Donald L. Neal, CA citizen and traveller.

P.S. Build the LA to Las Vegas HSR line. Work with Nevada, and split the costs. It will be an instant and huge succe\$\$\$. EVERYONE in LA will ride it.

2018 Business Plan RECORD DETAIL

First Name : Morris

Last Name : Brown

Stakeholder Comments/Issues :

<http://www.foxandhoundsdaily.com/2018/03/high-speed-rail-2018-business-plan-classic-model-deception/>

<http://www.foxandhoundsdaily.com/2018/03/high-speed-rail-2018-business-plan-classic-model-deception/>The High Speed Rail 2018 Business Plan ? A Classic Model Of Deception

By <http://www.foxandhoundsdaily.com/author/morris-brown/>Morris Brown
Founder of DERAIL, The original Grass Roots group
opposing the High Speed Rail project.
Thursday, March 29th, 2018

The California High Speed Rail Authority has released its 2018 Business Plan. It portends to finally reveal the true cost for construction of Phase I of the project. The new cost estimate is at a base of \$77.3 billion to a possible \$98.1 billion dollars. Completion of Phase I is now projected for year 2032. Please remember the old promise to the voters was the project would be running by 2020 and the cost to California voters would be \$10 billion (the rest of the \$32 billions needed to build Phase I would come from Federal and private sources).

Looking a bit beneath the headlines, we find many questions that are not explained. Phase I as defined in the 2008 Prop 1A ballot measure, runs from the Trans Bay Terminal (TBT) in San Francisco to LA Union Station and Anaheim. This new business plan suddenly truncates the route to start at the 4th and King Street station in San Francisco, not at the TBT. Estimated costs for the needed tunnel from 4th and King to TBT are at \$3.9 billion. This cost should have been included in the business plan but was omitted.

Furthermore, \$400 million in Federal Funds for the needed ?train box? to service the HSR trains at the TBT has already been spent, and is not included in Phase I projected costs.

Adding in these costs drives up projected cost estimates for Phase I to a range of \$81.6 to \$102.4 Billions.

Looking further, we now find, due to the lack of funding for a complete Phase I, the new plan essentially is building commuter lines in the Central Valley (Madera to Bakersfield) and Gilroy to San Francisco (using existing Caltrain tracks on the Peninsula).

The citizens of Southern California are being short-changed, and will have to be satisfied with funding of a couple hundred million dollars, to upgrade a rail intersection, and maybe an upgrade of LA Union station.

The published example train schedule shows no

mention of a trip from San Francisco to LA in 2 hours 40 minutes; a trip time mandated in Prop 1A. No indeed. We are now on notice that such a trip would be 3 hr 30 minutes at best and many travel times on some runs are up to 5 hours in length.

The new plan delays construction of the needed tunnel to connect the Central Valley to the Bay Area and needed tunnels to connect Bakersfield going south to Los Angeles. These tunnels must wait for funding which is nowhere to be found.

The dream of the Authority and Governor Brown to construct a High Speed Rail line in California is indeed dead. What is now to be built are disconnected tracks claimed to improve commuter / passenger routes, mostly in the Central Valley and Silicon Valley. And by the way, a guarantee of Prop 1A, was no operating subsidies would ever be required to run the train. What commuter service do you know, that doesn't require a subsidy?

The new business plan is not a plan for a State wide High Speed Rail project. No one should be deceived by the colorful pictures and non-existent funding which is so artfully displayed in the plan.

Now is the time to stop this project!

2018 Business Plan RECORD DETAIL

First Name : Mahlon

Last Name : Taillon

Stakeholder Comments/Issues :

Attachments : 03.10.2018 Mahlon Taillon Comment.pdf (54 kb)

Mahlon Taillon (760) 379-3759 Called Saturday March 10, 2018 at 10:22am

“Yeah, I think you ought to scrap the High-Speed rail. I think it’s a waste of tax dollars. Personally, I think there is better things to spend the money within this state, instead of some High-Speed rail between LA and Sacramento or the bay area. It is a waste of time and money, it should have been scrapped from the beginning, how it got passed I couldn’t tell you. and for the record my name is Mahlon Taillon, and that’s for the record, I think it is a waste of time.”

2018 Business Plan RECORD DETAIL

First Name : No name

Last Name : No name

Stakeholder Comments/Issues :

Attachments : 03.21.2018 No name comment from number (310) 550 7841.pdf (52 kb)

No name (310) 550-7841 Wednesday March 21, 2018 10:58am

“I am commenting on this proposal for this high-speed rail, I’d like to say I think it’s probably the most ludicrous thing the state has ever come up with, to spend the kind of money and time and effort into such a preposterous thing, that is going to go way over budget, in a state that is financially struggling with a lot of issues is a gross miscarriage of the due sharing responsibility. Thank you.”

2018 Business Plan RECORD DETAIL

First Name : Parker

Last Name : Coelho

Stakeholder Comments/Issues : Is there public access to any relevant datasets which I could try to do some data analysis related to this project? I am a Fresno State alum who is looking to explore more about this massive project, especially its impact on small and local businesses. Could you steer me in the correct direction?

2018 Business Plan RECORD DETAIL

First Name : Joseph

Last Name : Carmellino

Stakeholder Comments/Issues : Ladies and Gentlemen:
I am a supporter of high-speed rail in California, in fact a vocal supporter in my community. I am dismayed to hear (if true) that the plan calls for 20-30 stops between SF and LA. If so, in the interest of public integrity, you need to stop calling the project "high-speed rail," and admit you're building a hyped up Amtrak commuter train. Has anyone there ever been on the TGV?

Joseph S. Carmellino
Attorney At Law
8880 Rio San Diego Drive, Suite 800
San Diego, California 92108
Tel.: 858.622.8377
Fax.: 858.350.0233

2018 Business Plan RECORD DETAIL

First Name : Unknown

Last Name : Nedzarp

Stakeholder Comments/Issues : You seem to be dragging your feet on construction. Get it together!
Geterdone!

2018 Business Plan RECORD DETAIL

First Name : California High-Speed Rail Peer Review Group
Last Name : California High-Speed Rail Peer Review Group
Stakeholder Comments/Issues :
Attachments : HSR Peer Review Group Letter.pdf (1 mb)

California High-Speed Rail Peer Review Group

Stacey Mortensen

Lou Thompson
Chairman

Martin Wachs

March 30, 2018

The Honorable Toni G. Atkins
Senate President Pro Tem
State Capitol Building
Room 205
Sacramento, CA 95814

The Honorable Anthony Rendon
Speaker of the Assembly
State Capitol Building
Room 219
Sacramento, CA 95814

The Honorable Patricia Bates
Senate Republican Leader
State Capitol Building
Room 305
Sacramento, CA 95814

The Honorable Brian Dahle
Assembly Republican Leader
State Capitol Building
Room 3104
Sacramento, CA 95813

Dear Honorable Members:

The California High-Speed Rail Authority's draft 2018 Business Plan marks a critical decision point for high-speed rail in California. Although the Authority's work to date is in accord with earlier program and funding actions by the Legislature, the 2018 draft Plan highlights the fact that there is a continuing and growing funding gap that must be addressed in order to complete service between San Francisco and Bakersfield and eventually to Los Angeles and Anaheim in Phase I of the system. This is only in part because costs have gone up since the 2016 Plan and they may well continue to do so. It is also not surprising that the project schedule has slipped and may well slip further, nor is it unexpected that compromises continue to be made with respect to expected system performance. The table below illustrates the general magnitude and direction of change from Business Plan to Business Plan.

Evolution in Capital Costs, System Size and Demand, Revenue and Net Revenue Forecasts

(Revenue Projections for the Year 2040 re-stated in 2017\$)

Capital Cost, Demand and Revenues are Medium Level Estimates

Business Plan	Ph I Capital Cost(\$ Billions)	Miles	Capital Cost/Mile (\$Millions)	Demand (Millions)	Gross Revenue* (\$Millions)	Net Revenue** (\$Millions)	Ratio: Net/Gross (%)	Schedule: SF to LA 3 stops
2012	61.0	490	124.5	26.4	1,948.5	1,076.3	55.2	na
2014	61.4	490	125.3	34.9	1,766.0	843.3	47.8	3:08
2016	57.9	520	111.3	42.8	2,512.5	1,566.0	62.3	3:10
2018 draft	67.5	520	129.8	42.0	2,561.0	1,610.0	62.9	3:32 ***

* Farebox revenue plus ancillary revenue

** Gross Revenue minus O&M Costs and ongoing capital replacement

*** To be revised in Final 2018 Business Plan

None of the changes since the 2016 Business Plan are surprises given the history of the project and experience with similar projects worldwide. These patterns result from the enormity and complexity of the project and the inherent uncertainty surrounding it. The changes do not necessarily reflect badly on the competence or honesty of management and many of the changes resulted from issues that were highlighted as risks in earlier plans. They follow the well-established trajectory of most mega-projects that start from a grand *vision* and end up, eventually, forming a more realistic picture of the actual challenges. Public comment is likely to focus on cost escalation, schedule changes, and modifications to system design, but the Peer Review Group would like to highlight questions that are in our opinion more fundamental.

The 2018 Plan poses critical questions because it starkly underlines the need for decisions on the future of the program. Growth in expected costs is of concern even before considering the fact that the most complex and costly parts of the construction (tunneling, for example) have yet to be started, and there is an inadequate and uncertain stream of money to finance the project. There has always been a gap that will have to be filled from unidentified sources, but earlier Plans held out the hope that there would be a set of construction cost estimates, public financial resources, and operating income projections that would elicit enough private investment to build at least a significant operational part of the system without major additional state or federal grants or loan programs. Our earlier comments noted that the expressions of interest from potential private sector investors had made it clear that an added role of the state in guaranteeing the income flow of the Authority would be needed, no matter what other sources were identified.

The Group has comments on the Plan's details attached below, but more importantly we urge the Legislature to respond to the 2018 Plan by focusing instead on the key questions of whether the project should proceed and, if so, what would a revamped project look like and how can it realistically be financed? It will be essential to develop a realistic program of project finance by revenue source and agency (local, state, federal, private) and a realistic discussion of the predictability of funds generation.

The Authority can no longer be expected to deliver a project for which the proposed scope is not matched by adequate and reliable funding. The Legislature will need to consider how adequate

and reliable funding can be provided if the project is to continue. The issue is two-fold: current funding is not sufficient to complete even the San Francisco to Bakersfield section; and the primary source of added funding – Cap and Trade – is too volatile to support monetization by the private sector except at a high risk premium.

The 2018 Plan does not clearly lay out the Legislature's choices or the actions needed to implement the chosen option. This increases the risk that the mismatch between the desired outcome and available funding will continue to grow to the detriment of the project and the state. In broad terms, the choices appear to be:

1. End the project, pay the remaining contractor charges, retain purchased property for state uses where needed and otherwise sell it or return it to its former owners and scrap any work already done. In practice this would not be practical because the work done so far would have no utility and the federal ARRA money would probably have to be repaid.
2. Complete the existing committed work in the Central Valley and provide connections to the existing San Joaquin service so that use could be made of the investment and the ARRA funding would not need to be repaid. Complete all contracted commitments to local authorities on the Peninsula and in the Los Angeles basin including Phase I environmental clearances. After doing so, end the project. This appears to be the minimum feasible program, though it would leave Cap and Trade appropriations unspent.
3. Complete existing work as described above and, using Cap and Trade receipts provided under current policies, add improvements in electrification from San Jose to Gilroy and upgrade Los Angeles Union Station and the Los Angeles to Anaheim lines. Complete planning and engineering for the Pacheco Pass tunnels and all environmental clearances needed. Defer other commitments for future consideration but continue to pursue potential financial options such as state guarantees of the share and level of Cap and Trade flows. This is basically the program status in the draft 2018 Plan. If the Legislature chooses this approach, it may want to commission a review of the program before authorizing further commitments.
4. Reconfirm the state's commitment to completion of an agreed version of Phase I as contemplated in Proposition 1A and provide the Authority with adequate and reliable sources of financing to complete the project. A workable funding plan should be based on the understanding that the project's schedule and costs are likely to change as the project evolves.

In considering these options (or others the Governor, Authority or Legislature may define), the Legislature will need to reassess the *vision* embodied in Proposition 1A and the reality it is turning into. If the Legislature opts to continue the project beyond the Central Valley segment and the existing commitments to the bookend areas, it may want to request that a study be commissioned to revalidate the role of high-speed rail in the future transport network of California and reaffirm the priority that transportation, and high-speed rail, have in comparison to other spending needs of the state. This would be especially important if, for example, the Legislature considers changing the share of Cap and Trade receipts dedicated to high-speed rail. An essential element of the study would be a full discussion of the role of high-speed rail within the state's overall rail plan and plans for highways and airports. This should also be based on inputs from the Authority's early operator, who could provide more detail and justification for

the projections of services and financial/economic performance of the system for the options being considered.

As stated in previous letters the PRG believes that rail passenger service, including high-speed rail service, is important to the economic growth of the State and can play a central role in the State's future transport network. Enhanced passenger rail service – high-speed, conventional and commuter – will be needed in California just as it is useful in other regions of the country and around the world. There is little doubt that better rail service can be achieved if the various providers (not just the Authority) are given appropriate policy guidance and financial support. Unfortunately, the high-speed rail program as it is currently defined and financed will not be able to support the role that high-speed rail could have in the state's future transportation system.

Please let us know if you have any questions, need any further information, or would like to meet with the Group to discuss this letter.

Sincerely,



Louis S. Thompson
Chairman, California High-Speed Rail Peer Review Group

- cc: Hon. Jim Beall, Chair, Senate Transportation and Housing Committee
Hon. Anthony Canella, Vice Chair, Senate Transportation and Housing Committee
Hon. Jim Frazier, Chair, Assembly Transportation Committee
Hon. Vince Fong, Vice Chair, Assembly Transportation Committee
Brian Ennis, Secretary, California State Transportation Agency
Mac Taylor, State Legislative Analyst
Ken Alex, Director, Governor's Office of Planning and Research
Dan Richard, Chair, California High-Speed Rail Authority
Brian Kelly, Chief Executive Officer, California High-Speed Rail Authority
Members, California High-Speed Rail Peer Review Group

Detailed Comments

Early Operator

The draft Plan does not incorporate the input of the early operator recently contracted by the Authority. The Authority states that the early operator will be asked to assess the reasonableness of the cost estimates and ranges presented and “[w]hen that assessment is complete, this information will be publicly available.” (page 32 of draft Plan). There are a number of areas where the input and advice of the early operator will be very important, including capital and O&M costs, cash flows and the business model as discussed below. If at all possible, this input should be included in the final 2018 Business Plan. If inclusion in the final Plan is not possible, the Authority should commit to an agreed date when the assessments will be available because the inputs are likely to have a significant impact on the project and this may affect the Legislature’s continuing evaluation of the program.

Business Model

The Authority’s discussion of its proposed business model needs better definition and explanation in the final Plan. This is an area in which the early operator will be able to assist based on experience with rail passenger business models elsewhere in the world. For example, the Authority states “The rail infrastructure provider will interface with the system operator and will be responsible for integrating other elements of the high-speed system (high-speed rail trains, civil works and facilities) so that the system works seamlessly. The rail infrastructure provider is intended to be a key long-term partner and also [to] be responsible for maintaining the underlying civil works of the system.” (page 27 of the draft Plan) The Authority should elaborate on how this would actually be implemented in practice. Would there be a separate contractor or concessionaire who would own and maintain the infrastructure and charge a fee for use while paying the Authority a fee? How would the charges be established and regulated? How would the various service providers interact with the infrastructure provider? There is no single, “right” answer to these questions, and the business model need not be defined in complete detail, but the Authority needs to present a clear and consistent concept of its business model in order not to make decisions now that will foreclose future choices.

Interaction with the Bookend Operators

The Authority has decided to expand the blended operations with Caltrain from San Francisco to Gilroy, and with Metrolink from Burbank to Anaheim, an approach that we consider appropriate both because of limited funding, and because this will have significant immediate benefit to current riders. This approach underlines the need for a clear and fully agreed upon set of operating agreements with the two agencies and with the Union Pacific and BNSF railroads. The existing memoranda of understanding have launched the process, but the Authority should move as quickly as possible to convert the general understandings into specific agreements on ownership, rights of access, costs of access, maintenance responsibility, and dispatching and scheduling decisions, among others. The Authority has already seen how negotiations of final agreements with freight railroads tend to increase estimates of cost and schedule. Any added impacts of these agreements with the commuter operators and the freight railroads should be identified and managed as soon as possible.

Grade Crossings

In prior letters we urged that a broad program of grade crossing elimination be developed. The dangers of the interactions of heavy highway traffic and dense, high-speed, conventional and commuter rail passenger traffic moving through rail/highway grade crossings cannot be overstated. Now that the Plan envisions operation over grade crossings in the San Jose to Gilroy area and plans for joint operations over the grade crossings in the Burbank to Anaheim territory, the need for a program to eliminate grade crossings is even greater.

This is not a problem that the Authority alone can or should solve. Resolution will be expensive, it will take time, and there may well be a need for prioritizing of funds by crossing exposure and acceptance of interim solutions. Local governments, the state, Caltrain, Metrolink, the freight railroads and federal authorities all have roles to play. A coordinated program over a reasonable period of time to reduce the danger at grade crossings should be developed and implemented. The Legislature may want to request that Caltrans take the lead in forming such a program.

Schedule Trip Time Changes

Although Proposition 1A required that the system be **designed** so that a train could run from San Francisco to Los Angeles in 2 hours 40 minutes or less, continuing changes in plans, all of which have reduced speeds and increased potential trip times, will make it more difficult to meet this requirement. In past Business Plans, the Authority took the position that the “pure run time” as reflected in their train performance calculator results indicated that the 2:40 time could be met for a non-stop train from San Francisco to Los Angeles, but none of the planned schedules included non-stop service. The three-stop **scheduled** trip time from San Francisco to Los Angeles was shown as 2:55 in the 2009 Business Plan (page 66, Table A), 3:08 in the 2014 Business Plan (page 8 of 2014 Service Planning Methodology) and 3:10 in the 2016 Business Plan (page 5 of 2016 Service Planning Methodology). It is now shown at about 3:30 in the draft 2018 Business Plan (page 5 of 2018 draft Service Planning Methodology) though we have been informed that this will be revised in the final Plan. The proposed schedules must be consistent with the actual demand modeling in the plans in order that the revenue and O&M forecasts will match the conditions needed to fulfill the schedule. At the same time, the revised schedules illustrate the risk of reduction in system performance due to added maximum speed limitations in a number of areas.

Overall Variability

A common thread through all our previous letters has been that all of the forecasts of construction cost, O&M costs, revenue and cash flow, and completion schedule should be presented as having a wide range of potential outcomes. The experience gained so far has confirmed this point, as the draft 2018 Plan states. We fully support the Authority’s move to show all projections in terms of ranges and not just point estimates.

For example, on page 18 there is a discussion of international experience with tunneling without furnishing any information on cost experience. If the Authority is learning from international experience, given the enormous contribution of tunneling to the cost uncertainty of the project, it might be especially helpful to include preliminary insights about the ranges of unit costs from these experiences as compared with the Authority’s estimates. The Authority expects to build over 44 miles of tunnels, which is likely the largest single project cost component, so a clearer

perspective on the tunneling estimates would help in building confidence the projected costs will fall within the estimates.

More broadly, all future projections should acknowledge that costs, revenues, system performance and completion schedules are still subject to a lot of uncertainty, even after the various contingency allowances are applied. Any funding plans for the system should take into account the possibility that the actual outcomes could be at the unfavorable end of projected ranges.

Urban/Regional Development and Potential for Value Capture by High-Speed Rail

The Draft Business Plan argues (page 1) that high-speed rail will contribute to resolving the state's affordable housing problem and repeats the assertion (pages 11-12), under the heading "Benefits to Disadvantaged Communities." High-speed rail is presented as a catalyst for infill development and for sustainable infrastructure that can make communities safer places to live and the Plan suggests that high-speed rail can benefit lower income communities. The Group considers the relationships between the construction of high-speed rail and land use changes near the stations to be a matter of enormous policy significance and notes that this issue receives inadequate attention in the Draft. Our concern is that the claims, though potentially credible, are not supported by evidence. It is possible, as speculated in the draft Business Plan that people will move to lower-cost housing close to stations while working in Silicon Valley or San Francisco. It could equally be argued that high-speed rail will bring urban sprawl to the central valley and will replace inexpensive housing with luxury market rate development. Because of the significance of the issue of the impact of high-speed rail on regional development, we recommend that better and more detailed studies be undertaken before this issue can be resolved with confidence.

Similarly, the plan mentions (page 72) the creation of a Transit and Land Use Committee that is pursuing station area development. References appear to the possibility in the future of value capture financing, to the creation of station area development corporations, and to interest in federal programs such as the federal program of "opportunity zones." We do not argue with the potential importance of these possibilities, but they are not well enough defined or established to give us any confidence in their future role. Much more needs to be done before they can be taken seriously as elements of system planning or finance.

Data are provided on page 5 to demonstrate that Los Angeles has a serious traffic congestion problem (clearly true). The Authority asserts that high-speed rail will contribute to the alleviation of that problem, even though the plan makes no commitment to initiate service in the coming decades in Southern California and provides no analysis to show the contribution that high-speed rail or mass transit will make in future. The Authority should consider removing this discussion from the final Plan. Exhibit 1.3 compares travel times by automobile, conventional rail, and high speed rail. Air travel should be added in the comparison for longer trips like those between San Francisco and Los Angeles.

2018 Business Plan RECORD DETAIL

First Name : Virginia

Last Name : Crabtree

Stakeholder Comments/Issues : Bullet Train was a mistake to start. Eight years and and way over budget. In the state of California it seems that we need money for primary and high school education and money for water storage. Also our roads are a disgrace. Who will ride this train anyway?

2018 Business Plan RECORD DETAIL

First Name : Jeremiah

Last Name : Traylor

Stakeholder Comments/Issues : I would build the 224 miles of high speed rail you say you have enough money for open the route to the public let them see the benefits than expand from there with public support.

2018 Business Plan RECORD DETAIL

First Name : Cindy

Last Name : Gooden

Stakeholder Comments/Issues : The full CAHSR network must get built - that should never cease to be the long term goal regardless of short- and medium-term obstacles. However it needs to be done, as long as it is done. Once this train enters operation, we will wonder why we didn't build it sooner. It is the linchpin in our future as an economically competitive, environmentally sound state.

BART was also over budget and delayed. Does anybody in the Bay Area currently think it was a waste of money? I personally would rather have the system delivered later and at higher cost than never have it at all.

2018 Business Plan RECORD DETAIL

First Name : Dan

Last Name : Leavitt

Stakeholder Comments/Issues : Dear CHSRA,

Please accept the attached comment letter from the Central Valley Rail Working Group on CHSRA's Draft 2018 Business Plan. We greatly appreciate the opportunity to comment and look forward to continuing to work with you.

Best regards,

Dan Leavitt - Manager of Regional Initiatives - San Joaquin Regional Rail Commission - Altamont Corridor Express - San Joaquin Joint Powers Authority - (209) 944-6266 - (530) 400-9475 cell - dan@acerail.com<mailto:dan@acerail.com> - 949 East Channel Street, Stockton CA 95202 - www.acerail.com<http://www.acerail.com> [3 logos (2)]

Attachments :

image001.png (33 kb)

Final CVRWG letter regarding CHSRA 2018 Draft Business Plan.pdf (294 kb)

CENTRAL VALLEY RAIL WORKING GROUP

County of Sacramento

City of Sacramento

City of Elk Grove

City of Galt

Sacramento Area
Council of Governments

Sacramento Regional
Transit District

County of San Joaquin

City of Lodi

City of Stockton

City of Manteca

San Joaquin
Council of Governments

San Joaquin Regional
Rail Commission

San Joaquin
Regional Transit District

County of Stanislaus

City of Modesto

City of Turlock

Stanislaus
Council of Governments

County of Merced

City of Merced

Merced County
Association of Governments

*Member Agencies
in a
Memorandum of
Understanding*

April 5, 2018

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) Draft
2018 Business Plan

Dear Chairperson Richard,

The Central Valley Rail Working Group (CVRWG) includes all the regional transportation planning agencies, regional rail operators, and major cities in the Sacramento to Merced Corridor. CVRWG has been a very good partner in the development of the high-speed rail project. Our 20-agency working group has been involved in the coordinated planning for passenger rail service between Sacramento and Merced since 2006.

CVRWG appreciates the opportunity to comment on the CHSRA Draft 2018 Business Plan. CVRWG 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.

In particular, CVRWG is very pleased that the CHSRA 2018 Draft Business Plan highlights our coordinated efforts in the Connected Corridor North Study. This CHSRA partnership with the CVRWG, San Joaquin Joint Powers Authority (SJPA), San Joaquin Regional Rail Commission (SJRRC), CalSTA and Caltrans identifies a path forward for better, faster, more frequent and more coordinated passenger rail service between the San Joaquin Valley and Sacramento and has widespread support of agencies and elected officials throughout the Northern San Joaquin Valley and Sacramento. This work is fully supportive and consistent with the CVRWG's efforts to improve intercity passenger rail service between the San Joaquin Valley and Sacramento.

CVRWG greatly appreciates that connecting Merced as part of the Initial Operating Segment remains a high priority to CHSRA. However, the CVRWG requests that the Final CHSRA 2018 Business Plan have the link to Merced elevated to the same status that the links to San Francisco and Bakersfield were given in this draft business plan. The 2016 CHSRA Business Plan has the links to San Francisco, Bakersfield, and Merced all treated in a similar manner (see Exhibit 4.1 on page 48). The CHSRA 2018 Draft Business Plan recognizes the high ridership and revenue potential of linking the Silicon Valley with the Central Valley between San Francisco

and Bakersfield, but should also recognize the similar benefits of linking to Merced. CVRWG respectfully requests that the CHSRA 2018 Draft Business Plan be amended to reflect the consideration provided to San Francisco, Bakersfield and Merced as was done in the 2016 CHSRA Business Plan.

CVRWG is very pleased that the plan continues to identify Madera as a HSR station to provide connectivity with the San Joaquins and emphasizes “blended” service and connectivity improvements. CVRWG also appreciates the CHSRA’s support of the Draft 2018 State Rail Plan and the commitment to continue to work with CVRWG and other Northern California rail partners to identify and prioritize near-term regional rail improvements as part of the Northern California Unified Rail Service.

CVRWG supports the CHSRA Draft 2018 Business Plan and the Draft 2018 State Rail Plan which together propose a statewide vision for an integrated high speed, intercity, and commuter passenger rail system with reliable timed connections and multimodal transportation options. These plans will help lead to improved passenger rail services on many levels, and CVRWG looks forward to working with CHSRA, CalSTA, and Caltrans to implement an integrated high-speed, intercity and commuter passenger rail system to benefit our riders, our regions and our state.

Sincerely,

A handwritten signature in black ink that reads "Vito Chiesa". The signature is fluid and cursive, with the first name "Vito" and last name "Chiesa" clearly legible.

Vito Chiesa, Supervisor
Stanislaus County on behalf of the
Central Valley Rail Working Group

cc Brian Kelly, CHSRA; Chad Edison, CalSTA

2018 Business Plan RECORD DETAIL

First Name : Alex

Last Name : Rostapshov

Stakeholder Comments/Issues : We need to continue building High Speed Rail in California in order to generate sustainable economic growth throughout the state. As the costs of living continue to increase and we run out of space around the major cities, High Speed Rail will create a viable alternative to shift jobs throughout the state, spreading wealth and reducing costs. This will benefit all residents of California - from the Central Valley cities to the coastal ones.

2018 Business Plan RECORD DETAIL

First Name : Carolyn

Last Name : Wooldridge

Stakeholder Comments/Issues : Support for this project disappeared long ago. The more people learned about it, the less they liked it. The project should be terminated as it is not what was promised and only promises to be a continual drain on our tax money.

2018 Business Plan RECORD DETAIL

First Name : Diane

Last Name : Walker

Stakeholder Comments/Issues : To whom ever will even read this email:

First, I am a California born resident and am sickened by this high speed rail train. I don't see a real purpose in it when we have flights that go from SFO to LAX hourly. You have used "General Fund" dollars to help fund this horrible project. I have never paid more gas tax money (to the General Fund) that I have in my entire 74 years on this earth and yet the roads in my area (Pleasant Hill/Concord) are deplorable. We are paying gas tax money for road upkeep and yet management in this state does not know how to balance a checking account, and now you have taxed us an additional 12 cent tax on top of it and that is not the end you charge us to drive on Hwy 680 \$\$\$\$ to drive between each off ramp.is that called triple dipping for road repair and it is for all day use thus limiting the other 3 lanes to congest. And the worst part is that the work that is being done is patch and hope it stays awhile. I find instead of watching the cars around me I am constantly looking for potholes and pray I don't hit someone or someone hits me.

Please is there anyone with enough courage in our (not about the citizens of this state) strong enough to put a stop to this totally waste of tax paying dollars. Surely we can make better use of our money being spent.

Diane Walker

Pleasant Hill, CA

2018 Business Plan RECORD DETAIL

First Name : Dan

Last Name : Leavitt

Stakeholder Comments/Issues : Dear CHSRA,

Please accept the attached signed comment letter from the San Joaquin Regional Rail Commission (SJRRC). The SJRRC unanimously took action today to send this letter that supports the CHSRA 2018 Draft Business Plan and the Draft 2018 State Rail Plan.

Best regards,

Dan Leavitt - Manager of Regional Initiatives - San Joaquin Regional Rail Commission - Altamont Corridor Express - San Joaquin Joint Powers Authority - (209) 944-6266 - (530) 400-9475 cell - dan@acerail.com<mailto:dan@acerail.com> - 949 East Channel Street, Stockton CA 95202 - www.acerail.com<http://www.acerail.com> [3 logos (2)]

Attachments : image001.png (33 kb)
Final SJRRC Letter regarding CHSRA 2018 Draft Business Plan.pdf (146 kb)



**SAN JOAQUIN
REGIONAL
RAIL COMMISSION**

Chair, **Steve Dresser**, City of Lathrop
Vice Chair, **Christina Fugazi**, City of Stockton
Commissioner, **Bob Johnson**, City of Lodi
Commissioner, **Debby Moorhead**, City of Manteca

Commissioner, **Bob Elliott**, San Joaquin County
Commissioner, **Leo Zuber**, City of Ripon
Commissioner, **Scott Haggerty**, Alameda County
Commissioner, **John Marchand**, City of Livermore

Executive Director, **Stacey Mortensen**

April 5, 2018

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) Draft 2018 Business Plan

Dear Chairperson Richard,

San Joaquin Regional Rail Commission (SJRRRC) supports the CHSRA Draft 2018 Business Plan and the Draft 2018 State Rail Plan which together propose a statewide vision for an integrated high speed, intercity, and commuter passenger rail system with reliable timed connections and multimodal transportation options. These plans will help lead to improved passenger rail services on many levels, and SJRRRC looks forward to working with CHSRA, CalSTA, and Caltrans to implement an integrated high-speed, intercity and commuter passenger rail system to benefit our riders, our regions and our state.

In particular, SJRRRC supports the fact that the CHSRA 2018 Draft Business Plan highlights our coordinated efforts in the Connected Corridor North Study. This CHSRA partnership with the Central Valley Rail Working Group, SJRRRC, San Joaquin Joint Powers Authority (SJPPA), CalSTA and Caltrans identifies a path forward for better, faster, more frequent and more coordinated passenger rail service between the San Joaquin Valley and Sacramento and has widespread support of agencies and elected officials throughout the Northern San Joaquin Valley and Sacramento. This work is fully supportive and consistent with the SJRRRC's efforts to improve commuter passenger rail service between the San Joaquin Valley, Sacramento, and the Bay Area.

SJRRRC agrees that connecting Merced as part of the Initial Operating Segment should remain a high priority to CHSRA, and that the plan continues to identify Madera as a HSR station to provide connectivity with the San Joaquins and emphasizes "blended" service and connectivity improvements. SJRRRC also concurs with the CHSRA's support of the Draft 2018 State Rail Plan and the commitment to continue to work with SJRRRC and other Northern California rail partners to identify and prioritize near-term regional rail improvements as part of the Northern California Unified Rail Service.

SJRRRC looks forward to working with CHSRA to implement a coordinated, complementary, and integrated intercity and commuter 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,

Steve Dresser, Chair

San Joaquin Regional Rail Commission

cc Brian Kelly, CHSRA; Chad Edison, CalSTA

2018 Business Plan RECORD DETAIL

First Name : Ethan

Last Name : Jacobs

Stakeholder Comments/Issues : Louis Thompson testified to the legislature and presented four possible options of how to move forward with HSR. I mostly support the third option of completing HSR between Bakersfield and Merced; extending Caltrain electrification to Gilroy, and plans to reconfigure downtown L.A.'s Union Station could proceed. All three areas would benefit from faster, cleaner, more frequent train connections with these project pieces complete, even without being connected in one continuous line.

Later on when more funding is available, and with Altamont Commuter Express Phase II reaching Merced, I think the best course of action is constructing a tunnel through the Altamont Pass, a new Dumbarton Rail bridge, and making other improvements to ACE such as double tracking and electrification. These improvements will not only enable faster commutes from the Central Valley, it will vastly improve traffic and commutes in half of the Bay Area by taking thousands of cars off of I-580, 680, Highways 92 and 84.

2018 Business Plan RECORD DETAIL

First Name : karen

Last Name : allman

Stakeholder Comments/Issues : This is the biggest waste of tax payers money EVER. MoonBeam leaving a legacy to nowhereville. There are much bigger fish to fry in this over taxed state. Infrastructure, homelessness, supporting illegals with OUR tax dollars. \$100 BILLION & counting for a train to nowhere!

2018 Business Plan RECORD DETAIL

First Name : Alan

Last Name : Scott

Stakeholder Comments/Issues :

Attachments : ASCTH 04.02.2018-Alan Scott Public Comment.pdf (42 kb)

Assembly Standing Committee on Transportation Hearing 04/02/2018

Alan Scott: Public Comment

Alan Scott	Yes, my name is Alan Scott. I'm with Citizens for California High-Speed Rail Accountability. I'm also speaking as a taxpayer and as a citizen. As far as the project is concerned, I thank you today for what you've done. Enlightening. I've been to about 150 meetings over the last eight years, and this is one of the first ones that really hit the points, the nail on the head. What I took away from this meeting is, I have bare notes,
Alan Scott	I want to hand them in if I could for the record. What I took away is, there's no plan. What I took away is, there's no money. And to Mr. Hart's point, one of the things I learned when I went into business after I retired from the Navy very simply was this, if you're going to work for my company, you'd better make me money, and if you're not making me money, we're going to figure out how to get rid of it. And to me, it needs to stop. So I'm gonna cut to the chase.
Alan Scott	As it's been said already, Mr. Chairman, this project's life is critical. Life-threatening crossroads, furthermore your concerns for the record have been well stated and today I appreciate again what you've done. Without question, the taxpayers have the most onerous tax obligation the United States, probably even in the world for California. We are taxed to the Nth degree. Additionally I believe everyone in this believes and knows that this project is no longer viable.
Alan Scott	I don't think it's viable anymore and then we heard it today. The key point I want to make is members of this Committee and the entire legislative and executive branch of this state are stewards of our bank. Please accept the responsibility of that 110% and that is what the taxpayers expect out of you. That is the biggest issue.
Alan Scott	I'd like to close with this. Down in Central California, an old town in southern Kings County, there's been a problem with the land taking issue, a serious component. The house was closed up some two and a half years ago. And I drove by there about three weeks ago. The house is now occupied. I called somebody down there that had the knowledge, asked him what was going on.
Alan Scott	He said, well, they no longer need the house. The people that lived in that house, the gentleman that built that house, his wife is disabled. He built the house for her with his own hands. Three years to build the house. A couple of years later, the High-Speed Rail says they're coming through. I go past there within the last month, the house is wide open,
Alan Scott	brand new windows, the house has been living in, being rented and why is my question. That to me is onerous. Thank you.

2018 Business Plan RECORD DETAIL

First Name : Bill

Last Name : Decary

Stakeholder Comments/Issues :

Attachments : ASCTH 04.02.2018-Bill Decary Public Comment.pdf (43 kb)

Assembly Standing Committee on Transportation Hearing 04/02/2018

Bill Decary: Public Comment

Bill Decary	I'm Bill Decary, resident of Bakersfield. Mr. Chairman and Committee Members, in the 2018 draft business plan, the Authority finally admitted it has made numerous costly errors in the Central Valley. However, like previous business plans, there is still a lot of hype and hope. The huge admission is the funding gap connecting the Silicon Valley
Bill Decary	and the Central Valley segments and attempting to fund the gap, the Authority again fails to acknowledge that the private sector will not invest in this risky project without guarantees. Nationally, there is stiff competition for limited federal money. For example, Amtrak is seeking \$900 million for it's northeast corridor modernization. The Authority hopes the monetized cap and trade revenue
Bill Decary	by issuing State of California Revenue Bonds requiring a credit enhancement or guarantee by the state to compensate bond holders for the uncertainty of cap and trade receipts. Obviously segments south of Bakersfield to complete phase one remain unfunded. The Authority continually touts its transparency. Yet in Exhibit 2.1, it shows tunnels
Bill Decary	between Gilroy and Madera, but omits the tunnels between Bakersfield and Palmdale and tunnels between Palmdale and Burbank. Tunnels are a huge unknown cost. In the plan, ridership estimates are based on travel between Bakersfield and San Francisco. In reality, travel will be between Shafter or possibly Bakersfield and Madera
Bill Decary	and between Gilroy and Fourth and King Streets in San Francisco. Lack of funding will likely make these two scenarios long lasting. In order to estimate the amount of annual state subsidy to sustain operations, ridership revenue forecasts for these two segments is essential. It is claimed Central Valley segment could be used by Amtrak,
Bill Decary	but with current Amtrak stations gone from the high-speed rail line, it would be a hardship for Central Valley riders. Lastly, while more revealing than prior plans, I'm flabbergasted when on page 19 of the 2018 plan the Authority indicates service decisions will ensure full compliance with Proposition 1A. The current project is far
Bill Decary	from what voters narrowly approved 10 years ago. In conclusion, I respectfully request this Committee not support continuation of this risky project and halt it until environmental work is completed and tunneling costs are developed and reliable funding sources are identified. Thank you.

2018 Business Plan RECORD DETAIL

First Name : Cesar

Last Name : Diaz

Stakeholder Comments/Issues :

Attachments : [ASCTH 04.02.2018-Cesar Diaz Public Comment.pdf \(39 kb\)](#)

Assembly Standing Committee on Transportation Hearing 04/02/2018

Cesar Diaz: Public Comment

Cesar Diaz	Mr. Chairmember, Cesar Diaz on behalf of the State Building and Construction Trades Council. I'll also echo a lot of the comments that were already said. But also note that a lot of construction workers and construction worker representatives were here in the room listening to the debate and the questions that were asked. They had to leave.
Cesar Diaz	But it is my duty and responsibility to express their strong support and why they came from all parts of the state to be supportive of the project. Many of these working families see this as a transformative project that California so desperately needs. A project that epitomizes all of the policy that has been debated here in previous years. You've heard my colleague talk about climate change, you heard my other colleague
Cesar Diaz	talk about affordable housing, and then also transportation. All of those things are embodied here in the work that Legislature has done within this project. And going into the step beyond, the project carries a project labor agreement that only helps out in disadvantaged areas, which the Central Valley is, and which other parts of California are, but also in assisting a lot of the small minority contractors
Cesar Diaz	that aren't actually able to bid on the project because of their complexity. With that project labor agreement, and with that flexibility and the collective bargaining agreement between us and our contractors, that allows for that diversity. So for all those reasons that were stated before, we strongly support this business plan. We think it carries a lot of fiscal accountability.
Cesar Diaz	We support in what you're talking about in terms of carrying it forward, but we think this project should move forward, ongoing. Get more money for the project. We believe that Republicans can, and do, have a lot of points to make but they should really get behind it because it is their areas that are benefiting more so greatly. It is their constituents that are actually having that economic impact and that benefit, so we thank you.

2018 Business Plan RECORD DETAIL

First Name : Dave

Last Name : Mercer

Stakeholder Comments/Issues :

Attachments : [ASCTH 04.02.2018-Dave Mercer Public Comment.pdf \(42 kb\)](#)

Assembly Standing Committee on Transportation Hearing 04/02/2018

Dave Mercer: Public Comment

Dave Mercer	Hi, good afternoon. My name is Dave Mercer and I'm with Operating Engineers Local 3 in Fresno. I'm the district representative. And I'm just here today to share with you a little bit about what the project means to our members in Fresno. And you've touched a little bit on it this afternoon, Mr. Chairman, and that's the labor issue.
Dave Mercer	There's a lot of numbers going around, how many people it's employed. What it means to the folks down in Central Valley, but this morning before I left Fresno, I pulled off numbers for just us, this is one craft. And to date, we have had 60 contractors performing work on the high-speed rail.
Dave Mercer	That's just like the lady in front of me, a few moments ago spoke, these are small businesses, women-owned businesses, disadvantaged business, a lot of those types of businesses. To date, we've had over 570 dispatches, exactly 576 dispatches to the high-speed rail. That's one craft. Operating engineers represent surveyors, the heavy equipment operators that you see out there,
Dave Mercer	the crane operators. So that's the impact that it's having on folks down in the Central Valley. Working on the high-speed rail has offered OE3 members a good living wage, benefits, and it's also given us the opportunity to employ or to train apprentices. These apprentices, a lot of them, are coming out of the service, they're veterans, we're putting them in our apprenticeship program,
Dave Mercer	we're teaching them a trade, a craft, that they can carry on long after the high-speed rail is completed. And then one other point I'd like to make, which brought up when I'm sitting here listening to your dialogue, which I think is very important and I appreciate it, but it's the local impact that it's having on the economy in Fresno. I'm 50 years old and as long as I can remember
Dave Mercer	they've been talking about revitalizing downtown Fresno and it's never happened they've tried lots of different things and nothing's really taken hold. If you go to downtown Fresno today, in the last three, four years, it is revitalized. It looks much different than it did five years ago and that's a direct effect from the high-speed rail. And there's nothing that we, I mean, we can assume that's gonna happen
Dave Mercer	along the corridors and different communities along the path of the high-speed rail and I just wanted to bring that up because that is, a lot of that development down there is private money. The restaurants, the businesses, that are moving to downtown Fresno, and it's just a great thing to see. So I appreciate your guys' hard work and your dedication and thank you.

2018 Business Plan RECORD DETAIL**First Name :** Jeff**Last Name :** Roberts**Stakeholder Comments/Issues :****Attachments :** [ASCTH 04.02.2018-Jeff Roberts Public Comment.pdf \(34 kb\)](#)

Assembly Standing Committee on Transportation Hearing 04/02/2018

Jeff Roberts: Public Comment

Jeff
Roberts

My name's Jeff Roberts. I'm a Regional Director with District Council 16 Local Union 294, Fresno California Painters and Allied Trades, and I'll just ditto my brothers that spoke before me. Thank you.

2018 Business Plan RECORD DETAIL**First Name :** Jim**Last Name :** Whites**Stakeholder Comments/Issues :****Attachments :** [ASCTH 04.02.2018-Jim Whites Public Comment.pdf \(34 kb\)](#)

Assembly Standing Committee on Transportation Hearing 04/02/2018

Jim Whites: Public Comment

Jim
Whites

Jim Whites on behalf of the San Francisco Bay Area Rapid Transit District. BART is very encouraged and supportive of the new updated 2018 business plan. We look forward to working with the Authority over the long term to improve connectivity of the high-speed rail system, or establish connectivity between high-speed rail, and not just BART but all of the regional rail and transit agencies around the state. Thank you.

2018 Business Plan RECORD DETAIL

First Name : John

Last Name : Hernandez

Stakeholder Comments/Issues :

Attachments : [ASCTH 04.02.2018-John Hernandez Public Comment.pdf \(42 kb\)](#)

Assembly Standing Committee on Transportation Hearing 04/02/2018

John Hernandez: Public Comment

John Hernandez	Hi my name's John Hernandez, I represent the Iron Workers from Fresno, California, Local 155. We currently are going to do the whole 119 miles that are mandated right now from Madera to Wasco. I've been an iron worker for 35 years. I've had to travel from Fresno to San Diego, From Fresno to all the way up to the Oregon border all the way up to Nevada, Reno, Las Vegas, Tonopah, Nevada
John Hernandez	throughout my career. I wanna say that when I became a business agent, we only had 260 somethin' members. We currently have over 600 members. Not all of them are working on the high-speed rail but the high-speed rail has a lot of 'em working. You guys call Phase One the whole 119 miles. Our Phase One is going from Madera
John Hernandez	to American Avenue in Fresno, California. On that project alone, we have over 60 to 80 people working. Phase Two just started last Thursday, and they've already employed 10 workers and planning on employing another 80. Phase Four is supposed to start next month with 40-80 iron workers working on them projects. These people with the mandate that they want 30% of
John Hernandez	disadvantaged workers, we are bringing people from welfare, making \$600 a month to making \$3-4,000 a month. These people are now paying taxes, they are now buying cars, they are now buying houses. With the high-speed rail being built in the Central Valley we're able to stay home and go watch our children play baseball, soccer, whatever sport they happen to be in at the time. With that I encourage you to support the high-speed rail. Thank you.

2018 Business Plan RECORD DETAIL

First Name : Keith

Last Name : Dunn

Stakeholder Comments/Issues :

Attachments : [ASCTH 04.02.2018-Keith Dunn Public Comment.pdf \(36 kb\)](#)

Assembly Standing Committee on Transportation Hearing 04/02/2018

Keith Dunn: Public Comment

Keith Dunn	Thank you Mr. Chairman, Keith Dunn on behalf of the Association for California High Speed Trains. I'd like to commend the authority for their commitment to a skilled and trained work force. I'll let my colleague, Mr. Diaz, speak more directly to that. I'd like to build off Ms. Flocks comments about the affordable housing and the other improvements in quality of
Keith Dunn	life that the high-speed rail is helping with modernization of our rail system, in addition to making housing more available for our workforce so they have more time to spend at those soccer games, baseball games, or football games, or whatever sport we may be playing but also, to help meet our environmental goals. With the modernization of our system, we're going to be taking cars off the lanes, we're gonna have less polluters,
Keith Dunn	reducing our carbon footprint. It's an important part of this program that does help meet the mandate that you and your fellow Legislators have put on California to have a very high standard with regards to our environment. We support that. We continue to work with the authority and look forward to working with you as we move forward and build this project. Thank you.

2018 Business Plan RECORD DETAIL

First Name : Mike

Last Name : West

Stakeholder Comments/Issues :

Attachments : [ASCTH 04.02.2018-Mike West Public Comment.pdf \(36 kb\)](#)

Assembly Standing Committee on Transportation Hearing 04/02/2018

Mike West: Public Comment

Mike West	Good afternoon, I'm Mike West. I represent District Council 16, Painters and Allied Trades. My colleagues and other labor representatives from the construction industry have done a great job of explaining the benefits to our members, but I wanna talk about rail service in California as a whole. Some of our members, in order to get to work on the job timely every morning,
Mike West	have to leave their homes at 1:30 and 2 o'clock in the morning just to avoid heavy traffic and then they sleep on the job for an hour or 2 in the morning. So anything that we can do as an overall upgrade of the rail service in California on all aspects, like the gentlemen were saying on the panel, is gonna benefit the lives of our members and their families and spend some more quality time rather than their head of household having to go to bed at 6:30 or 7 o'clock in the evening and miss that quality family time in order to get to work in the morning. So thank you so much, and I hope this project moves forward.

2018 Business Plan RECORD DETAIL

First Name : Randy

Last Name : Rojas

Stakeholder Comments/Issues :

Attachments : ASCTH 04.02.2018-Randy Rojas Public Comment.pdf (33 kb)

Assembly Standing Committee on Transportation Hearing 04/02/2018

Randy Rojas: Public Comment

Randy Rojas My name is Randy Rojas, District Council 16, Painters and Allied Trades. I'm a business representative here in Sacramento. I'd like to ditto what Mike West said and also as a father of two teenage sons, I see this as an investment in their future, their children's futures, and their children's futures, and I urge your support. Thank you.

2018 Business Plan RECORD DETAIL**First Name :** Rita**Last Name :** Wright**Stakeholder Comments/Issues :****Attachments :** [ASCTH 04.02.2018-Rita Wright Public Comment.pdf \(40 kb\)](#)

Assembly Standing Committee on Transportation Hearing 04/02/2018

Rita Wright: Public Comment

Rita Wright	Yes, ladies and gentlemen, my name is Rita Wright and I'm the owner of, a small, woman-owned and disadvantaged business enterprise, from Fresno, California. My company provides project management and civil engineering services to both public and private sector clients. We have been involved with the High-Speed Rail project since 2016,
Rita Wright	but I have been a supporter of this project long before I had an opportunity to work on it and I'm here today to express my support once again for this project, which I think is very, very important for. And I'm doing that both as a small business owner and a resident of California and a voter. The High-Speed Rail project is the most important
Rita Wright	and ambitious undertaking in our state right now, and it requires the support of all of our residents as well as all of our legislators at all level to become a success. There is no need to repeat the benefits of the high-speed rail project. I am sure you have heard that. It modernizes our transportation system, it's good for the environment, it's creating jobs,
Rita Wright	but I'm compelled to point out what Governor Brown said, that this project has created thousands of thousands of high paying jobs for residents of California, as well as for veterans, which I also am very much associated with. We know that many are concerned about the cost and the project delays, but I've been in this business, I'm a civil engineer, and I have been involved in several mega projects
Rita Wright	and I don't think this project is any different than any other mega projects that have had to overcome oppositions, funding issues and unanticipated delays. So in conclusions, I am asking our legislators to out their full support behind this project because I think with your support the project team will make this project a success and a reality for the State of California. Thank you.

2018 Business Plan RECORD DETAIL**First Name :** Roland**Last Name :** Lebiun**Stakeholder Comments/Issues :****Attachments :** [ASCTH 04.02.2018-Roland Lebiun Public Comment.pdf \(40 kb\)](#)

Assembly Standing Committee on Transportation Hearing 04/02/2018

Roland Lebiun: Public Comment

Roland Lebiun	Good afternoon, or good evening. My name is Roland Lebiun, L-E-B-I-U-N. I have no affiliation. I drove from San Jose this morning to give you a fifth option, which is how we could connect Silicon Valley to Fresno without having to augment the existing \$20 billion funding envelop, not 28. The poles are clear. The majority of voters approve the alignment
Roland Lebiun	between Burbank and Anaheim in the south and Gilroy and San Francisco in the north. The problems are in the Central Valley. Primarily because the existing alignment is impacting existing infrastructure that appropriately designed high-speed line would deliberately avoid. That's where the costs and that's where the impacts are coming from. So, briefly, in closing, what is the solution?
Roland Lebiun	First, we need to hit the pause button in the Central Valley. And second, we need to revisit Panoche, not Pacheco pass. If we do this, we will rediscover an alignment that not only shaves 10 minutes travel time, but it also eliminates approximately 10 miles of tunnels. And if you do this, because of the existing freight lines
Roland Lebiun	on both ends of the alignment, it would be possible to share the tunnels with freight without impacting the high-speed rail traffic. Thank you.

2018 Business Plan RECORD DETAIL

First Name : Sara

Last Name : Flocks

Stakeholder Comments/Issues :

Attachments : [ASCTH 04.02.2018-Sara Flocks Public Comment.pdf \(38 kb\)](#)

Assembly Standing Committee on Transportation Hearing 04/02/2018

Sara Flocks: Public Comment

Sara Flocks Mr. Chairmember, Sara Flocks from the California Labor Federation. We've been, since the beginning, in support of high speed rail as a smart investment in the transportation system of the state, and also as an economic driver. It's very exciting to see in the 2018 business plan that this is really coming to fruition. You see that the project has already yielded \$2.3

Sara Flocks billion in labor income. The number of jobs it's created, the structures that have gone up, the benefits to our existing rail system. These are all real benefits the high speed rail is delivering to our state, but also this business plan presents a vision of a valley to valley system that can really not only help with economic investments and economic growth

Sara Flocks in the Central Valley, but also can help alleviate the affordable housing crisis we have. If there's a way to get people from the Central Valley from Madera, from Merced, from all of these areas to jobs and places like the Bay Area, to some of the tech centers, then we can really start connecting people and allowing them to be able to afford a home, to rent an apartment, and still get to a good paying job. And so for that, we support this project, we support the business plan. Thank you to you and to the high-speed rail for their work on this.

2018 Business Plan RECORD DETAIL

First Name : Steve

Last Name : Caster

Stakeholder Comments/Issues :

Attachments : ASCTH 04.02.2018-Steve Caster Public Comment.pdf (33 kb)

Assembly Standing Committee on Transportation Hearing 04/02/2018

Steve Caster: Public Comment

Steve
Caster

Good afternoon, Committee Members. My name's Steve Caster. I'm the Regional Director for the Painters and Allied Trades here in Sacramento. I'm a native Californian. I've been in favor of high speed rail long before I became a labor representative. We currently have some members working on the project and also some state-based employers and for these reasons and many others, I urge Committee support. Thank you very much.

2018 Business Plan RECORD DETAIL**First Name :** Steven**Last Name :** Booker**Stakeholder Comments/Issues :****Attachments :** [ASCTH 04.02.2018-Steven Booker Public Comment.pdf \(35 kb\)](#)

Assembly Standing Committee on Transportation Hearing 04/02/2018

Steven Booker: Public Comment

Steven Booker	Good evening, Committee. My name is Steven Booker. I'm the Political Director and Community Affairs Liaison for the International Brotherhood of Electrical Workers, Local 617 of San Mateo County. I'm also a native Californian tax payer, voter, and I'm a Desert Shield, Desert Storm vet. I wish Member Mathis was here because he asked about a crystal ball earlier. My crystal ball tells me that the
Steven Booker	cheapest time to build this project is today. We're in full support of it. If we keep bureaucracy in this and keep all this red tape on this project, it's just gonna increase in cost. The cheapest time to build this is right now. The voters voted for it. We need to build high speed rail. As others individuals have said, it creates great jobs, it revitalates many communities, and we're in full support of this. Thank you.

2018 Business Plan RECORD DETAIL

First Name : Ted

Last Name : Hart

Stakeholder Comments/Issues :

Attachments : [ASCTH 04.02.2018-Ted Hart Public Comment.pdf \(41 kb\)](#)

Assembly Standing Committee on Transportation Hearing 04/02/2018

Ted Hart: Public Comment

Ted Hart	Thank you, my name is Ted Hart. I'm speaking as a voter and as a California taxpayer. I have been involved with the High-Speed Rail for 10 years. And appreciate what this panel and what this hearing has done. It is the first time in 10 years that I've heard really pertinent questions asked of the Authority. Up until now, that has not existed,
Ted Hart	because I've attended almost everyone one of the board meetings, et cetera. What I'd like to call to your attention is what has been missing today from all of this, and that is the voter. The voter has been left out of this in the sense that in Prop 1A in 2008, the voters were told that for \$10 billion
Ted Hart	they were going to get a \$45 billion high-speed rail. We're 10 years down the line, you mentioned it before, except that the actual number, if you take the \$98 billion and then extrapolate that, move it forward, you're looking at \$150 billion. So the \$45 billion has gone up 300%, and the question that needs to be looked at is is what about the voters in San Diego, Riverside,
Ted Hart	and Sacramento and the Inland Valley, and all of these places who actually voted for this. And the discussion today, it's like it doesn't exist. These voters are being left out completely. The last comment I would make is, I just want to throw it in there, the question was, well what happens if we stop it? Well, after 60 years in the commercial construction business,
Ted Hart	when you've got a bad investment, you stop it. You don't throw good money after bad. Thank you.

2018 Business Plan RECORD DETAIL**First Name :** Tom**Last Name :** Lemmon**Stakeholder Comments/Issues :****Attachments :** [ASCTH 04.02.2018-Tom Lemmon Public Comment.pdf \(35 kb\)](#)

Assembly Standing Committee on Transportation Hearing 04/02/2018

Tom Lemmon: Public Comment

Tom Lemmon Good evening, Tom Lemmon, San Diego Building Trades, also a tax payer. I'm just here to say something real simple about how transformative a project of this size is, and let you know I'm in support of it. I'm that guy that got out of the Marine Corps in 1982 and went to a project, a big project, the nuclear power plant at San Onofre. That project created a 36 year career for me, obviously not all at the same place. There's an opportunity, once people get into the trades, to stay in the trades and continue to build California. Thank you.

2018 Business Plan RECORD DETAIL

First Name : Karen

Last Name : King

Stakeholder Comments/Issues : Golden Empire Transit District (GET) has reviewed the Draft 2018 Business Plan for the California High Speed Rail. As we read it, we understand that the Plan now is Silicon Valley to Central Valley and includes construction of the rail line all the way into Bakersfield, including the station site. Exhibit 3.8 and 3.9 on pages 39 and 40 would indicate that costs have been estimated to include this entire length and includes right-of-way acquisition for the Bakersfield station. GET's question is whether there are funds budgeted and available for that right-of-way acquisition and in what timing that could take place.

As the owner of property that has been identified as necessary for the Locally Generated Alternative (LGA) for Bakersfield, GET is anxious to enter into negotiations with the Authority for the purchase of our property. GET's Board of Directors have reluctantly approved on-going improvements to GET's facilities, which are past their useful life. We put our project to construct a new facility on hold at the request of local officials four years ago when the LGA was developed because the Board did not want to spend taxpayer dollars for a facility that would be demolished by the rail project before the end of its life. Thus, we are anxious to move ahead and urge the Authority to consider early acquisition of GET's property.

Thank you for the opportunity to comment on the Draft 2018 Business Plan.

2018 Business Plan RECORD DETAIL

First Name : Egon

Last Name : Terplan

Stakeholder Comments/Issues :

From: Egon Terplan [mailto:eterplan@spur.org]
Sent: Tuesday, April 03, 2018 11:54 AM
To: toni.zupan@asm.ca.gov<mailto:toni.zupan@asm.ca.gov>
Cc: Nicole Soultanov; Rodriguez, Alice@HSR
Subject: High Speed Draft 2018 Rail Business Plan

Dear Toni Zupan,

Please share the following email with the members of the Assembly Transportation Committee.

Thank you

Regards,
Egon

Dear Assembly Transportation Committee,
SPUR, a Bay Area urban planning think tank, is thankful for your interest in the California High-Speed Rail program. We appreciate your committee's thoughtful questions about the project's goals, viability and future. We are writing to express our support for the draft 2018 High-Speed Rail Business Plan and the direction the California High-Speed Rail Authority is taking in the draft document. SPUR is supportive of the planning and building of high-speed rail in California and its importance for the state's future economic, environmental and transportation goals.

We also wanted to share some of our research that may be helpful as you discuss the draft business plan and other matters pertaining to the future of high-speed rail in California.

SPUR is an urban planning think tank that promotes good planning and good government through research, education and advocacy in the San Francisco Bay Area. We have over 5,000 individual members and 400 business members. For several decades we have been following and engaging in the state's high-speed rail program.

The following are four SPUR documents that may be of use to you in your deliberations:

- Last month we released a blog post to support the California High-Speed Rail project moving forward<<http://www.spur.org/news/2018-03-28/california-high-speed-rail-under-construction-and-moving-forward>>. (<https://www.spur.org/news/2018-03-28/california-high-speed-rail-under-construction-and-moving-forward>) We argued the importance of continuing the construction and investments in the rail project as well as expanding partnerships with cities on policy changes to help realize the economic development benefits of the rail project.

- Last fall we released a major report focused on the economic development and land use opportunity of high-speed rail. The report: [Harnessing High-Speed Rail](http://www.spur.org/publications/spur-report/2017-09-13/harnessing-high-speed-rail) <<http://www.spur.org/publications/spur-report/2017-09-13/harnessing-high-speed-rail>> focused on how high-speed rail is as much an economic development and land use project as a transportation project. (<https://www.spur.org/publications/spur-report/2017-09-13/harnessing-high-speed-rail>) To fully realize the economic benefits of the rail investment, new tools and policy changes are needed, particularly ones that reinforce downtown revitalization. We documented some of the specific changes, including joint state/local involvement in station area planning, modifying tax-increment financing laws and strengthening planning tools that protect farmland and reinforce infill development.

- Also in 2017, SPUR led a study tour of South Bay leaders to explore rail stations in Europe. Based on that trip we published guiding principles for remaking San Jose central station - Diridon -

<<http://www.spur.org/news/2017-06-22/remaking-diridon-principles-plan-and-grow>> (<https://www.spur.org/news/2017-06-22/remaking-diridon-principles-plan-and-grow>) and lessons from a study tour in European high-speed rail stations<<http://www.spur.org/news/2017-11-07/diridon-station-catalyst-9-takeaways-europe>> (<https://www.spur.org/news/2017-11-07/diridon-station-catalyst-9-takeaways-europe>).

• SPUR has also written other reports on high-speed rail including a 2012 report that explored ideas for mixed-revenues to finance the project<<https://www.spur.org/publications/urbanist-article/2012-07-10/getting-high-speed-rail-track>> (<https://www.spur.org/publications/urbanist-article/2012-07-10/getting-high-speed-rail-track>).

Please feel free to follow up with any questions.

Thank you for your interest and leadership on the important issue of planning and building high-speed rail in California.

Thank you

Regards,

Egon Terplan
Regional Planning Director
SPUR •Ideas+ Action for a Better City
415.644.4284
eterplan@spur.org<<mailto:eterplan@spur.org>>

SPUR<<http://www.spur.org>> | Blog<<http://www.spur.org/news>> |
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Twitter<https://twitter.com/SPUR_Urbanist> | Join<<https://www.spur.org/join-renew-give/individual-membership>>

2018 Business Plan RECORD DETAIL

First Name : Bill

Last Name : Holst

Stakeholder Comments/Issues : I can understand why the management of the hsr project want to keep it going. It provides a nice cushy high paid job with great benefits. But the reality is that beiing a government project it will most likekly cost 2 to 3 times the estimated cost. Witness the sf bay bridge and many other state projects. STOP wasting our money on this boondoggle.
Bill holst
San Mateo

2018 Business Plan RECORD DETAIL

First Name : Esmeralda

Last Name : Soria

Stakeholder Comments/Issues :

Attachments : 04.16.2018 Fresno Council President Esmeralda Soria.pdf (276 kb)



ESMERALDA Z. SORIA
Council President, District One

April 11, 2018

Brian Kelly, Chief Executive Officer
California High-Speed Rail Authority
770 L Street, Suite 620
Sacramento, CA 95814

Dear Mr. Kelly:

I am writing on behalf of Fresno City Council District 1 in support of the California High-Speed Rail Authority's Draft 2018 Business Plan. With construction expanding within the City of Fresno, we are seeing immediate benefits. The high-speed rail project has created thousands of jobs within the city, as well as increased economic activity in the rest of the region. Not only has this project put my constituents back to work during a time when employment opportunities are scarce, but it has also contributed to the livelihood of hundreds of small business owners in Fresno and the surrounding area.

This business plan presents a comprehensive strategy on moving the program forward, and I commend the dedication of the Authority and its Board of Directors to complete the largest infrastructure project and first-ever high-speed rail system in the country.

Sincerely,

Esmeralda Soria
Council President, District 1
(559) 621-8000
Esmeralda.Soria@fresno.gov



ESMERALDA Z. SORIA
Councilmember, District One
2600 Fresno Street
Fresno, CA 93721-3600
RETURN SERVICE REQUESTED

Brian Kelly, Chief Executive Officer
California High-Speed Rail Authority
770 L Street, Suite 620
Sacramento, CA 95814

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2018 Business Plan RECORD DETAIL

First Name : Brian

Last Name : Phegley

Stakeholder Comments/Issues : I respect the amount of effort that has gone into making this business plan, and the continued efforts to make high-speed rail a reality in California. However, it seems like the plan every two years becomes less ambitious and of poorer quality in the short term. It seems a frustrating truth that I am tired of witnessing. As much as this current plan might work for the moment, would it be possible to make a plan now that can survive without major changes through at least 2022, perhaps longer?

I believe, as I have since 2011, that the best way to do this is to break the project into a series of smaller phases, rather than the current two phase plan. I have thought of a reasonable way to do this with 11 phases, though I'm sure your engineers and city planners could do something similar. If you break the project into these smaller projects, you could better focus on raising money for each phase as it comes up. Further, if the funding sources seem lacking in the short term, it is easier to wait to build the next phase until the political and financial situation changes, and still have an operational result of the previous phases that is an improvement and a step towards providing the completed high-speed rail.

With the political pressure about funding high-speed rail in California, I do not want to see the project die or degraded until the "high-speed" part of the rail is forgotten. To me, as much as this will require major changes to the plan now, breaking the project to smaller phases would show that you are more realistic, have a better sense of how to build the system, and will try to optimize the system knowing that we in the state will have to live with it for decades or centuries to come (rather than purely on cost). Maybe that is not the answer you would like to take, but I do think you need to convey more clearly to the public and politicians that you have a better sense of knowledge of what you are doing.

2018 Business Plan RECORD DETAIL

First Name : Michelle@HSR

Last Name : Boehm

Stakeholder Comments/Issues : Thank you Cindy. It will be treated accordingly.

Michelle

Sent from my iPhone

On Apr 17, 2018, at 8:12 AM, cindy bloom
<cbloom571@gmail.com<mailto:cbloom571@gmail.com>> wrote:

FROM UNITED NE SAN FERNADO VALLEY COMMUNITIES OF SYLMAR,
KAGEL CANYON, RIVERWOOD RANCH, PACOIMA, SHADOW HILLS,
SUNLAND- TUJUNGA, LA TUNA CANYON, LAKE VIEW TERRACE AND
SUN VALLEY:

4-14-17 RALLY VIDEO (4 min.)

Here is link: <https://vimeo.com/265158257>

We are submitting this video as our official public comment regarding the
2018 Draft Business Plan to the California High Speed Rail Authority.

The SAFE Coalition

www.dontrailroad.us<<http://www.dontrailroad.us/>>

2018 Business Plan RECORD DETAIL

First Name : cindy

Last Name : bloom

Stakeholder Comments/Issues : FROM UNITED NE SAN FERNADO VALLEY COMMUNITIES OF SYLMAR, KAGEL CANYON, RIVERWOOD RANCH, PACOIMA, SHADOW HILLS, SUNLAND- TUJUNGA, LA TUNA CANYON, LAKE VIEW TERRACE AND SUN VALLEY:

4-14-17 RALLY VIDEO (4 min.)

Here is link: <https://vimeo.com/265158257> <<https://vimeo.com/265158257>>

We are submitting this video as our official public comment regarding the 2018 Draft Business Plan to the California High Speed Rail Authority.

The SAFE Coalition
www.dontrailroad.us <<http://www.dontrailroad.us/>>

2018 Business Plan RECORD DETAIL

First Name : Preston

Last Name : Rhea

Stakeholder Comments/Issues :

From: Preston Rhea [mailto:preston.rhea@gmail.com]
Sent: Monday, April 16, 2018 4:06 PM
To: HSR info@HSR
Subject: Thank you for your renewed focus on high-speed rail / opportunities in San Francisco

Hello Brian,
I just read through your article on the Sacramento Bee<<http://www.sacbee.com/opinion/california-forum/article207386399.html>> and checked out the new CHSR Draft 2018 business plan. I'm excited that in a time of public uncertainty you are committed to making high-speed rail a reality in California. Successful public infrastructure is one of the best ways for us to secure a better future and a more vibrant society. Thank you for your determination and your vision.
I have followed the project in earnest since it was approved in voters by 2008. While I understand almost all focus is on construction in the Central Valley right now, I'm eager to find an opportunity to work on HSR from San Francisco. I'm looking to make a transition from internet and telecom engineering and construction management to public transportation, and working on HSR would be a dream of mine.
If you ever come to the Bay Area to present on HSR I'd look forward to meeting you. Cheers and thank you again for your dedication,

Preston
<https://www.linkedin.com/in/prestonrhea/>

2018 Business Plan RECORD DETAIL

First Name : Vanessa

Last Name : May

Stakeholder Comments/Issues :

From: Vanessa May [mailto:may.vanessa.d@gmail.com]
Sent: Monday, April 16, 2018 3:19 PM
To: HSR palmdale_burbank@HSR; HSR info@HSR; HSR Southern California@HSR
Subject: Scrap the CAHSR Biz Plan

Good day CA High Speed Rail Authority:

There is no need to waste time, effort or resources discussing a business plan for a project that needs to be reassessed. Please heed the words expressed in this opinion piece from the LA Daily News:

https://www.dailynews.com/2018/04/12/take-the-bullet-train-entirely-out-of-chamber/amp/?__twitter_impression=true

Respectfully,

Vanessa May
Lake View Terrace, CA resident

2018 Business Plan RECORD DETAIL

First Name : vicki

Last Name : falkner

Stakeholder Comments/Issues : I am still very concerned about the location of the HSR system. If it is on the west side of the existing UPRR near Monterey it would greatly impact the countryside. I am not a fan at all. Also having it west of 101 50 to 60 feet high seems ugly and an eye sore. Instead of speeding up, we need to be slowing down and try to enjoy the moment. What are we doing to our environment really. This has to stop. We have planes, trains and automobiles that should be enough to get us where we need to go.

2018 Business Plan RECORD DETAIL

First Name : Sal

Last Name : Aresco

Stakeholder Comments/Issues : Too START I'm a friend TOO all phases of what needs to be done .IT'S WHAT THIS STATE NEEDS UNDER OUR XMAS TREE .I'M 55YRS OLD AND IN MY MIND I'VE BEEN ON BULLET TRAIN MORE TIMES THAN I COUID COUNT.ANYWAY I LOVE IT.JUST BUILD IT .AND THEY WILL (PAY) RIDE IT. OK NOW U ALL KNOW WHERE I STAND .NOW TOO A ? ALRIGHT I WATCH THE VIDEO ON THE ROUTE BUT I'M STILL CAN'T TELL HOW THE CONNECTION FROM CORRIDOR OF COMUNICATION HILL TOO MONTEREY HWY .?NOW WILL GO THROUGH THE OLD CAPITAL DRIVE-IN OR WILL A VIA DUC. BE BUILDED TOO ABOVE THAT PLUS OVER THE CAPITAL-OVER.WHICH IS OVER MONTEREY RD. SO I HOPE U ALL CAN ANSWER. THANK U.

2018 Business Plan RECORD DETAIL

First Name : Brandyline

Last Name : Hastings

Stakeholder Comments/Issues :

Attachments : Senate Standing Committee Brandyline Hastings Public Comment.pdf (64 kb)

**Senate Standing Committee on Transportation and Housing Senate Budget and Fiscal Review
Subcommittee No. 2 on Resources, Environmental Protection, Energy and Transportation Hearing
of 04-03-2018**

Brandyline Hastings: Public Comment

Brandyline Hastings	Good evening. My name is Brandyline Hastings. I'm sorry, I'm shaking, but I'm a student and we actually had two members that had to leave because they had to go to class in about an hour. I hope they made it. But I am here to talk in support of the high speed rail, and something that I really, really want to stress is that it's absolutely ridiculous in my mind that we're even talking about the price of this project
Brandyline Hastings	because the long term payoff is so much greater. I live in Fresno, California, and I work for Fresno Unified and many of you may know that that's the fourth largest school district in California at about an 87% poverty rate. We're doing everything we can as a district to raise the kids that are in kindergarten right now to be prepared for the industry
Brandyline Hastings	that they're going to enter into in 15 years, and you know what they're going to do if we don't get connection from the Bay Area to Fresno is they're going to leave Fresno, continue the poverty rate, because our economy won't be diversified, and there's people here that can attest to that. There's been studies that have been done, and as a city, it's incredibly important for me, but I also want to say that we haven't invested
Brandyline Hastings	in the future generations in a while, and although I do appreciate people's criticism of the budget, a lot of the opposition of this project has come from the media, which is a business that is selling us something. They're selling us bad news because that's what we like.
Brandyline Hastings	We like to criticize, we like to hear bad news. It takes more intelligence and more thought to think about opposing thoughts, and so a lot of this negative support, and I can tell you because I've spoken to family members and others is since come from a lack of knowledge of what the project's actually doing
Brandyline Hastings	and what it will actually entail. I don't think any cost would be too high, honestly, and we're already so far behind as a country, and we are one of the richest countries in the world, so it's just absolutely ridiculous that we're even talking about not doing it. We need to be creative and figure out how to get it done.

2018 Business Plan RECORD DETAIL

First Name : Brian

Last Name : Tritch

Stakeholder Comments/Issues :

Attachments : Senate Standing Committee Brian Tritch Public Comment.pdf (61 kb)

**Senate Standing Committee on Transportation and Housing Senate Budget and Fiscal Review
Subcommittee No. 2 on Resources, Environmental Protection, Energy and Transportation Hearing
of 04-03-2018**

Brian Tritch: Public Comment

Hi, I'm Brian Tritch, student, voter, and believer that human beings can still do great things. A lot has been said that I don't need to rehash. I guess I'd like to dispel the notion that there has been success in minting opposition to high speed rail and the Central Valley as student of Clovis Community College, and you know this is something I want to see happen,

and you know I agree with the statement made before that we can't get caught up in myopic focus on raw economic costs and short term immediate results because you can't place a dollar value on these type of projects, human experiences, quality of life. You know, I was talking to someone earlier about going through our state parks and seeing,

you know, 1933 WPA on a bridge when I walk across a river in Yosemite, you know, and these are the great things that make us a good society, you know, and I'd just like to say I think we can be better than people that look at a pocketbook and that's the end of it for our decisions, so y'all make it happen, I believe in you.

2018 Business Plan RECORD DETAIL

First Name : Henry

Last Name : Perea

Stakeholder Comments/Issues :

Attachments : [Senate Standing Committee Henry Perea Public Comment.pdf \(68 kb\)](#)

**Senate Standing Committee on Transportation and Housing Senate Budget and Fiscal Review
Subcommittee No. 2 on Resources, Environmental Protection, Energy and Transportation Hearing
of 04-03-2018**

Henry Perea: Public Comment

Henry Perea	Mr. Chairman, Members of the Committee. My name is Henry Perea. I serve on the county board. A City Council before then a school board, so I understand politics and how they work and Senator Allen, I think your question was a great question. 'Cause I've heard it many times where we're so much invested by the federal government and the state in the Central Valley to begin this historic project for California,
Henry Perea	but we have a lot of our legislative contingent both at the federal and state level who seem not to support it. That's a great question. All I can say is two things. One is, if you put it in the political context, it's just politics, right? I think it goes back to who will sit in the White House prior to this administration and some people just took to positions just based on who were supporting
Henry Perea	the project and sometimes that happens in a political world, right? Sometimes they don't rhyme a reason to what we do in that context. But the other is just that in spite of that we do have strong support in the Central Valley and when I sat at the supervisor, I sat on a council of government which represents the county in the 15 cities of our area, and very early on in this project
Henry Perea	we supported high speed rail in a meaningful way. I know a lot of you, we come to ask you for money but you're always asking, where is your skin in the game? As a county, we invested \$25 billion commitment out of our local transportation fund towards this project and we have it as part of the competition not just to garner the high speed rail maintenance facility in our area
Henry Perea	which will bring all the jobs that it will bring. But to show that we as all the mayors, the county, we were committed to making sure that this project happens. And that commitment still stands. You're always gonna see folks who are not necessarily gonna be in agreement with the project. We can all go through down the history
Henry Perea	of this world and show great things that were build and how much opposition there was to it but today everybody's happy that it happened. I'm here to support your business plan. You're on the right track. We know there's been some bumps in the road. I think hiring Mr. Kelly's been one of the absolute best decisions that is made in terms of
Henry Perea	where we are in the project now and he will get it done. And as a board that he can work with, that will get it done working with you. The last thing I'll say is one of the things that I always found maddening and being in politics and I think you do too, is you don't always get the real cost of what it's gonna do, what it's gonna take to build something.
Henry Perea	I think a lot of that's because we don't have the engineers, the cost estimators, everybody that's really involved in building something, giving you the real nuts and bolts of what it's gonna cost. The best example I can give you right now other than this one is there's someone who

wants to build a wall on our Southern border.

Henry
Perea

And that number, first number we heard was \$12 billion. And the homeland security a year later said it now is gonna be \$21 billion and just recently there was report to Congress saying it's gonna \$33 billion. You could argue that the cost is escalating out of control and I would argue that no you still don't know the cost to begin with 'cause you don't know what you're building.

Henry
Perea

I think that's our challenge sometimes. We don't know what the cost could be from day one. We know it's good for us as a society, but in this case we are where we are, we just have to get it done and you holding the high speed rail board and staff accountable is absolutely correct. That's what you need to do. You need to hold their feet to the fire but by the same token with the resource that we have, we have to let them get the job done. And I think you have the right team in place. Thank you.

2018 Business Plan RECORD DETAIL

First Name : Jeff

Last Name : Roberts

Stakeholder Comments/Issues :

Attachments : Senate Standing Committee Jeff Roberts Public Comment.pdf (60 kb)

**Senate Standing Committee on Transportation and Housing Senate Budget and Fiscal Review
Subcommittee No. 2 on Resources, Environmental Protection, Energy and Transportation Hearing
of 04-03-2018**

Jeff Roberts: Public Comment

Jeff Roberts Good afternoon, my name is Jeff Roberts and I'm a Regional Director for District Council 16, Local Union 294, International Unit of Painters and Allied Trades. I'm also the Vice President of the Fresno, Madera, Tulare, Kings Building Trades. It's imperative that high speed rail gets completed. It's creating many many jobs and not only in Fresno county,

Jeff Roberts but the surrounding county it's gonna go through. In addition to that, it's going to create more business, and additional jobs on the business. I'm very supportive of it. My members are very supportive of it. I'm gonna be an old man someday, Senator Allen. I'm old now. But when it's completed I'm gonna be probably too old to drive and I'd love to be able to jump on that train, go to Dodger stadium in Chavez Ravine and watch my Dodgers beat the Giants.

2018 Business Plan RECORD DETAIL

First Name : Jim

Last Name : Lites

Stakeholder Comments/Issues :

Attachments : Senate Standing Committee Jim Lites Public Comment.pdf (57 kb)

**Senate Standing Committee on Transportation and Housing Senate Budget and Fiscal Review
Subcommittee No. 2 on Resources, Environmental Protection, Energy and Transportation Hearing
of 04-03-2018**

Jim Lites: Public Comment

Jim Lites on behalf of the San Francisco Bay Area Rapid Transit District. BART is very supportive of the high speed rail 2018 draft business plan, and we certainly look forward to working with the authority over the long run to create the connectivity that the state needs so badly with regional transit and rail properties. Thank you very much.

2018 Business Plan RECORD DETAIL**First Name :** John**Last Name :** Tweed**Stakeholder Comments/Issues :****Attachments :** Senate Standing Committee John Tweed Public Comment.pdf (57 kb)

**Senate Standing Committee on Transportation and Housing Senate Budget and Fiscal Review
Subcommittee No. 2 on Resources, Environmental Protection, Energy and Transportation Hearing
of 04-03-2018**

John Tweed: Public Comment

John Tweed	Good afternoon Committee Members. My name is John Tweed and I'm speaking on behalf of District Council 16 Painters and Allied Trades. This project is a must for us. There are many areas that need improvement in the cities that will be along the rail line.
John Tweed	They are great construction jobs. Two thirds of the members of our council live in Sacramento and the valley and are commuting to the Bay Area. This will bring many of them home. Thank you.

2018 Business Plan RECORD DETAIL

First Name : Ken

Last Name : Oyer

Stakeholder Comments/Issues :

Attachments : Senate Standing Committee Ken Oyer Public Comment.pdf (59 kb)

**Senate Standing Committee on Transportation and Housing Senate Budget and Fiscal Review
Subcommittee No. 2 on Resources, Environmental Protection, Energy and Transportation Hearing
of 04-03-2018**

Ken Oyer: Public Comment

Ken
Oyer

Yes, Sir. Hi, my name is Ken Oyer. I'm from Central Valley. Bulldog. I had a lot of things I wanted to say, but one is from what I can find, we've got about 20% funding for this project so far after 10 years. I don't think there's been any private investment yet. And so my comment would be, earlier tonight, there was a little bantering up front about asking a bankruptcy attorney about what this looks like.

Ken
Oyer

And I think that, I'll finish with a thing from our newspaper at home, it was 5,000 years from now people go to Fresno and wonder what the pillars are, that that's our Stone Henge that we've left for the future. So we either need to fund it and see, because the leader today has told us that without designated funding it won't work. So let's make sure that it either works or stop it before we put more money into it.

2018 Business Plan RECORD DETAIL

First Name : Lee

Last Name : Eager

Stakeholder Comments/Issues :

Attachments : Senate Standing Committee Lee Eager Public Comment.pdf (68 kb)

**Senate Standing Committee on Transportation and Housing Senate Budget and Fiscal Review
Subcommittee No. 2 on Resources, Environmental Protection, Energy and Transportation Hearing
of 04-03-2018**

Lee Eager: Public Comment

Lee Eager Good afternoon, or good evening, maybe. I'm Lee Ann Eager, I'm President and CEO of Fresno County Economic Development Corporation. I sent you all a letter. And the way you got that letter was because when I was in Washington DC recently, I was giving a talk about what we're doing here in California and there were some folks there

Lee Eager from the administration listening to what we were talking about and they were talking about infrastructure and how they're gonna spend the money on infrastructure. Secretary Ross was there. Afterwards, I was contacted by the office and asked to find what's in the white paper on what high speed rail would mean to the Central Valley.

Lee Eager Hopefully you were able to read that so I won't go over that again. But you have to understand the importance of this project to the Central Valley and certainly to Fresno. Because the Governor appoints me to a lot of things, my age is always in the news, so I'll tell you, with the 62 years that I've been on this Earth, I've lived in the Central Valley and in Fresno. And there's never been a project that's gonna change what we do in California more than this project. Here, in Fresno, you can't get there from here.

Lee Eager I don't know if any of you have tried, but you have to get in your car and drive there. Amtrak, a lot of times you're gonna get on the bus and half the time you don't get there in time. This will really, when we talk about that kind of activity, this is really the essence of what this project is for us. Getting people out of the Central Valley of which there are already 4 million people and growing. Fastest growing area in the entire state. Connecting them to the Bay Area, connecting them

Lee Eager to Southern California and Los Angeles will change the way we do business, will get us out of that high unemployment. Get us out of that high poverty. But one of the things you have to understand too, it's not just about the Central Valley. One of the pleasures that I have as the CEO of Economic Development Corporation, I get to travel around the world and talk to people about California.

Lee Eager Talk to people around the world about who we are and that we still are that land of opportunity. We still are that place where we have entrepreneurs, thinking past 10 years from now into 20 years from now. And people wanna do business with us. They're still excited about what we're doing here in California, and one of those things they're excited about is high speed rail.

Lee Eager Because they all have it. I've been to six different countries and rode trains, high speed trains in those countries. I've seen 26 different stations and looked at what's happening there and what's changed their economy. And they're looking at us because they know that we are that place in the United States that has stepped out and said we're gonna have that here.

Lee Eager So we understand, we certainly understand the economics, that we have to watch those economics. I was a bankruptcy attorney during the recession. I get it. But this is worth it. This is

worth it because we are California and we are that place.

2018 Business Plan RECORD DETAIL

First Name : Mike

Last Name : West

Stakeholder Comments/Issues :

Attachments : Senate Standing Committee Mike West Public Comment.pdf (61 kb)

**Senate Standing Committee on Transportation and Housing Senate Budget and Fiscal Review
Subcommittee No. 2 on Resources, Environmental Protection, Energy and Transportation Hearing
of 04-03-2018**

Mike West: Public Comment

Good afternoon, Chairman and Committee Members. My name is Mike West and I represent District Council 16, Painters and Allied Trades. The leader of the state building trades did a great job of expressing how much these jobs mean to our members, but it's also a quality of life issue. It's not uncommon for people traveling from the valley

or from the Sacramento area into San Francisco or other areas where their work might be located to leave their homes at one 30 and two o'clock in the morning in order to avoid all the traffic and then they get into their, they stay in their cars and sleep for an extra two hours so that they can get up and go to work, and it becomes a quality of life issue because that in reverse, they leave home early, they get home late, and they miss all that quality family time, so it's more than just about the jobs.

It's a quality of life issue, and that issue transforms all other industries, so with that, District Council 16, Painters and Allied Trades, are in support of the draft business plan and an integrated rail system means the world to the building trades, and I'm sure other industries in California, thank you.

2018 Business Plan RECORD DETAIL

First Name : Noel

Last Name : Farella

Stakeholder Comments/Issues :

Attachments : Senate Standing Committee Noel Farella Public Comment.pdf (58 kb)

**Senate Standing Committee on Transportation and Housing Senate Budget and Fiscal Review
Subcommittee No. 2 on Resources, Environmental Protection, Energy and Transportation Hearing
of 04-03-2018**

Noel Farella: Public Comment

Noel Farella	Good afternoon, my name is Noel Farella. I'm a field representative of Millwrights Local 102. I do support this project. I'd like to point on a couple things. Earlier today there's a big issue of distracted driving. This project would take some of these distracted drivers, put them on the rail, we have a lot less accidents. Traffic continues to get worse all over the state. The trip to LA does take longer.
Noel Farella	I have a disabled daughter. We used to go visit family down in LA area. We stopped doing that because the trip has gotten longer. This kind of project would help for other individuals in the state that has similar issues regarding disabilities. It just makes traveling for all of us a lot better here in the state and just to echo everything else that everyone has said about the clean air, taking vehicles off the road, it's just gonna be safer for the entire state. Thank you.

2018 Business Plan RECORD DETAIL

First Name : Roland

Last Name : Lebiun

Stakeholder Comments/Issues :

Attachments : Senate Standing Committee Roland Lebiun Public Comment.pdf (65 kb)

**Senate Standing Committee on Transportation and Housing Senate Budget and Fiscal Review
Subcommittee No. 2 on Resources, Environmental Protection, Energy and Transportation Hearing
of 04-03-2018**

Roland Lebiun: Public Comment

Roland Lebiun	Good evening, Senators. My name is Roland Lebiun. I have no affiliation and I'm also not in a hurry to drive home to San Jose because of the traffic right now. First of all, I'd like to really thank Senator Jim Beall for his focus of funding, but the reason I'm addressing you is because while I agree that funding's always an issue, the prime issue we have got this high speed rail
Roland Lebiun	in California, is not funding, it's actually the ability of the High Speed Rail Authority to design a cost effective alignment between LA and San Francisco. Now Senator Galgiani did ask a very interesting question from the Mrs. Thompson of the peer review group, whether they had the ability or if in fact they had provided that kind of input to the authority in regards to alignment and optimization, and the fact is that currently there's no relevant subject matter expertise within the peer review group.
Roland Lebiun	And what's actually adding insult to injury is that the authorities consultant they are specifically blocking the early train operator from revisiting the alignments. And I can point you to video of both meeting. So in closing, I'd like to offer a couple of solutions here.
Roland Lebiun	First of all, I think you should hit the pause button on all construction activity in the Central Valley pending peer review of the alignment. Second, I believe you should continue what ACE is doing right now and increase the Amtrak is working both the capacity and increase the speed to 125 miles an hour. Last but not least, now that we're going
Roland Lebiun	all the way to Gilroy, we need to carry on all the way down to Hollister, work with the San Benito Railroad is a private company. Then when we do that, we can start working on a real high speed alignment between Hollister and Mendota, those Union Pacific line via Panoche not Pacheco. If we do this, we're gonna save 10 miles of tunnels, at least \$5 billion, we're gonna cut 10 minutes in travel time and we're also gonna make it possible for freight to share the tunnels with high speed rail. Thank you.

2018 Business Plan RECORD DETAIL

First Name : Steve

Last Name : Castrom

Stakeholder Comments/Issues :

Attachments : Senate Standing Committee Steve Castrom Public Comment.pdf (57 kb)

**Senate Standing Committee on Transportation and Housing Senate Budget and Fiscal Review
Subcommittee No. 2 on Resources, Environmental Protection, Energy and Transportation Hearing
of 04-03-2018**

Steve Castrom: Public Comment

Steve Castrom	Good evening Chairman and Committee Members, my name Steve Castrom, also with the Painters and Allied Trades. I wanna thank this Committee for their due diligence and your interest in this project and also your dedication to our state. I've been on the work sites in the Medera area. I would encourage all of you if you have not
Steve Castrom	to go down and check it out and watch our great Building Trades people this state work on the phases of the project that are currently under construction. I'm certainly looking forward as a labor representative to see our state-based contractors and members perform their scopes of work as this thing moves along. I would urge your support for this project and thank you very much.

2018 Business Plan RECORD DETAIL

First Name : Steven

Last Name : Booker

Stakeholder Comments/Issues :

Attachments : Senate Standing Committee Steven Booker Public Comment.pdf (62 kb)

**Senate Standing Committee on Transportation and Housing Senate Budget and Fiscal Review
Subcommittee No. 2 on Resources, Environmental Protection, Energy and Transportation Hearing
of 04-03-2018**

Steven Booker: Public Comment

Steven Booker	Good evening, Chairman, Committee. My name is Steven Booker. I'm a business representative for International Brotherhood of Electrical Workers. I'm the political director, community affairs liaison. I'm also a taxpayer, a voter, and I'm a Desert Shield, Desert Storm vet. I'm in support of high speed rail as you probably guessed.
Steven Booker	But I want to echo something that Senator Wiener said earlier, he said imagine the barrier with Alberta. I wanna have that conversation when they could imagine California without high speed rail. Everyone wants to talk about the price and the cost. I don't understand how we can afford not to build this project. It also stops us from having the argument about who's the better football team. We'd be able to go down the Fresno state
Steven Booker	and watch them lose to San Jose state. For reasons that have been echoed over and over and over again, high speed rail will reduce our carbon footprint, it will get cars off the road. When I was growing up, I'm a native of San Francisco, when I was growing up I used to watch this television show. You guys probably familiar with it. Someone said, California's the place they oughta be. Whereas you can see our population
Steven Booker	is increasing drastically as the years go on. This is the place to be. We can't build anymore roads. We can't build anymore highways. High speed rail is the answer to move mass amount of people throughout California, north and south. I highly encourage you to support high speed rail. Thank you for your time. Thanks for that verification of San Jose state.

2018 Business Plan RECORD DETAIL

First Name : Ted

Last Name : Hart

Stakeholder Comments/Issues :

Attachments : Senate Standing Committee Ted Hart Public Comment.pdf (60 kb)

**Senate Standing Committee on Transportation and Housing Senate Budget and Fiscal Review
Subcommittee No. 2 on Resources, Environmental Protection, Energy and Transportation Hearing
of 04-03-2018**

Ted Hart: Public Comment

Ted Hart Yes, thank you. My name is Ted Hart. I will be speaking to you as a voter. I would suggest and take you back to 2008, when all of this was put together. The voter, in essence, made an agreement with the High Speed Rail Authority that they would put up \$10 billion for 45 billion total cost including San Diego, the inland valley, Sacramento.

Ted Hart The whole smear was going to cost \$45 billion. Fast forward 10 years. Using the high speed rail's own numbers, that number now is \$150 billion. It's \$3,800 per person for every person in the State of California. A family of four will now pay \$15,000 to be able to buy a ticket to ride on the train. In addition to that, I have a real objection as far as the Prop 1A funding being used where there is no confirmation of funding for the balance of this money. Thank you. Yes sir.

2018 Business Plan RECORD DETAIL**First Name :** Bob**Last Name :** Jennings**Stakeholder Comments/Issues :****Attachments :** [Senate Standing Committee Bob Jennings Public Comment.pdf \(64 kb\)](#)

**Senate Standing Committee on Transportation and Housing Senate Budget and Fiscal Review
Subcommittee No. 2 on Resources, Environmental Protection, Energy and Transportation Hearing
of 04-03-2018**

Bob Jennings: Public Comment

Bob Jennings	Good afternoon. My name's Bob Jennings, I'm the Northern California regional director for the State Building Trades. I was here earlier and had to go back over to our office for meeting. I came back, and when I came through the door,
Bob Jennings	I had a lot to say, but between Senator Beall, Lianne, and Henry, you guys all pretty much stole and the last gentleman, you all pretty much stole my thunder. So what I am gonna say is, this job, it creates a lot of opportunity. In case any of you don't know this, the west side of Fresno county is Appalachia West.
Bob Jennings	We got cities, communities out there with 50%, or we did have, was 50% unemployment. This project recruits from those zip code. Apprentices to go to work out on this project. And 20 years from now when this thing is done, the development that's gonna occur downtown is gonna continue that opportunity and that success. And 20 years from now, I wanna be able to get on that thing and go the Giants game.
Bob Jennings	So at any rate, I would urge you all to support this, it's the right thing to do. As my boss, Robbie Hunter stated earlier, there were a lot of naysayers about the Golden Gate Bridge, about TVA, about the Hoover Dam, and I doubt you could find anybody today that would say that was a bad idea. Anyone of those projects.
Bob Jennings	What it'll do for this state and what it'll do for the Valley and for both economic centers, the San Francisco Bay Area and LA, it's a no-brainer. Again, I wanna thank you for your time and your support. Thank you Mr. Chairman, Committee Members.

2018 Business Plan RECORD DETAIL

First Name : Sal

Last Name : Aresco

Stakeholder Comments/Issues : On Thu, Apr 19, 2018, 1:42 PM Sal Aresco <salarescojr@gmail.com> wrote:

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> On Thu, Apr 19, 2018, 1:41 PM Sal Aresco <salarescojr@gmail.com> wrote:

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>> On Tue, Apr 17, 2018, 6:50 PM Sal Aresco <salarescojr@gmail.com> wrote:

>>

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2018 Business Plan RECORD DETAIL

First Name : Sal

Last Name : Aresco

Stakeholder Comments/Issues : On Thu, Apr 19, 2018, 1:41 PM Sal Aresco <salarescojr@gmail.com> wrote:

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2018 Business Plan RECORD DETAIL

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2018 Business Plan RECORD DETAIL

First Name : Christina
Last Name : Fernandez
Stakeholder Comments/Issues :

From: Christina Fernandez [mailto:cfernandez@samceda.org]
Sent: Thursday, April 19, 2018 11:38 AM
To: HSR boardmembers@HSR
Cc: Rosanne Foust; Amanda Hawkins
Subject: 2018 CHSRA Business Plan Comment Letter

Dear Chair Richard,

Attached, please find SAMCEDA's comments on the 2018 California High Speed Rail Business Plan.

Thank you for your consideration.

Best regards,

Christina Fernandez
Public Policy Associate
San Mateo County Economic Development Association (SAMCEDA)
1900 O'Farrell Street, Suite 380
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HSR 2018 Business Plan Comment .pdf (458 kb)

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**EMERITUS ADVISORS
TO THE CHAIR**

T. Jack Foster, Jr.
Foster Enterprises

Paul Shepherd
Cargill (Retired)

April 18, 2018

Dan Richard
Chair
High Speed Rail Authority Board
770 L Street, Suite 620, MS-1
Sacramento, CA 95814

Dear Chair Richard and Members of the Board:

The San Mateo County Economic Development Association (SAMCEDA) is an economic development and advocacy organization representing the interests of member businesses and public institutions on important economic, political and social issues throughout the Bay Area. SAMCEDA supports projects and issues which have the potential to positively impact the economic, environmental and social well-being of businesses, communities and residents in the region.

We appreciate the opportunity to review and comment on the draft 2018 High Speed Rail Business Plan. We believe the business plan sets out a clear path for moving forward with High Speed Rail. SAMCEDA appreciates the transparency of the business plan with its new approach in showing both cost estimates and funding in ranges, which better reflects where the project is currently in the environmental and project development process.

As you know, our county shares the Caltrain right of way with San Francisco and Santa Clara Counties. Caltrain is a critical part of our transportation infrastructure, and is integral to our economic dynamism and the quality of life of our residents. We believe that the "blended approach" for high speed rail as described in the business plan from San Francisco to San Jose substantially within the Caltrain right of way is the right choice. It can and should be done consistent with the character of our communities and synergistically with an electrified Caltrain.

We know that over the next several decades the population of California will grow by numbers equivalent to the existing population of the states of Oregon and Washington combined. Our highways and airports cannot alone support that growth. To maintain and grow our economic vitality, we must act now for our future.

We encourage you to adopt the California High Speed Rail 2018 Business Plan.

Sincerely,



Rosanne Foust
President & CEO

CC: Brian P. Kelly, CEO, California High Speed Rail Authority

2018 Business Plan RECORD DETAIL

First Name : Jim

Last Name : Beall

Stakeholder Comments/Issues :

Attachments : Senator Jim Beall Letter.pdf (85 kb)

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California State Senate

SENATOR
JIM BEALL

FIFTEENTH SENATE DISTRICT



COMMITTEES
TRANSPORTATION
AND HOUSING
CHAIR
APPROPRIATIONS
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FISCAL REVIEW
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AND FINANCE
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PUBLIC EMPLOYMENT
AND RETIREMENT
SUBCOMMITTEE
BUDGET AND FISCAL
REVIEW SUBCOMMITTEE #5
ON CORRECTIONS,
PUBLIC SAFETY, AND
THE JUDICIARY

Brian Kelly, Chief Executive Officer
High-Speed Rail Authority
770 L Street, Suite 620
Sacramento, CA 95814

Dear Mr. Kelly,

On March 9, 2018, the California High Speed Rail Authority (HSRA) published its Draft 2018 Business Plan (Draft Plan). As you know, the HSRA must prepare, publish, adopt, and submit a business plan to the State Legislature every two years. Included in that process is a requirement that prior to submitting the Business Plan to the State Legislature, the HSRA must publish a draft business plan and solicit public comment for no less than 60 days.

On April 3rd, my committee along with the Senate Budget Sub-Committee held a hearing on the draft plan. At the hearing we invited you, along with a number of other high-speed rail stakeholders, to provide input on the project and the draft plan. I, along with Budget Sub-Committee Chair Wieckowski and other members, had a variety of questions and comments related to the Draft Plan that you, along with stakeholders, generously provided responses and information on the project.

I would like to take this opportunity to follow up on my comments at the hearing with this letter further expressing what I am requesting to be considered and included in the final 2018 Business Plan. Below in bullet points are my recommendations for the 2018 Business Plan:

- Long Term funding issues: The Draft Business Plan identifies the project's funding challenges, however provides minimal detail on how the authority intends to address the long-term funding issues. The Draft Plan does in fact identify Cap and Trade extension and securitization as a potential revenue source; however that funding mechanism does not cover the entire cost for Phase 1. Additional detail on how HSRA will address its long-term funding challenges will be helpful to my committee members and the Legislature. For example, discussion of how the roles of federal, state, local and private partners will be called upon to meet long-term funding needs would be welcome.

- Additionally, identifying recommendations on possible scenarios for the timing and use of the remaining Proposition 1A unappropriated bond funds.
- Value capture at station stops: California needs a unified and coherent vision for sustainable growth around its major passenger rail hubs, supporting the economic revitalization of key downtowns and station areas across the state. While the Draft Plan briefly discusses the potential to generate revenue at station stops using financing mechanisms such as infrastructure financing districts, the Draft Plan should provide more detail on using these types of financing mechanisms to fund stations and station areas and facilitating sustainable development and infrastructure, as well as promoting public-private partnerships.
- Merced “WYE”: It is imperative to both myself and several members of my committee that the Draft Plan provide further detail as to how the Authority plans to fund and construct the Merced WYE. The Draft Plan indicates that construction of the WYE will be carried out as part of the final completion to Phase 1. It’s important to note that the WYE will serve as a critical link in connecting Northern Central Valley riders to San Jose and beyond. Therefore, I am requesting the Draft Plan provide additional funding and scheduling details for the Merced WYE portion of the project.
- Legislative recommendations: the Draft Plan does suggest legislation that will be needed if Cap and Trade is to be extended and securitized. However, the Draft Plan should consider providing additional legislative suggestions that will remedy the Authority’s project delivery issues such as right-of-way delays.

I appreciate all of the hard work the Authority has done in preparing the 2018 Draft Business Plan. I am well aware of the challenges the Authority must overcome in order to keep this project moving forward. As Chair of the Senate Transportation and Housing Committee and a Board Member on the High-Speed Rail Authority, it is one of my goals to assist in making this project a success.

Thank you,



Jim Beall
Chair

2018 Business Plan RECORD DETAIL

First Name : Chuck

Last Name : Riojas

Stakeholder Comments/Issues :

Attachments : California High-Speed Rail Authority March 20, 2018 Board Meeting Chuck Riojas Comment.pdf (11 kb)

California High-Speed Rail Authority March 20, 2018 Board Meeting

Location: California Secretary of State Auditorium

Public Comment: Chuck Riojas

Title/Organization: Building Trades

Chuck Riojas: Good morning. Thank you. Thank you for allowing me an opportunity to speak today. I was here for the Legislative Conference and heard this meeting was this morning, so I took advantage of being in Sacramento to basically, hopefully give you a good update on what we've been doing in the Central Valley with regards to high-speed rail to date.

I came before you years ago looking for pre-apprenticeship opportunities, apprenticeship opportunities on high-speed rail. We have moved the ball significantly forward since then. We have put on in the recent three or four years, probably, 22 classes in 10 counties in the Central Valley; 22 classes roughly equates to 450 participants. People coming from Welfare to Work, Helmets to Hardhats, wherever they find themselves in their stage of life gaining access to apprenticeship, gaining access to the trades. Of those 450, roughly 500 participants we have a high 80 percentile placement rate. Not all of them in apprenticeship, but in jobs, real jobs.

All of these I attribute to the success of high-speed rail in the Central Valley. Without it, without this particular project, this narrative, we wouldn't be able to draw down the funds for pre-apprenticeship training. I'd like to publicly thank Blake Konczal from the Fresno Workforce Investment Board. I've been fortunate here this last year to be appointed to the California Workforce Board. So Mr. Tim Rainey and others are highly successful in drawing down these funds. What I'd like to impart to you is we are being responsible with those funds, targeting those demographics that call for, in the CBA, for high-speed rail. We're putting on the classes and having good, good, great success with it.

I am happy to report that we've been doing it to the level, and I hope to come back in June or July, this year June 1st, we are turning out five people to journeymanship who started five-and-a-half years ago as pre-apprentices in the respective metal trades, the electrical, sheet metal and plumbing.

So I hope to be able to come back to you, hopefully with them, and they can come and tell you their story of how a project like this not only benefits the community, but it truly benefits the citizens of that community. Because of the foresight that you guys had as a Board to participate and elected to accept the CBA and give us the opportunity to do pre-apprenticeship, so thank you.

2018 Business Plan RECORD DETAIL

First Name : Ivor

Last Name : Samson

Stakeholder Comments/Issues :

Attachments : California High-Speed Rail Authority March 20, 2018 Board Meeting Ivor Samson Comment.pdf (15 kb)

California High-Speed Rail Authority March 20, 2018 Board Meeting

Location: California Secretary of State Auditorium

Public Comment: Ivor Samson

Title/Organization: Ivor Samson with Dentons, representing two clients: Bakersfield Homeless Center, and the Fresno Rescue Mission

Ivor Samson: Thank you, Mr. Chairman. My name is Ivor Samson with Dentons, and I'm appearing on behalf of two clients. The first is the Bakersfield Homeless Center and the second is the Fresno Rescue Mission. And I will be brief in my comments, because you've heard them many times before.

The Bakersfield Homeless Center is located on Truxtun Avenue just south of downtown Bakersfield. For roughly three years from some time in 2014 through 2017 there were discussions with the High-Speed Rail where Rail Authority offered to purchase the property as an early acquisition. Those discussions were moving along until September of last year when the center was told that there was no longer going to be funding available at the direction of the Board of Public Works.

In fact, it had even gotten to the point where an appraisal, an appraiser was hired by the Authority, and an appraisal was done. It was 180 degree switch last September. We tried to meet with the Board of Public Works, the Board of Public Works has refused to meet with us. The Bakersfield Homeless Center has relied for three plus years on the representations that an acquisition was going to be made in terms of deferring capital improvements, things like that.

In January, at the suggestions of Ms. Gomez or through the cooperation of Ms. Gomez, I should say, we met with Assemblymember Salas, Ms. Gomez, and others from the Authority regarding how to make this acquisition come about. And we were told to address it in the upcoming Business Plan.

I realize the Business Plan is complicated. There's a lot of things in play and we intend to file written comments on the Business Plan before the cutoff date. And those comments will essentially be to the effect that we request that the Business Plan include the acquisition of the Bakersfield Homeless Center.

If high-speed rail is ever intending to go south of Bakersfield then the Homeless Center is on the route and it is a necessary acquisition. And for reasons of equity, if nothing else, for reasons of representations that were made if nothing else, we request that this acquisition be made sooner rather than later. And I know that I'll have the opportunity to address you again after our written comments are submitted.

Let me turn next to the Fresno Rescue Mission, if I may?

In July of 2016, we entered into a temporary relocation agreement. The High-Speed Rail is essentially wiping out the Mission's 11 buildings, which sit on roughly 13 acres. We have to have a seamless operation. The day that we shut down, you have to have new buildings up and operating to serve the homeless community, both in terms of meal, shelter, health care and so on. So we entered into a Temporary Relocation Agreement that basically said we're going to put up temporary buildings. We will vacate the premises, so that High-Speed Rail can have possession 21 days after those temporary buildings are erected and ready for occupancy.

And that's really moving forward pretty fast. We understand probably end of March, early April that the County will issue whatever necessary occupancy certificates are required. We have tried to be cooperative. We have worked hard with High-Speed Rail staff and I must say that Ms. Gomez and her crew have been very cooperative. There's been issues, but we work hard to work them out. One place where we've had tremendous difficulty, tremendous difficulty, is on the

Relocation Plan. The Temporary Relocation Plan that was implemented to allow us to move into the temporary structures has been a nightmare in its implementation. I don't know if it is attitude, or quite frankly sheer incompetence on the part of the consultants that the Authority has retained, but bills are not being paid. The Mission right now, is funding its own move, which should be paid for by federal relocation funds. We're in the hole about \$400 and some thousand. There is a meeting tomorrow to address this. It has reached a crisis point. I understand that new consultants have been brought on board and I only hope that will be better. But this has left a very, very bad taste and that's the politest way that I can put it.

To avoid these past problems, on October 19th I wrote to the Chairman requesting that the Board adopt a resolution that quoted exactly from the mitigation language, in your adopted EIR/EIS as it related to relocation and mitigation. I quoted the exact language and asked that that be adopted in a resolution. I got no response.

That was an opportunity for a win-win to assure the Mission that the adopted measures will be implemented and it would allow us to move forward on a Permanent Relocation Agreement, which is absolutely necessary.

I came here in November and gave the same statement effectively, that I'm giving today. I heard nothing. I came here in January, gave the same statement again, I've gotten no response. No follow-up to my letter. No follow-up to the statements that I made in November and January and I'm here again today. At the very least, just as a matter of respect, it's discourteous not to respond. At worst, it sends a very, very bad signal about the High-Speed Rail Authority's integrity and your commitment to your adopted mitigation measures. It's creating an unnecessary confrontation. It's very, very bad optics for the Authority, which you don't need. And this could

be a win-win situation if you would at least consider a resolution that does no more than reaffirm that which you have already adopted.

And I guess I'm here to say, please consider the resolution that I submitted. If you won't do that at least have the courtesy of getting back to me and telling me that you won't do it and explain why. Thank you.

2018 Business Plan RECORD DETAIL

First Name : Jim

Last Name : Schmidt

Stakeholder Comments/Issues :

Attachments : California High-Speed Rail Authority March 20, 2018 Board Meeting Jim Schmidt Comment.pdf (10 kb)

California High-Speed Rail Authority March 20, 2018 Board Meeting

Location: California Secretary of State Auditorium

Public Comment: Jim Schmidt

Jim Schmidt: I wanted to point out the editorial in this morning's San Jose Mercury, the bullet train is a solution in search of a problem. As you probably know, and all of us know, there's a lot of negative talk about the bullet train.

The fact of problem, the biggest problem is Silicon Valley. Silicon Valley is so crowded. The houses are ridiculously high in price. The traffic is getting crazy. The high-speed rail is a solution to Silicon Valley's problems, but it seems to me that the high-speed rail has not gone into the companies and talked about their expansion along 152 and out in the Valley. This is critical to Silicon Valley, but it seems to me it's also critical to the high-speed rail. You've got to get into a partnership with the companies in Silicon Valley to find out what they want and where they want it.

The idea of locating a satellite operation in Madera is probably not high on their list, but there are places that are a lot of closer right on I-5 and 152 that would be very attractive, I think, to a high-tech company to perhaps locate a Silicon Valley Extension.

So I think it's very important to use the companies in Silicon Valley to tell you what they need to expand into the Valley. It's going to be good for Fresno. It's going to be good for Bakersfield. But most of us up there don't really feel a need for a high-speed rail from San Francisco to L.A. I mean, what does that do for me? It doesn't do much, but I've got a traffic problem. I've got a housing problem. I've got a crowding problem. I can't employ people,

because they can't afford to live in Silicon Valley. And you guys have got the solutions at your hand, but you've got to put it more into your game plan.

2018 Business Plan RECORD DETAIL

First Name : Lee

Last Name : Eager

Stakeholder Comments/Issues :

Attachments : California High-Speed Rail Authority March 20, 2018 Board Meeting Lee Ann Eager Comment.pdf (11 kb)

California High-Speed Rail Authority March 20, 2018 Board Meeting

Location: California Secretary of State Auditorium

Public Comment: Lee Ann Eager

Title/Organization: President and CEO of Fresno County Economic Development Corporation.

Lee Ann Eager: Good morning. I'm Lee Ann Eager, President and CEO of Fresno County Economic Development Corporation. So I have to say a little something first. So you might have seen recently in the Fresno Bee that they did an article about if you are from Fresno you need to support the high-speed rail. And I was quoted in there often with examples of why high-speed rail is good for the valley. Online there were some responses on there, which you might have expected. One of them called me a Pollyanna. I think I've heard that here before too. And I just have to say that having been a Creditors Rights attorney and doing economic development during the recession, I think Pollyanna left me a long time ago.

My response to the current Business Plan is certainly I'm an optimist, but I'm also a realist. And thank you so much, Mr. Kelly, for putting together a transparent document that shows exactly what had happened in the past and where we need to go in the future. And I, for one, do not want a bargain basement system. I don't want us to go back and say, "Okay. Well, we could actually do it for \$68 billion, but it's not going to be the system that we need in California. We need to do it right and if it costs more to do it right then we need to do that." So thank you so much for putting that into effect.

Recently, I was asked by the Secretary Ross, not the California one, but the Washington D.C. one, Wilbur, to put together a white paper on why high-speed rail is important for the Central Valley. And so I gave you a copy of that, it's the two-page one. What he's using that for is when they're putting together where they're going to be spending money in infrastructure, in

the United States, my roles was why they should put it in the Central Valley and why they should put it in our transportation project. So I gave you a copy of what I sent them.

And also, for the State of California, had asked me to do a one-pager on the pro for the high-speed rail for the Central Valley and so I gave you that one too. And that was for the Treasury.

The other really positive thing is that the CALED organization, which is the California organization for all economic developers, just had their annual meeting. And in that, they gave away awards for the best projects in the State of California, so I'd like Diana Gomez to come down.

We were awarded the Partnership Award from CALED, that is the partnership between High-Speed Rail and the Economic Development Corporation in the City and County of Fresno, for our High-Speed Rail Business Support Program that we've had in effect, I think, for the last four years. Yes? And they gave us the award for really showing the epitome of how partnerships can work well, especially for businesses in the State of California.

So Diana and I are going to share this in Fresno. Well pass it back and forth to each other, but we wanted to make sure that you knew you were a part of this really special award for partnerships in the State of California between us.

2018 Business Plan RECORD DETAIL**First Name :** Lisa**Last Name :** Larrabee**Stakeholder Comments/Issues :****Attachments :** California High-Speed Rail Authority March 20, 2018 Board Meeting Lisa Larrabee Comment.pdf (11 kb)

California High-Speed Rail Authority March 20, 2018 Board Meeting

Location: California Secretary of State Auditorium

Public Comment: Lisa Larrabee

Title/Organization: CEO of Harris & Associates representing the Wong + Harris JV for the CPI's PCM Services.

Lisa Larrabee: Good morning. I'm Lisa Larrabee, CEO of Harris & Associates representing the Wong + Harris JV for the CPI's PCM Services. And I'm a slight extrovert, this I'm at the podium. My partner here, Cliff Wong is also in the audience. I just would like to make a few comments to address the Board in terms of an articulation and an affirmation of the commitment the PCM has in respect to the CPI alignment and segment of the High-Speed Rail Project. We've been there since the beginning and we're fully committed to the successful outcome of the services that are being proposed in item number four.

We have 38 people present in Fresno, fully dedicated to the project including minority businesses, small businesses and other sub-consultants represented that live, and are fully dedicated to high-speed rail and Fresno, also known as the gateway to Yosemite, which is becoming a very vibrant community as a result of this project.

If the Board does approve item number four with respect to the extension of our contract you'll look forward to enhanced teamwork between the PCM, the RDP, and High-Speed Rail and the new leadership that you put in place for the successful outcome of this project. And I want to put in terms, high-functioning teamwork that will improve upon your experience to date.

With respect to this item, if you are to approve this extension we will have greater security and able to attract talent to this important project. You will be able to provide the security of careers that are fully dedicated to Fresno and the High-Speed Rail Project.

And just a footnote on a personal note, my mother's maiden name was Jean Hopkins. She's a descendant, and therefore I am descendant of Mark Hopkins, who's the Treasurer of the Central Pacific Railroad, and early pioneer that drives in my blood as well. Thank you so much.

2018 Business Plan RECORD DETAIL

First Name : Mike

Last Name : Murphy

Stakeholder Comments/Issues :

Attachments : California High-Speed Rail Authority March 20, 2018 Board Meeting Mike
Murphy Comment.pdf (10 kb)

California High-Speed Rail Authority March 20, 2018 Board Meeting

Location: California Secretary of State Auditorium

Public Comment: Mike Murphy

Title: Mayor of Merced

Mayor Murphy: Good morning. Good morning to the Board and to staff. I'm Mike Murphy, the Mayor of Merced. Merced would like to take the opportunity today to reaffirm our strong support of the California High-Speed Rail Project. I'm pleased you have consistently made clear that connecting Merced is a priority. As you know, Merced stands to gain so much from increased connectivity. Connecting Merced will allow us to shape our growth and quality of life through a strengthening and diverse economy. We also believe that California will benefit from connecting Merced sooner rather than later.

In addition to offering much-needed housing as well as access to quality workforce, and a first-rate university in Merced, we can increase high-speed rail ridership given the ACE expansion plans to Merced. These numbers could be significant and I encourage us all to further analyze increased ridership resulting from ACE expansion.

Finally, connecting Merced provides you, the Authority, the opportunity to fully consider siting the heavy maintenance facility in Merced. Merced has made clear our desire to compete for the heavy maintenance facility. Siting the heavy maintenance facility in Merced will achieve all of your project goals and cost far less than doing so in more impacted areas of the Central Valley. Connecting high-speed rail to Merced is mutually beneficial to Merced, and to our state. And this relationship serves as the basis of our strong working relationship.

I would like to extend my sincere thanks to Chairman Richard, members of the Board and the California High-Speed Rail executives and staff for our partnership. And look forward to our continued collaboration. Thank you.

2018 Business Plan RECORD DETAIL

First Name : Roland

Last Name : Lebrun

Stakeholder Comments/Issues :

Attachments : California High-Speed Rail Authority March 20, 2018 Board Meeting Roland Lebrun Comment.pdf (11 kb)

California High-Speed Rail Authority March 20, 2018 Board Meeting

Location: California Secretary of State Auditorium

Public Comment: Roland Lebrun

Roland Lebrun: Good morning, Mr. Richard and Directors. And a nice warm welcome to Mr. Brian Kelly. Welcome to the party.

So today I'd like to start on a high note and to thank you and your staff for recognizing that the San Jose to Gilroy Corridor is a high-density 125-mile corridor. But the thing I really want to talk to you about today is what happened to the Valley to Valley connection and how are we going to put it back in the Plan, because a plan without a connection between Fresno and Silicon Valley is not a plan. It's an admission of failure.

So let's start with what happened to Fresno and CP1 and what the gentleman by the name of Richard Tolmak, (phonetic) which Mr. Schenk might remember him appearing in front of the Board eight years ago. And what Richard said to this Board is that the 54-mile section between Fresno and Corcoran had more viaducts than 1,000 miles of French high-speed lines.

So the question is what is the real issue here? It is not Mr. Hill's contracts and its certainly not the 1,500 people who are currently hard at work that are doing this project. The real issue is the project itself, namely a fatally flawed alignment that bypasses cities and uses existing rail infrastructure to connect downtown stations to the high-speed line. So what is the solution? Twenty years ago the alignment was I-5 and the --(time sounds) can I finish?

--and the connection between I5 and Silicon Valley was Panoche Pass not Pacheco. It was a faster, shorter and cheaper route that requires ten miles less tunnels than Pacheco Pass.

Peace River City's alignment, including a branch connection to Fresno via Highway 180 or the existing UP freight line, instead of wasting any more money between Fresno and Bakersfield. And when you do, you will discover an alignment that is not only the shortest and the fastest between Fresno and Silicon Valley, but it also leaves the door open to future private investment on the I-5. Thank you very much.

2018 Business Plan RECORD DETAIL

First Name : Steve

Last Name : Roberts

Stakeholder Comments/Issues :

Attachments : California High-Speed Rail Authority March 20, 2018 Board Meeting Steve Roberts Comment.pdf (11 kb)

California High-Speed Rail Authority March 20, 2018 Board Meeting

Location: California Secretary of State Auditorium

Public Comment: Steve Roberts

Organization: Rail Passenger Association of California

Steve Roberts: My name is Steve Roberts and I'm speaking on behalf of the Rail Passenger Association of California. Thank you for the opportunity to address you.

First, we compliment the Authority on its straightforward presentation of the project's current status that you've reflected in the updated Business Plan. Despite the challenges outline, RailPAC continues to strongly support this project.

RailPAC believes that the High-Speed Rail continues to be the best value in increased mobility in California. Our Board Members noted the reality is that any other alternative would face the same challenges in inflation, litigation, right-of-way issues that as the current project and the No-Build/Modal Alternative is not a viable alternative. That said, RailPAC feels the Authority must ensure that something of benefit and transformational is built in Southern California.

That key project is noted in the Business Plan as L.A. Union Station run-through tracks, Link US. This project will transform commuter rail in Southern California. However, RailPAC is concerned that L.A. Metro not only does—isn't a champion of the project, but is showing signs of gold-plating it, focusing on retail, and eventually making Link US unaffordable. At which point they will try to spend the MOUs on other bright, shiny objects. This must not happen. RailPAC asks the Authority and the Board to assist RailPAC in championing Link US.

Finally, RailPAC believes the Authority should establish a stretch goal of outlining a funding plan to close the gap between Chowchilla and Gilroy by this time next year. Without this RailPAC fears the confidence in the project and its public support will suffer significant erosion.

Thank you.

2018 Business Plan RECORD DETAIL

First Name : Ted

Last Name : Hart

Stakeholder Comments/Issues :

Attachments : California High-Speed Rail Authority March 20, 2018 Board Meeting Ted Hart Comment.pdf (11 kb)

California High-Speed Rail Authority March 20, 2018 Board Meeting

Location: California Secretary of State Auditorium

Public Comment: Ted Hart

Ted Hart: Good morning. I would be commenting on the 2018 Draft Business Plan. The plan opens with a letter from CEO Brian Kelly and, “Ten years ago when the state went to the polls to decide whether the system would,”—excuse me, my glasses are a little fogged up here— “to decide whether the state should build a high-speed rail system, they voted yes. They did so, because they recognized that an environmentally clean, fast and efficient high-speed rail system would, “and then etcetera, etcetera.

Fifty-one percent voted yes, but you failed to acknowledge what they voted for is not what they got. Millions of voters consulted the 2008 Voter Information Guide before making a decision. Voting yes, the voters authorized 9.95 billion in funds to construct an 800-mile statewide rail system to cost about \$45 billion with the balance from the feds, private investors and others. A yes established an agreement which the High-Speed Rail Authority has broken.

In 2018, ten years later, these costs increased to an unbelievable \$120 billion for an entire statewide rail system and there’s no evidence of outside funding to complete the project. This amounts to approximately \$3,000 for every man, woman and child in the state and would cost a family of four approximately \$12,000 for the right to then buy a ticket to ride on the train. I stood before this Board in 2009, 2012, 2014, and 2016, and brought up these same concerns regarding the costs and funding. Those concerns have never been addressed. Why not? Those yes voters deserve transparency. They need the weigh-in on an outcome for which they did not vote yes.

And following Brian Kelly's recent statements regarding complete transparency I request the following sentence be placed in the front of the 2018 Business Plan. "The costs of the 800-mile statewide rail system is now estimated to be about \$120 billion. And we are unable to identify the sources of funding necessary to complete this project."

My reason for this request is that all 106 pages of the 2018 Business Plan are irrelevant until this statement is addressed. Thank you for your time.

2018 Business Plan RECORD DETAIL

First Name : Steve

Last Name : Bridges

Stakeholder Comments/Issues : Strongly opposed to proposed high speed rail project. Costs are deviously and enormously higher than what voters approved. Voters were misled and deceived and this project should not be allowed to continue unabated.

2018 Business Plan RECORD DETAIL

First Name : Cary

Last Name : Wiest

Stakeholder Comments/Issues :

Attachments : Atherton_Letter-041918_Draft Biz Plan.pdf (454 kb)



Town of Atherton
Public Works Department
91 Ashfield Road
Atherton, California 94027
Phone: (650) 752-0570
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April 19, 2018

Draft 2018 Business Plan
California High Speed Rail Authority
770 L Street, Suite 620 MS-1
Sacramento, CA 95814

RE: Draft 2018 HSR Business Plan Comment Letter

To Whom It May Concern:

The Town of Atherton and the Atherton Rail Committee have reviewed the High Speed Rail Authority's Draft 2018 Business Plan and believe that the ridership, revenue, and schedule assumptions in the Business Plan are overly optimistic, the costs and challenges under estimated, and that the Authority will not be able to meet the requirements of Proposition 1A. Several of the optimistic claims within the body of the Business Plan are contradicted by the more detailed information contained within the Appendices. Some of the significant issues are summarized below.

1. AB3034, Proposition 1A

On Page 15, the Plan states, "The California High Speed Rail Authority remains committed to the Proposition 1A mission to connect California with a new high-speed passenger rail service and to delivering it through a phased implementation strategy."

AB 3034, 2409 b states, "Maximum non-stop service travel times for each corridor shall not exceed;

- (1) San Francisco – Los Angeles Union Station 2 hours 40 minutes
- (2) San Francisco-San Jose 30 minutes"

The Operating Plan on pages A-1 and A-2 lists the following travel times for high speed rail:

San Francisco-Los Angeles Union Station 3 hours 31 minutes
San Francisco-San Jose 63 minutes

It does not appear that the high speed train will approach a speed of 200 mph, a requirement of AB3034. The highest average speed over the segment from Fresno to Bakersfield would be 149 mph, and the average speed between San Francisco and Los Angeles would be 95.7 mph.

AB3034 also requires a detailed funding plan for each operable segment and that all sources of funds and the time of their receipt be specified before work can be initiated on any segment. Page 15 of the Plan states that the funding shortfall for the Silicon Valley to Central Valley (presumed to be San Jose to Shafter) is approximately equal to the cost to complete the tunnels through the Pacheco Pass, by far the most expensive piece of the work. The funding for this work is heavily dependent on Cap-and-Trade money from the quarterly actions. The amounts of these funds are inconsistently reported throughout the Plan. Page 37, Exhibit 3.3, lists the Cap-and-Trade proceeds from the most recent 11 quarterly actions allocated to the Authority. These total approximately \$1.218 Billion. On page 37, the Plan states that the Authority has already received \$1.618 Billion in Cap-and-Trade, including a special grant. Per Exhibit 3.3, the average annual (measured to August) allocation to the Authority has been approximately \$330 Million. The plan assumes an annual allocation of \$700 Million, up from \$500 Million in the 2016 Business Plan. It seems unlikely that future Cap-and-Trade funds will increase this substantially such that they can provide the needed funds to complete the Valley to Valley segment.

2. Right of Way Acquisition

The Plan admits to problems in acquiring Right of Way for the first construction segments and claims that the acquisition process has been revised to avoid future problems. The Authority has not acquired any Right of Way for their early construction segment from San Jose to Gilroy. The Authority states that it is negotiating with the Union Pacific Railroad to use part of its San Jose-Gilroy Right of Way. The acquisition of this Right of Way will be both time consuming and costly, and it is not clear that these costs and time considerations are adequately addressed in the report.

3. Community Benefits

a. Job Creation

The Plan takes great credit for providing a large number of new jobs in the Central Valley and of offering short commute times that would stimulate new housing in Gilroy and Fresno, and perhaps other communities.

The intent of the project is not job creation and at this time of near full employment is not necessarily measurable and cannot be considered as a community benefit.

b. New Residential Development

The Plan suggests that with the completion of the Valley to Valley operable segment, the travel time between Fresno residences and Silicon Valley jobs will be reduced to one hour from a today's three-hour drive. This easier access together with lower housing costs would presumably provide a basis for large new residential developments in and around Fresno. This presumption fails on two counts:

1. The High Speed Rail travel time listed on Page A-1 of the of the supporting Ridership and Revenue Forecasting document shows a travel time of 82 minutes between Fresno and San Jose, not 60 minutes as shown in Exhibit 1.3 of the Plan.
2. Page 1 of the Plan states "A shortened commute, made possible by high-speed rail, will open up an affordable housing market for those working in the Bay Area." This is prefaced by statements regarding the median rent for a two-bedroom apartment in San Francisco being \$4,200 per month, while rent in Kings County is approximately \$900 per month, implying that a commuter from Kings County would save \$3,300 per month in rent. With the proposed High Speed Rail fare between San Jose and Fresno being \$66 each way, as shown on Page 2-5 of the supporting Ridership and Revenue Forecasting document, the savings would be offset by at a cost of \$2,800 in rail fares to San Jose. This will cause the many potential commuters to think carefully about the relative desirability of living in each location. Therefore, it is unlikely that there will be significant development or migration in the Valley area related to employment in Silicon Valley.

4. Cap-and-Trade Funds

According to the Plan, future High Speed Rail financing will depend heavily on access to large amounts of money from Cap-and-Trade actions, both for meeting current expenditures and as guarantees and payments for large capital loans which are negotiated to provide early access to sufficient money to keep the project going according to plan. As noted above, the 2018 Draft Business Plan increases the Cap-and-Trade revenues to the Authority from \$500 Million in the 2016 Business Plan to \$750 Million per year. The average annual allocation has been approximately \$330 Million per year. There is no evidence to support the assertion that Cap-and Trade will continue yielding the amounts of money received to date, let alone increase so dramatically. The companies that provide the Cap-and-Trade funds are under strong financial pressure to clean up their operations rather than to continue paying large sums to the government. Additionally, future administrations may change the allocation of Cap and Trade funds away from the Authority. Thus, the expectations for the future must be that Cap-and-Trade funds will decline and cannot be depended on to provide the asserted level of collateral for long term loans.

5. Short Segment Operation

Page ii of the Chief Executive Officer's letter states that the Authority will initially complete two short segments: one from San Jose to Gilroy and the other one from Shafter to Bakersfield. These two segments are to provide for testing and early operation. It is unlikely that the Gilroy through San Jose to San Francisco service will attract many riders. It will operate high speed trains over tracks also used by Caltrain's commuter service. In order to handle the train traffic and to minimize interference, all trains, both high speed and commuter, will have to operate at the same maximum speed. That maximum speed is limited to 79 mph because no improvements will have been made to the Caltrain tracks. If Caltrain's Baby Bullet trains have the same number of intermediate stops as the high speed trains, travel times for the two services will differ by less than three minutes. The high speed trains will undoubtedly be more comfortable than the Caltrain trains, but the fare for the high speed trains will be \$26 each way, according to page 2-5 of the Ridership and Revenue Forecasting document, while the maximum Caltrain fare is \$15. After initial exploratory rides, it is doubtful that the high speed trains would capture many riders, certainly not enough to cover the operating costs.

6. Pacheco Pass Route

Plan page 40 summarizes the cost to construct the high speed infrastructure between San Jose and Madera, as follows:

Segment	Length, mi	Cost \$M	Cost \$M/mi
San Jose-Gilroy	29.7	\$3,217	\$108.3
Gilroy-Carlucchi Road	35	\$10,249	\$292.8
Carlucchi Road-Madera	64.6	\$2,392	\$37

The Gilroy to Carlucchi Road segment includes passage through or over the Pacheco Pass. This segment requires either a long tunnel or expensive construction up and down mountain passes with several short tunnels and a great deal of earth movement. In view of the terrain and potential seismic problems, a tunnel could easily cost as much as \$2 Billion per mile. The surface route would be cheaper but would likely exceed the amount budgeted. In as much as no route has yet been selected, it is unclear that a sufficient contingency was applied to this segment.

7. Environmental Impact Reports (EIR)

Plan page 82 gives the scheduled completion dates for the different environmental impact reports. The San Jose to Merced EIR is scheduled for completion in 2019. In view of the lack of a decision about Pacheco Pass this seems to be an overly optimistic date. The same can be said about the Bakersfield to Palmdale EIR which is also scheduled to be completed in 2019. This segment must cross over or through the Tehachapi Mountains. Thus far, no route over or through these mountains has been determined.

8. Greenhouse Gas Reduction

The Draft Business Plan contains repeated references to the expected reductions in California's greenhouse gas (GHG) emissions as a result of the construction and continuing operation of the high speed train. Exhibit 1.6 on p. 10 quantifies the expected reduction as from 64.9 million metric tons (MMt) of CO₂ over 50 years to 84.1 MMt over 50 years. While these values are not well explained, it appears that the lower figure is associated with the Phase 1 rail lines and the higher figure includes the full system with the Phase 2 expansion.

It is not explained how these values were arrived at, but it is also stated that they are equivalent to the removal of 360,000 passenger cars per year. EPA provides an estimate of 4.7 metric tons (Mt) of CO₂ per passenger car per year for cars with gasoline engines [1]. 4.7 Mt/car-year times 360,000 cars times 50 years gives 84.6 MMt which is consistent with their upper estimate. This suggests that their estimate of GHG emission reduction may be tied to their ridership estimate which is then converted into an estimate of fewer passenger miles in cars. However, this omits a number of other considerations; specifically:

1. While the number of cars on the road may be somewhat reduced with the availability of HSR, in the future (far less than 50 years), a significant fraction of these cars will not be gasoline fueled. CO₂ emissions from hybrid electric (such as the Prius), plug-in hybrids (such as the Chevrolet Volt) or all-electric (such as the Tesla) emit far less CO₂. EPA estimates are 1.6 Mt/year for Prius-like vehicles and 1. Mt/year for all-electric (accounting for emissions from the source of the electricity). Estimates of the fraction of such vehicles on the California roads in future years are widely varying but Bloomberg [2] estimate for 2040 is 25% so over a 50 year period starting with the completion of HSR, an estimate of 40% might not be unreasonable. This would reduce the "50 year totals" to about 40 MMt for Phase 1 and 50 MMt for the expanded (Phase 2) system. The other reductions would have taken place without HSR and the HSR contribution would diminish as time goes on. Additionally, the estimate does not take into account the increasing fuel economy standards and required emission reduction in gasoline fueled vehicles over the 50 year period.
2. The construction of the rail line will generate significant GHG emissions over the course of construction. No well-supported, citable estimates of the amount of CO₂ emitted during rail road construction were found in a brief search. However, estimates do exist for highway construction [3]. These range from 3,234 Mt/km for "freeways" to 794 Mt.km for "national roads". Assuming an intermediate value of, 2,000 Mt/km for a rail line, the 800 mile HSR Phase 1 plan would emit approximately 2.6 MMt or the equivalent of about two years of their estimated savings.

These arguments are not really critical to the either the benefits or drawbacks of HSR. However, they may be relevant in two ways.

1. They serve as an example of the unsupported nature of claims made in the Draft 2018 Plan and, given the prior history of inaccurate forecasts by the Authority, they may lend credibility to other criticisms
2. Their Exhibits 3.7, 3.11 and others indicate that a major fraction of their anticipated funding is from the Cap-and-Trade funds. To the extent that the justification for using those funds is tied to the Authority's claim of being a significant contributor to meeting California's GHG goals, which is disputable.

9. Ridership Forecasts

The Plan has described in detail those entities that have examined its ridership model and given stamps of approval. Econometric models are extremely complex and contain a large number of variables to describe traveler behavior and values for making modal selections. Even so, the product of the model is at best an estimate. It is possible to apply a few tests to determine the credibility of the product of the model.

Travel Times

Page A-1 of the Ridership and Revenue Forecasting document lists travel times for high speed trains and for feeder buses. As already mentioned, the high speed rail travel times are very long, indicating speeds above 100 mph only for the Fresno-Bakersfield segment. The feeder bus times are also surprising. In particular, both the north and south feeder schedules show the same travel times for peak hour and off peak travel. There is no allowance for any congestion on rush hour streets and highways, a major factor in both Sacramento and Southern California.

10. Operating Profit

Beginning in 2029, the Plan proposes that farebox and other revenue will sufficiently exceed operating and maintenance costs to produce a sizeable profit. This profit would presumably accrue to the Authority and could be used to finance the balance of Phase 1 and the extensions to Sacramento and San Diego. Since the Authority has already hired a system operator for advice and later operation of the High Speed Rail System, the profit would have to be shared with the operator. Hence the proposed numbers would need to be reduced. The 2029 surplus is estimated at \$135 Million, growing to \$1,065 Million by 2033. This performance would be in stark contrast to all other high speed rail systems throughout the world. Of more than 69 worldwide high speed rail systems, only two are able to operate without operating subsidies: Tokyo-Osaka, Japan, with 53 years of operation and Paris-Lyon, France, with 37 years of operation. Additionally, it is important to note that most transit systems operate at a deficit. This implies that the ridership

estimates are much too large or the operating and maintenance costs are much too low, or both.

In summary, it is unlikely that the project will be able to meet the service requirements outlined in AB3034, Proposition 1A, that the funding availability, ridership, revenue estimates, and community benefits are overly optimistic, and the project costs and delivery time table are significantly underestimated.

These comments are consistent with Legislative Analyst's Office that there are significant uncertainties regarding funding to complete the project, and that a full funding plan is needed.

Sincerely,

Cary Wiest
Mayor

cc: Assembly Committee on Transportation, Hon. Jim Frazier, Chair

References

1. "Greenhouse Gas Emissions from a Typical Passenger Vehicle", USEPA, Report# EPA-420-F-14-040a, May, 2014. (available at <https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockey=P100LQ99.pdf>)
2. Electric Vehicles to be 35% of Global New Car Sales by 2040", Bloomberg Energy Finance, March, 2016. (available at <https://insideevs.com/bloomberg-new-energy-finance-electric-vehicles-to-be-35-of-global-new-car-sales-by-2040/>)
3. Introduction to Greenhouse Gas Emissions in Road Construction and Rehabilitation, The World Bank, November, 2010, (available at <http://siteresources.worldbank.org/INTEAPASTAE/Resources/GHG-ExecSummary.pdf>)
4. O'Toole, Randal, "Does Rail Transit Save Energy or Reduce CO2 Emissions?" Date unknown. (available at <http://americandreamcoalition.org/pollution/RailEnergy&GHGs.pdf>)

2018 Business Plan RECORD DETAIL

First Name : Steve

Last Name : Roberts

Stakeholder Comments/Issues :

Attachments : Rail_PAC-HSR_043018.pdf (1 mb)

RailPAC response to California High Speed Rail Authority 2018 Business Plan.

Steve Roberts, Vice President, Policy and Research.

March 2018

The Rail Passenger Association of California since 1978 has supported a modern passenger railroad system for the State of California and the West. We campaigned actively for the passage of 1A, the High Speed Rail bond measure. While frustrated and dissatisfied with progress to date we still support the project overall. However, at this point we are concerned that there is no deliverable alternative that will meet the mobility needs of a growing population and economy.

The California High Speed Rail Authority has a new Chief Executive Officer and has just published the 2018 Business Plan. This document is available on the CHSRA website: http://hsr.ca.gov/docs/about/business_plans/Draft_2018_Business_Plan.pdf

Our comments are as follows:

1. The new Business Plan is a more realistic assessment of the current situation. The negative trends, most specifically the lack of any follow-on Federal funding, were apparent in 2016 but the Authority adjusted by shifting to a Northern California focus. The question is, can the Authority deliver its latest plan.
2. Compared to the 2016 Business Plan the physical gap in the 2018 Business Plan (Chowchilla to Gilroy) is highlighted. In 2016 the gaps were Wasco to Bakersfield and San Jose to San Francisco. The problem was a San Jose to Wasco route would not generate a positive cash flow (after expenses) meaning the Early Train Operator would have had to finance the shortfall in ticket revenues. The 2016 Business Plan had a vague discussion of closing the gaps. As information, a Bakersfield to San Francisco route is forecast to be cash flow positive (after expenses) from year 1 of operation. So it is vital that the Gilroy gap be closed.
3. The CHSRA urgently needs to develop a credible funding plan for financing full service between San Francisco, Merced and Bakersfield. There is a Legislative HSR update scheduled for Spring of 2019. RailPAC challenges the Authority to develop a detailed plan for closing the Chowchilla – Gilroy gap by that hearing. With additional information such as the EIS documents for the other route segments, with some approved, with construction further advanced and with substantial pre-engineering analysis on the Chowchilla – Gilroy route RailPAC feels making this “stretch” goal is not unreasonable.
4. This goal is also important because closing the new Chowchilla – Gilroy gap offers significant leverage by unleashing a large cash flow and is very attractive politically.

5. RailPAC also supports the prioritization of investments that generate near-term benefits;

- Extending the HSR line to Bakersfield means the San Joaquins will not face any BNSF slot issues on the south end of the route if they are shifted to HSR. There is construction taking place between Madera and Stockton on the BNSF to increase track capacity which will allow an increase in San Joaquin frequencies on that segment of the route. Marry that capacity with an HSR routing means a large potential increase in frequencies along the entire route. That said, RailPAC supports full San Francisco – Bakersfield HSR service, not this fallback position.
- Transforming Los Angeles Union Station into a run-through facility;
- The extension of Caltrain electrification to Gilroy will generate significant ridership growth. The plan seems to be suggesting a blended system but does not mention that specifically or what would happen to the four intermediate stops Tamien to Gilroy. RailPAC is very interested in the reviewing the details of this important service expansion.

6. The HSR 2018 Business Plan clearly indicates that the LAUS run-through tracks (LINKUS) is the Southern California priority. HSR funding for the project is already committed in the Southern California Memorandum of Understanding (MOU). However, RailPAC feels LA METRO and other political entities in Southern California seem to work to promote projects they champion, rather than LINKUS. LINKUS seems to be viewed as an outside project with no one championing it. While RailPAC will closely monitor MOU priorities on the LA Urban Mobility Corridor to make sure the funds don't get spent on other projects, RailPAC requests the Authority and its Board's assistance to keep the focus on LINKUS.

In summary, RailPAC feels the project's key long-term benefits, the reasoning behind the High Speed Rail, remain the same:

- A. California is the sixth largest economy in the world. Economic growth and job growth have been steady and with all of California's inherent strengths this growth is forecast to continue;
- B. California is the second largest intercity travel market in the U.S. and easily in the top ten travel markets in the world;
- C. The only other transportation projects underway in California are the completion of a third lane on CA 99 and some HOT lanes on the connecting urban

Interstates. There is no alternative to high-speed rail being planned. As we have seen, the planning and implementation of any major transportation project is a 30 to 40-year process;

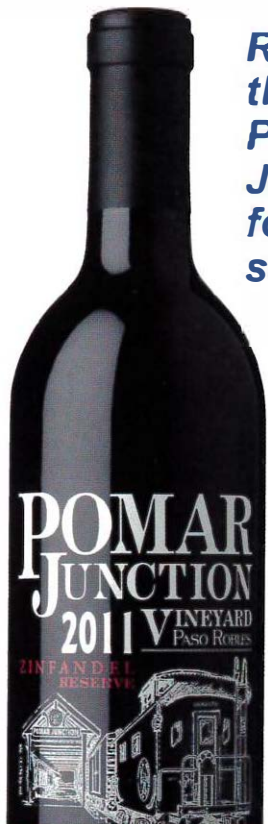
- D. Any alternative transportation project would undoubtedly face the same cost pressures from inflation, delays due to litigation, changes in scope due to mitigation, etc. In short HSR is still the least expensive option because any other option would have seen its cost rise in concert with those of the HSR project;
- E. The "No Build" option is a false choice since it would bring gridlock, worsen the quality of life and stifle economic growth;

One final challenge, if the Texas Central Railway can be privately financed, then one would think an 80-mile gap, with an approved EIS, an in place ROW, partial state funding and the fact that closing the gap leverages large market and revenue growth, could be financed.

Questions regarding RailPAC policy should be directed to info@railpac.org.

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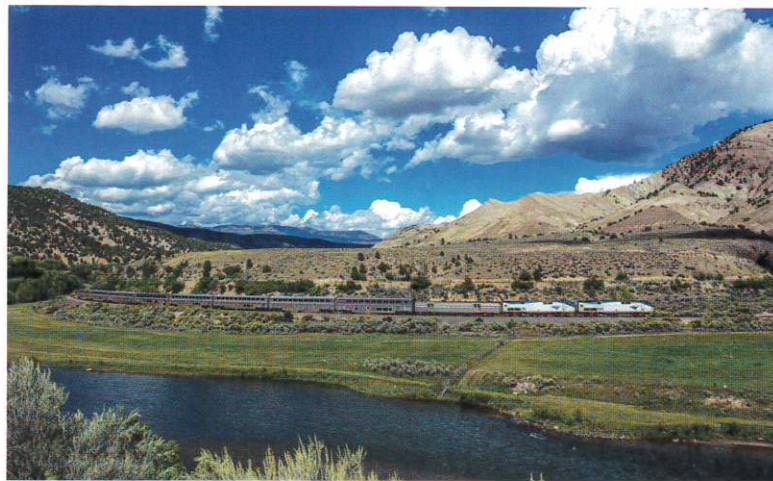
**RailPAC
thanks
Pomar
Junction
for their
support!**

5036 S. El Pomar Rd, Templeton CA, 93465
Tasting Room Open 12am-5pm Daily
805.238.9940 | pomarjunction.com

Rail Passengers Association (RPA) Mayors Outreach Project

by Doug Kerr

President Trump's FY19 budget proposal and infrastructure plan submitted to Congress once again zeroed out funding for Amtrak's long distance (LD) trains. To fight these proposals we put together a project to alert the mayors of all cities/towns served only by Amtrak LD trains that these trains are in jeopardy. We asked them to contact their representatives in Congress to fight the proposals. The battle can only be won in Congress and we will need Republican support since Republicans control both House and Senate. Many of the affected cities are in Republican districts and states, so support from these cities is critical.



Westbound California Zephyr near Dotsero CO. Doug's campaign has been reaching out to cities like Grand Junction, CO along the Zephyr's route. Photo by Chris Mohs.

We found most small cities are focused on basic services and long-term economic viability. Threats to their Amtrak service were not be on their radar screens. Many cities contacted were most appreciative of the information and responded with letters to and conversations with their elected representatives. So far the response has been good, varying from "Thanks for the warning, we will take appropriate action" to a major effort in Grand Junction, Colorado. Salinas, California is an excellent example of what one email can cause to happen. The City of Salinas took action on their own and also forwarded our email to the Transportation Agency of Monterey County. TAMC generated their own letters that addressed not only LD trains, but TIGER grants, CRISI funding, State of Good Repair grants, etc. If we got this response from every email sent we'd have a modern passenger rail system in this country.

We still have some work left to do on this project. Anyone willing to help please contact Doug Kerr at dougker@comcast.net.

2018 Business Plan RECORD DETAIL

First Name : Larry

Last Name : Benson

Stakeholder Comments/Issues : Maintain the freeways. Stop spending my taxes \$ on the turkey. Good luck with the underestimated estimate. The cost will be 5 Times the most recent estimate. LA to SF will never happen. Always, Larry B.

2018 Business Plan RECORD DETAIL

First Name : JOHN

Last Name : BYRNE

Stakeholder Comments/Issues : Here go's! The CA HSR is nothing but a massive project to make new billionaires. The project is taking or trying to take, land from families that have had it in their possession for generations for a rail line NOT NEEDED. You know that the fastest and cheapest way from LA to SF is by plane. Your own blog states that more than 6 million people fly between LA and SF each year for about \$75 each way that takes about an hour. Why would they want to pay more for a longer trip? And how will you get through the LA mountains with four known fault lines crossing through them? The fault lines have already shifted your 'project' from the south to the north because you CAN'T solve this problem. You have shown that instead of solving big challenges, you turn your back on them. This is just a super-scam by a few wealthy companies who have a few politicians in their pockets and can afford a bunch of lawyers to support the scam, to become super-wealthy companies. Stop snickering. Somehow you persuaded Gov. Brown to give you cap & trade funds (which should be going to schools and teachers, or cops, or CADF fire fighters) but we know he's corrupt. And Amtrac is broke or nearly so, so who is going to be a regular passenger on your boondoggle? Who in the Central Valley will have the need or the money to ride the boondoggle north? A person can go from Riverside to Santa Rosa on \$60 in gas (I do it regularly) so just who is this train for? Just the soon-to-be billionaires.

2018 Business Plan RECORD DETAIL

First Name : Carol

Last Name : Kim

Stakeholder Comments/Issues :

Attachments : Senate Standing Committee Carol Kim Public Comment.pdf (58 kb)

**Senate Standing Committee on Transportation and Housing Senate Budget and Fiscal Review
Subcommittee No. 2 on Resources, Environmental Protection, Energy and Transportation Hearing
of 04-03-2018**

Carol Kim: Public Comment

Good evening Committee Members, my name is Carol Kim and I'm from the San Diego County Building Trades Council. I'm here in support of the high speed rail project. We obviously also care about the jobs that are gonna be created and the opportunities that will be developed to build real middle class careers for our construction workers. But beyond that, we care also about the fact that without the high speed rail project, we'll never be able to meet our transportation
Carol greenhouse gas emission's targets. We'll never be able to actually build out these regional urban
Kim transit systems that are gonna rely on the connectivity that the high speed rail develops between all the different urban centers and frankly we believe that these rail systems are very very crucial for us to be able to build the type of density that we need to get the housing and all those things that our communities require and have the mobility to do in a sustainable manner. And I'm also gonna say that I am from San Diego and I know that this is for phase one, I want you to not forget us and make sure you finish that off too, and go Aztecs.

2018 Business Plan RECORD DETAIL

First Name : Keith

Last Name : Hunt

Stakeholder Comments/Issues :

Attachments : Senate Standing Committee Keith Hunt Public Comment.pdf (58 kb)

**Senate Standing Committee on Transportation and Housing Senate Budget and Fiscal Review
Subcommittee No. 2 on Resources, Environmental Protection, Energy and Transportation Hearing
of 04-03-2018**

Keith Hunt: Public Comment

Keith Hunt on behalf of the Association for California High Speed Trains. I'd like to endorse the comments made before, the jobs that are being created, the economic development for this Central Valley is undeniable. The transformative efforts that are taking place to move our transportation program into the next century are gonna be evident as we continue to build the system. It's gonna deliver the environmental policies that we have all endorsed can reduce our carbon footprint. It's a program that needs to be built. We're looking forward to working with you and your oversight committees as we move forward and identify funding in the future. Large infrastructure projects are rarely funded completely. Hardly any of them as a matter of fact. So we're building this block by block as Senator Kelly, excuse me CEO Kelly, had mentioned in his op-ed and we're looking forward to continue to work with you as we move forward and build this project.

2018 Business Plan RECORD DETAIL

First Name : William

Last Name : Warren

Stakeholder Comments/Issues :

Attachments : 05.20.2018 William Warren Public Comment on Draft 2018 Business Plan.pdf
(8 mb)

Attn: Draft 2018 Business Plan
California High-Speed Rail Authority (CHSRA)
770 L Street, Suite 620 MS-1
Sacramento, CA 95814

April 27, 2018

Subject – Comment Regarding Draft 2018 Business Plan

Topic – First Construction Segment’s “Plan B” and A Public Safety Audit Request

Summary

The Draft version of the 2018 Business Plan is missing two vital pieces of information. First, there is no discussion about how the CHSRA will go forward if the available funding cannot support a connection between San Jose and the Central Valley, even though this information is known with the CHSRA. Second, one of the alternatives to these plans, the running of the existing Amtrak trains on the track structure being built may be based on a false premise that needs to be investigated.

Supporting Information

There are two documents attached to this Comment.

Attachment 1 – CHSRA’s First Construction Package – Utilization Plan and Concept of Operations Update, author’s unknown, dated October, 2016; with an Appendix A, dated December 9, 2016 from Mr. Brian Kelly, then secretary of the California State Transportation Agency, to the CHSRA. It was referred to by Mr. Brian Kelly as “Plan B” in the April 2018 Legislative Hearings regarding HSR.

Attachment 2 – A letter from Mr. Michael Brady of Redwood City to Mr. Brian Kelly, on the subject “An Audit Matter That Needs Your Support”, dated April 9, 2018. Enclosed with the letter is a copy of the Audit Request of February 28, 2018, “An Audit Matter of Public Safety and Financial Liability” provided to the State Auditor and her Audit 2018-108, authored by Michael Brady, William Warren, and Paul Jones.

Findings

1. This Plan B (Attachment 1) has been in existence for 18 months, yet it is not discussed in the Draft 2018 Business Plan and it could not be found in a search of the CHSRA Web site.
2. The Plan B dismissed Alternative 2a, (the use of the Amtrak trains) even though it

would most probably be the cheapest alternative, and CHSRA failed to show Alternative 2a in the Financial Summary.

3. Plan B document raises the key question, "Does Alternative 2a really exist, or is the CHSRA covering up the fact that the current track structure construction will not support the heavier Amtrak engines?"

4. If Alternative 2a does not exist any more, who should be held accountable?

Analysis Of The Situation

Mr. Brian Kelly, the new CHSRA CEO sent the Plan B document to Assemblyman Patterson, in response to a question from Assemblyman Patterson at a recent April 2018 Legislative Hearing in Sacramento, when Assemblyman Patterson asked Mr. Kelly, in effect, "If there are not enough funds to connect the Bay Area and the Central Valley, what is your Plan B?"

The net of their Plan B is that the State will stop running the Amtrak San Joaquin train service south of Madera and the Authority will buy a few HSR train sets and electrify the new Central Valley track to carry the Amtrak customers from Madera to Bakersfield. This is discussed on page 4 as "Alternative 1".

Plan B shows that the CHSRA dismissed their Alternative 2a, see the bottom of page 6. This is the ability to run the Amtrak San Joaquin trains on the new tracks, which would not require electrification, and there would be no need for new HSR train sets to be purchased and maintained. The Authority's economic justification is shown on Table 2. However, the Authority shows Alternative 2, but not Alternative 2a, which must cost less than Alternative 1 or 2 in terms of construction costs, capital equipment costs, and ongoing operations and maintenance.

However, Alternative 2a is only a viable alternative IF the tracks being built right now, are capable of supporting the heavier Amtrak equipment.

This is exactly the point that is made in the document sent to the State Auditor regarding the Public Safety Risk and a Risk of having to reimburse the FRA. See Attachment 2.

Attachment 2 has been sent to the State Auditor, and also a copy to Mr. Brian Kelly. This "Audit Matter" raises a Public Safety issue that cannot be resolved by just a review of historical documents. This document raises 6 questions that need to be validated if Alternative 2a is to remain a viable alternative.

The first key question is in paragraph #4, on page 5 of the 7 page document. The paragraph is titled "What Validation Has Occurred To Confirm That The Design For Amtrak Service Is Adequate?"

- Question #4 for the Audit team is: “Where is an independent engineering person or firm’s validation to confirm that the contractors’ design will provide safe support for Amtrak operations?”

The second key question is in paragraph #5, on page 6 of the 7 page document. The paragraph is titled “What Inspections Have Occurred Which Confirm That the Construction Conforms To The Design For Amtrak Operations?”

- The Question #5 for the Audit team is: “Are there independent inspections to confirm that the contractors’ construction is and has been in conformance with the validated design and specifications which will provide safe support for Amtrak operations?”

It may be that the Authority is not having the contractors build track structures to support the weight of Amtrak trains, even though that is what the Authority said they would be doing back in the early versions of the FRA Funding Agreement. If Alternative 2a is now not possible, it is clear why the CHSRA swept it under the rug, and focused everyone on Alternative 1, where the CHSRA spends more money to electrify the tracks and buy, and maintain, a few HSR trains sets.

All this makes the need for the Audit requested all the more urgent. See the Executive Summary and Introduction on page I of the 7 page Attachment 2. If the contractors did not do what they were supposed to do, or the Authority told them to "don't bother", then there is no Alternative 2a, and someone should be held accountable. This would be especially true if contractors were paid for building track structures to support Amtrak, but in reality, they only built structures that can just support the lighter HSR trains, which would, of course, cost less to build.

Conclusion

If the need to implement one of these Alternatives will truly be temporary, and that there will be funding available to eventually build the IOS from San Francisco to Bakersfield, then Alternative 1 might make sense. But if the long term funding is not in place, it makes no sense to build up a small but expensive "mini-HSR" to do what Amtrak trains do today.

It would seem that the most logical sequence would be to currently plan to implement Alternative 2a, as long as there are insufficient funds to connect San Jose to the Central Valley. At the point in time that sufficient funds become available to connect San Jose to the Central Valley, then it would be appropriate to plan to implement Alternative 1.

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CALIFORNIA
High-Speed Rail Authority

*First Construction Package
Utilization Plan and Concept of
Operations Update*

October 2016



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Background

This document is an update to the alternatives analysis provided to the FRA in 2013 and 2014 for using the segment of infrastructure now known as the Central Valley Segment. This update to the First Construction Segment (FCS) Utilization Plan is prepared per the terms outlined in Cooperative Agreement FR-HSR0-10-01-06 between the Federal Railroad Administration (FRA) and the California High-Speed Rail Authority (Authority).

The Authority's 2016 Business Plan describes a financially constrained initial operating scenario – the Silicon Valley to Central Valley line that uses both federal and state funds to build an operating segment from north of Bakersfield to San Jose by 2024 that will begin revenue operations in 2025, without a subsidy, per the Authority's mandate approved by the voters in Proposition 1A. The full Phase I system will follow by 2029, extending service to Anaheim and San Francisco.

The 2016 Business Plan identifies the funding necessary to implement a Central Valley Segment which will be used as the test track for testing and certification of trains, systems and operations. Upon completion, should high speed revenue service be delayed, alternative rail service identified in this plan could be implemented.

To access Proposition 1A bond funds, the Authority must submit funding plans to the Director of Finance and the Chair of the Joint Legislative Budget Committee. In December 2016 the Authority submitted the required funding plan for the Central Valley Segment.¹ Under Proposition 1A, the Director of Finance is required to review the plan within 60 days of its submission. After receiving any communication from the Joint Legislative Budget Committee, if the Director finds that the plan is likely to be successfully implemented as proposed, the Authority may enter into commitments to expend bond funds described in the Funding Plan. Also in December 2016, the procurement process to award a long-term contract for an early operator to assist in preparation for service by 2025 was approved by the Board of Directors and a Request for Qualification (RFQ) was released to the public.

Since the 2014 alternatives analysis was provided to the FRA, the State of California has advanced development of a plan for a statewide integrated passenger rail network which includes advancing conventional improvements for faster, more frequent service to California markets, with high-speed rail as a key component. Agency relationships are being established to form the foundation of future statewide passenger rail integration, with two new relationships recently formed under the purview of the State Transportation Agency (CalSTA). Joint Power's Authorities were established for the San Joaquin Valley and the Los Angeles to San Diego intercity passenger rail markets, key feeder service to high-speed rail.

As required by the FRA, should the Authority be unable to align resources to deliver the Silicon Valley to Central Valley line by the time the Central Valley Segment construction and certification for operation is complete, this plan provides for "alternate" rail uses of the infrastructure.

¹ http://www.hsr.ca.gov/docs/brdmeetings/2016/brdmtg_121316_Item2_Final_Resolution_HSRA16_28.pdf

This document demonstrates that early use (should it be necessary) as part of the delivery of the initial operating segment will present an opportunity for early demonstration of the benefits of high-speed service. Additionally, attached is a letter from the Secretary of CalSTA, committing to work with the Authority to implement any interim-use service determined to be necessary. CalSTA oversees the administration of Amtrak service, including the San Joaquin line through the Central Valley.

Alternatives Under Consideration

The following provides updates on alternatives under consideration, along with associated equipment and/or agreements necessary for the Authority to implement early service, and the timeline for that implementation.

Alternative 1 - Electrified Passenger Service

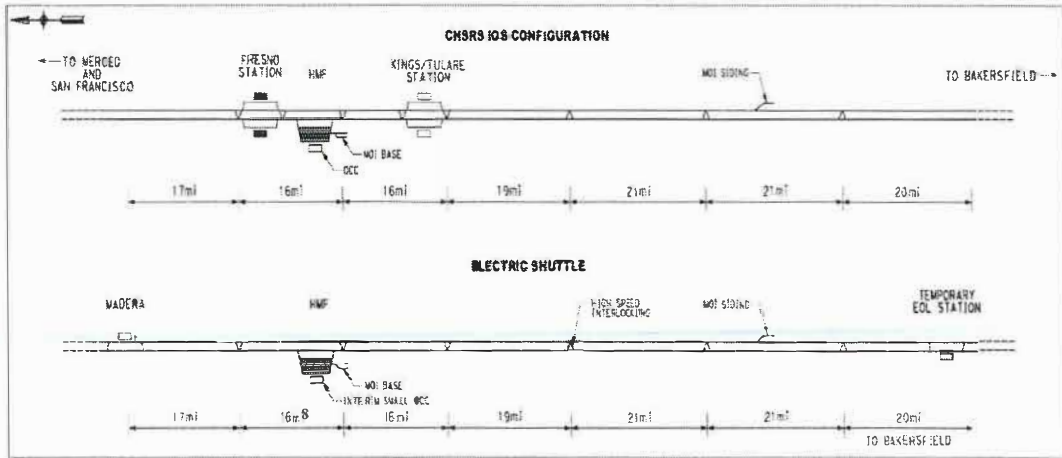
This alternative would provide an electrified service that utilizes the high-speed rail system/tracks and rolling stock. Passengers would access the services at an intermodal station at Madera Acres or via intercity buses at a temporary station north of Bakersfield. Six round trips a day (12 trains) would be timed to connect with the existing San Joaquin service at the new Madera Acres transfer station where passengers would be able to use their Amtrak tickets to board high-speed trains.

Four train sets would be required for this alternative and would be provided via the Authority's forthcoming equipment procurement. A small maintenance facility, for both infrastructure and rolling stock, would be provided. The rolling stock facility would include two 1,450-foot storage tracks with inspection pits, access for toilet servicing, and cleaning and pantograph inspections. Additionally, a warehouse for storing rolling stock material and spare parts would also be required. The maintenance of infrastructure forces would require a facility that encompasses six yard tracks and one siding track (1,600'), occupying approximately 28 acres including:

- Approximately 8,150 feet of yard track capacity
- Shop facilities for the following activities: MOI inventory, infrastructure and equipment
- Maintenance/repair stockpile areas for ballast and other bulk materials
- Secured stockpile areas for non-bulk materials
- Rail side unloading dock and CWR train storage (1,600')
- Rail-borne equipment and locomotive storage tracks
- Dispatching facility will be needed

The Trainset procurement and Maintenance of Infrastructure procurement are anticipated to be released in late 2017 and may be awarded by early 2018. Consequently all requirements needed for Alternative 1, including trainsets, trainset maintenance, trainset maintenance facilities and infrastructure maintenance with corresponding infrastructure maintenance facilities and dispatch requirements, will be incorporated in those procurement documents and will be provided by those two contractors.

Alternative 1 would be administered at the direction of CalSTA. The estimated Alternative 1 start date of service is by 2023.



Alternatives No Longer Under Consideration

Since 2012, multiple concept alternatives have been considered for interim use of the new infrastructure in the event the Authority is unable to continue with the initial operating segment construction. At this time, the Authority has identified funding to complete electrified service. Therefore, the following concepts have been eliminated from consideration.

Alternative 2 – Diesel Passenger Service

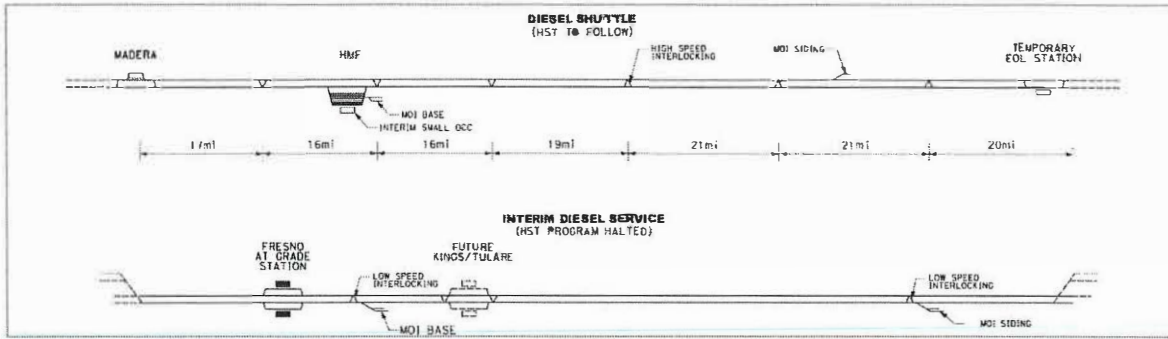
This alternative would utilize diesel trains traveling over the high-speed rail systems and infrastructure in the Central Valley, connecting with an intermodal station at Madera Acres and intercity buses at a temporary station near North Bakersfield. Six round trips a day (12 trains) would be timed to connect with the existing San Joaquin service at the new inter-modal facilities where passengers would be able to use their Amtrak tickets to board faster diesel trains. A small maintenance facility for both infrastructure and rolling stock would be provided that would include two 1,450-foot storage tracks with inspection pits, access for toilet servicing, cleaning and diesel engine inspections. Additionally, a warehouse for storing rolling stock material and spare parts would also be required. The maintenance of infrastructure forces would require a facility that encompasses six yard tracks plus one siding track (1600'), occupying approximately 28 acres including:

- Approximately 8150 feet of yard track capacity
- Shop facilities for the following activities: MOI inventory, infrastructure and equipment
- Maintenance/repair stockpile areas for ballast and other bulk materials
- Secured stockpile areas for non-bulk materials
- Rail side unloading dock and CWR train storage (1600')
- Rail-borne equipment and locomotive storage tracks

Alternative 2a – Through Routed San Joaquin Diesel Rail Service

This alternative would allow the existing San Joaquin service onto the high-speed rail tracks. The service would be operated by CalSTA and would utilize San Joaquin diesel rolling stock and existing diesel maintenance facilities. This alternative allows for reduced travel times on the existing San Joaquin route by rerouting some San Joaquin trains traveling between Bakersfield and Sacramento or Oakland onto the new infrastructure.

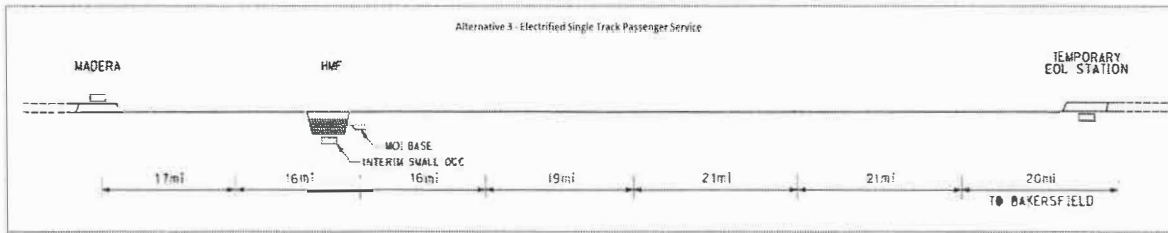
This alternative is similar to the one studied in the 2013 San Joaquin Corridor Service Development Plan, except rail service would terminate north of Bakersfield and connect to feeder buses, instead of continuing to Bakersfield on the BNSF tracks. The alternative would include seven round trips a day (14 trains). Alternative 2A would also be administered at the direction of CalSTA with startup estimated in 2023.



Alternative 3 – Electrified Single Track Passenger Service

This alternative is identical to Alternative 1 in civil infrastructure except that only one track would be constructed for the length of segment. This results in reduced track work, train control systems, overhead contact systems and communications systems during the early service period. This service assumes six round trips per day. Train service would include scheduled meets at the station locations to avoid conflict on the single tracked segment.

Alternative 3 would be administered at the direction of CalSTA. The estimated Alternative 3 service start date would be by 2023.



Roles and Responsibilities

The early service alternatives studied to date present the potential for San Joaquin service to operate on the high-speed rail civil infrastructure that the Authority is currently constructing between the Madera Amtrak station (in Madera), and Poplar Avenue near Shafter just north of Bakersfield (Central Valley Segment). The cooperative agreement commits the FRA to partially fund construction of civil works and rail infrastructure of what is now known as the Central Valley Segment and obligates the Authority to match the funding, and to construct that infrastructure. To comply with FRA requirements to ensure operational independence of FRA-funded works, the CalSTA understands that the segment end points have been chosen at locations abutting the conventional rail line on which San Joaquin service currently operates. This choice ensures that, should commencement of Authority high-speed rail service on a longer segment that includes the Central Valley Segment be significantly delayed, the Central Valley Segment could be connected to the existing conventional rail line and a portion of the San Joaquin service could be operated temporarily on the new Central Valley Segment line. Such an arrangement would greatly speed that service, increase ridership and improve its customer appeal.

In 2014, the Legislature and Governor approved a continuous funding source to the Authority for high-speed rail. This helped the Authority focus on 2025 for commencement of service on the Silicon Valley to Central Valley line, which includes the Central Valley Segment, as described in the Authority's 2016 Business Plan. These developments have significantly reduced the likelihood that the San Joaquin service will operate on the Central Valley Segment. Nevertheless, should such a circumstance arise in the future, CalSTA commits to work with the Authority and the San Joaquin Joint Powers Authority (which manages the service under a business plan subject to CalSTA approval and funding) to develop the plans and agreements necessary to operate at least some San Joaquin service temporarily on the Central Valley Segment. The terms and conditions associated with the plans and agreements will include a description of the temporary use of the Central Valley Segment and temporary lease arrangements for the segment facilities, which will be paid for by the CalSTA's intercity rail program funding and are not expected to increase overall intercity rail program funding requirements. No costs associated with the operations of the San Joaquin service will be borne by the Authority; the Central Valley Segment infrastructure maintenance costs associated with the San Joaquin service will be paid for through existing CalSTA budget arrangements. These options would be developed in conjunction with the San Joaquin Joint Powers Authority to ensure these temporary plans fit with the long-term strategies for growing San Joaquin service. CalSTA sees no material impediment to such an arrangement.

Under Alternative 1, it is assumed that the Authority and/or another state agency under the direction of CalSTA, would be the key stakeholder responsible for implementation. The Authority and/or another state agency could initiate procurement contracts for construction, rolling stock acquisition, dispatch, security, operations and maintenance. It is assumed that the Authority and/or another state agency could administer those contracts during the operation of Alternative 1. In addition, the Authority and/or another state agency would be responsible for achieving compliance with all federal and state regulations and certifications prior to and during operations, as well as working with the FRA, CPUC and other agencies involved with Alternative 1. Regional rail providers and regional transit providers could be responsible for feeder services provided to the Madera transfer station and temporary north of Bakersfield station. Local jurisdictions would be involved in land use and building permits as required. It is assumed that all

construction, operations and maintenance activities would be provided by independent contractors. These contractors will be selected in a competitive bid process.

Train Sets

The Authority is pursuing procurement of high-speed trainsets in 2017. This effort will include significant regulatory and industry input supporting a train set procurement that meets or exceeds state and federal standards

Alternative 1 assumes that the first four high-speed rail train sets used for testing and commissioning will be the train sets used for the commencement of the early electrified passenger service. As train sets to be used by Alternative 1 would also be required to implement high-speed rail service on the initial operating segment, there would be no additional incremental train set costs.

Concept of Operations

The Concept of Operations (ConOps) plan provides direction to the Authority's future operator on the day to day requirement for operation of high-speed rail service. In December 2016, the Authority issued an RFQ for its early operator. The successful contractor is to be on board in the latter half of 2017. Therefore, any updates to ConOps will occur after that date to fully incorporate the operator input. We will ensure any early service is considered in the ConOps plan.

Consistent with the Board of Directors direction via Resolution #HSRA 16-28 Approval of the Central Valley Funding Plan, which states, "If the San Joaquin Service will operate on the high speed rail infrastructure, future agreements will describe the exact terms and conditions of that service."

Also a December 9, 2016 letter from CalSTA to the Authority confirms their support of this path forward (see Appendix A – First Construction Package Concept of Operations Letter).

Therefore, it isn't prudent at this time to make any changes to the existing ConOps plan. The existing ConOps remains the approach until the procurement process is completed in 2017 and an early operator is secured to complete a ConOps update consistent with their at-risk contract.

Budget/Costs

Table 1 below summarizes the total costs of providing early service. These costs summarize the costs to complete the high-speed rail service as envisioned and then denote the additional costs necessary for an interim operational scenario. The Year of Expenditure (YOE) costs have been updated to reflect a revised implementation date of 2023. Costs for Alternative's 2 and 3 are provided as reference should it become necessary to consider any eliminated alternative.

Table 1 - Funding Comparison between Alternatives

Funding Type	Alternative 1		Alternative 2		Alternative 3	
	2012	YOES	2012	YOES	2012	YOES
Cost to Complete FCS	\$2.22 B	\$2.82 B	\$2.45 B	\$3.11 B	\$2.88 B	\$3.66 B
Cost to Complete Alternative	\$46 M	58.4 M	\$46 M	\$58.4 M	\$195 M	\$248 M
Rolling Stock	\$347 M	\$441 M	\$347 M	\$441 M	\$347 M	\$441 M
Total	\$2.61 B	\$3.32 B	\$2.84 B	\$3.61 B	\$3.42 B	\$4.35 B

Alternate 1 is consistent with the implementation plan for an initial operating line laid out in our 2016 Business Plan (Silicon Valley to Central Valley) and is already budgeted in the business plan.

Critical Path for Decision Making

Figure 1 below lays out the major milestones in the development of early service on the First Construction Segment (FCS). As documented in the 2013 First Construction Segment Utilization Plan, the most critical milestone for decision making is the development of a realistic and obtainable draft and final financial plan for Alternative 1, with a clear outline of the impacts to the initial operating segment. The Authority's 2016 Business Plan accomplished this milestone by identifying the initial operating segment as the Central Valley to Silicon Valley, including FRA's Central Valley Segment investment, which obligated the Authority to match the funding and to construct that infrastructure.

FCS Early Service Implementation Actions Process Flow Chart

DRAFT – Conceptual for Discussion Purposes Only

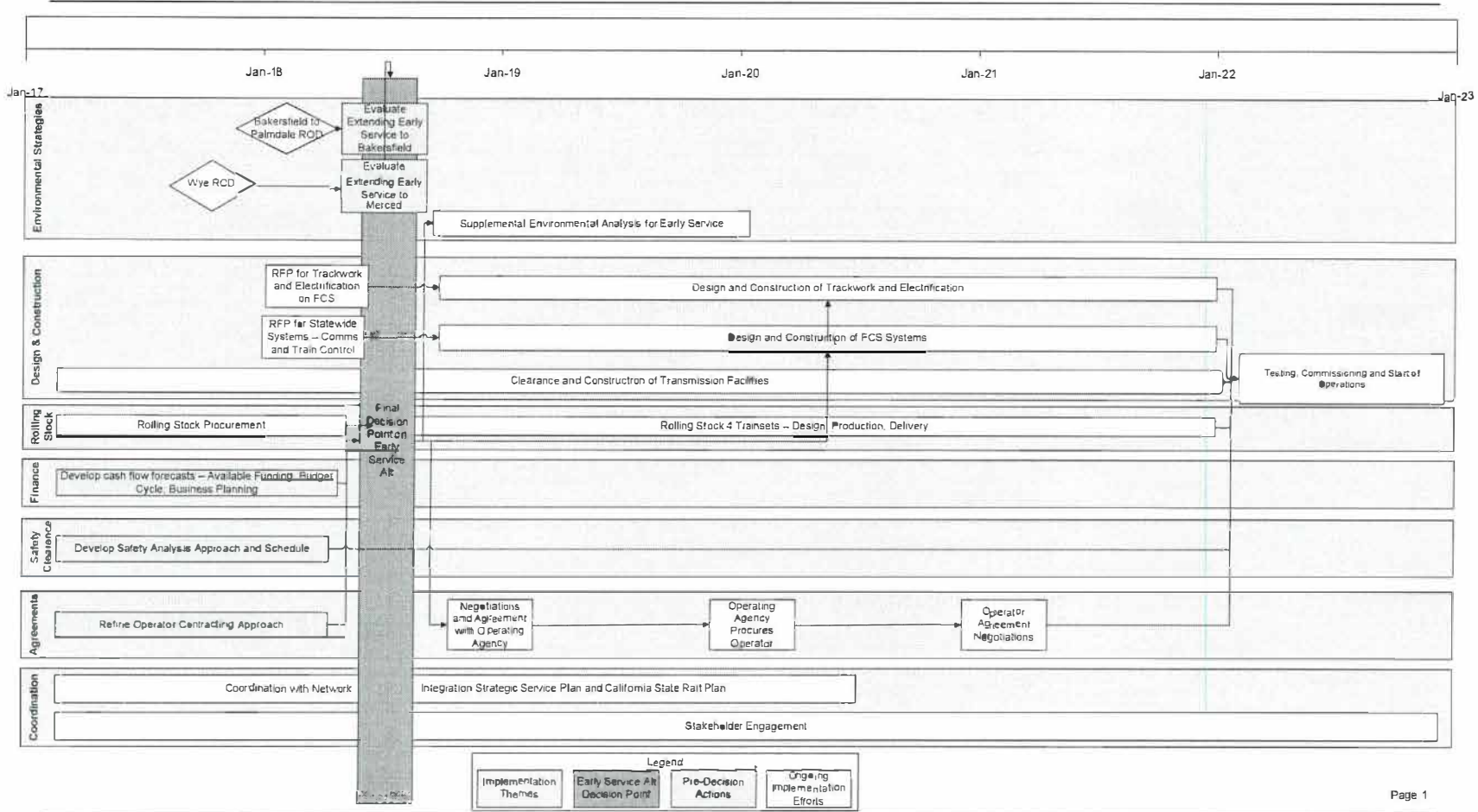


Figure 1

Appendix A – First Construction Package Concept of Operations Letter



CALIFORNIA STATE TRANSPORTATION AGENCY

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Governor

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Brian P. Kelly
Secretary

December 9, 2016

Jeff Morales
Chief Executive Officer
California High Speed Rail Authority
770 L Street, Suite 800
Sacramento, California 95814

Re: Potential for *San Joaquin* Service to Operate on Authority's Central Valley Segment

Dear Mr. Morales,

This letter relates to the potential for *San Joaquin* service to operate on the high-speed rail civil infrastructure and rail that the Authority is currently constructing between the Madera Amtrak station in Madera and Poplar Avenue near Shafter (Central Valley Segment).

In 2010, the Authority and the Federal Railroad Administration (FRA) entered into a grant agreement. The agreement committed the FRA to partially fund construction of civil works and rail infrastructure of what is now known as the Central Valley Segment, and obligated the Authority to match the funding and to construct that infrastructure. To comply with FRA requirements to ensure operational independence of FRA-funded works, CalSTA understands that the Segment end points have been chosen at locations abutting the conventional rail line on which *San Joaquin* service currently operates. This choice ensures that, should commencement of Authority high-speed rail service on a longer segment that includes the Central Valley Segment be significantly delayed, the Central Valley Segment could be connected to the existing conventional rail line and a portion of the *San Joaquin* service could be operated temporarily on the new Central Valley Segment line. Such an arrangement would greatly speed that service, increase ridership and improve its customer appeal.

Extensive progress since 2010 – including appropriation in 2014 to the Authority of a continuous funding source and the Authority's 2016 Business Plan focus on 2025 commencement of service on its Silicon Valley to Central Valley line, which would include the Central Valley Segment – has significantly reduced the likelihood that the *San Joaquin* service will operate on the Central Valley Segment. Nevertheless, should such an opportunity arise in the future, CalSTA (through its management of the Department of Transportation) commits to work with the Authority and the San Joaquin Joint Powers Authority (which manages the service under a business plan subject to CalSTA approval and funding) to develop the plans and agreements necessary to

December 9, 2016

Page 2

operate at least some *San Joaquin* service temporarily on the Central Valley Segment. The terms and conditions associated with these plans and agreements will include a description of the temporary use of the Central Valley Segment and temporary lease arrangements for the Segment facilities, which will be paid for by the Department of Transportation's intercity rail program funding and are not expected to increase overall intercity rail program funding requirements. No costs associated with the operations of the San Joaquin service will be borne by the Authority and Central Valley Segment infrastructure maintenance costs associated with the *San Joaquin* service will be paid for through existing Department of Transportation budget arrangements. These options would be developed in conjunction with the San Joaquin Joint Powers Authority to ensure these temporary plans fit with the long-term strategies for growing *San Joaquin* service. CalSTA sees no material impediment to such an arrangement.

Sincerely,

BRIAN P. KELLY
Secretary

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April 9, 2018

Mr. Brian P. Kelly
Chief Executive Officer
California High-Speed Rail Authority
770 L Street, Suite 620
Sacramento, CA 95814

Subject: An Audit Matter That Needs Your Support

Dear Mr. Kelly,

I would like to bring to your attention the enclosed document. It is a copy of "An Audit Matter of Public Safety and Financial Liability", dated February 28, 2018. This nine page document was delivered to the California State Auditor on March 1, 2018 for their consideration within the upcoming audit of the California High Speed Rail Authority, Audit Reference Number 2018-108.

A review of the Executive Summary and Introduction paragraphs on page 1 will show the inter-relationship of a potential Public Safety issue in the Central Valley and the potential issue of being required to reimburse the Federal Railroad Administration for about \$3.4 Billion of ARRA and FY10 grant funds.

In the Draft version of the 2018 Business Plan there is continued reference to the possible use of your tracks as a basis of "interim improved Amtrak services". See pages 16 and 21. Such use will only be possible if your contractors have built the track structures to support the weight of Amtrak trains. The Public Safety issue we have raised is the need to verify that these requirements have, or have not, been met.

While I acknowledge your contractors do have the design and build responsibilities for the tracks and their supporting structures in the Central Valley, I believe the State of California has both the moral and legal responsibility to ensure that these two issues do not occur. The 6 different questions, in the enclosed document which need to be answered, will allow the State of California to assess the degree of risk that exists on these issues.

In the 1980s President Ronald Reagan often quoted an old Russian proverb during his negotiations with the Soviet Union: "Trust, but verify". I strongly encourage you to insist on an independent engineering verification that the actions of your contractors with respect to the issues identified in the enclosed document are clearly understood and reported to the State Auditor and the Legislature.

Yours truly,



Michael J Brady, Esq.

The Audit of the California High Speed Rail Authority

An Audit Matter of Public Safety and Financial Liability

Reference Number: Audit 2018-108

February 28, 2018

Prepared by:

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Education

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Golden Gate University, 1959, Master of Business Administration, Thesis, "Organizing the Engineering Function in a Contracting Firm"

Stanford University, 1972, Ph.D. Industrial Engineering, Dissertation, "A Least Cost Equipment Selection Technique for Distribution Warehouses"

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American Society of Mechanical Engineers
Institute of Electrical and Electronic Engineers

Professional Experience

1951-3, Lt.JG, USNR, Korean War, Main Propulsion Assistant, USS John R. Craig (DD885)
1953-6, Engineer, Elliott Company, Manufacturer of power plant equipment
1956-9, Engineer, M. W. Kellogg Company, Oil and Chemical Contracting
1959-1972, 1982- 1992, S.R.I. International, Program Manager Transportation and Material Management
1972-7, Associate Professor, Industrial and Systems Engineering, Georgia Institute of Technology
1977-82, Principal, Systan, Inc., Transportation consulting firm
1992-Present, Independent Consultant

High Speed Rail Experience:

Principal in Charge of Initial High Speed Rail Design Study- Madrid to Barcelona, Spain

Beginning with 30 potential route alternatives, civil engineering studies reduced the number to 6. The surviving 6 were studied in detail using 1:20,000 scale maps. Vertical and horizontal alignments were laid out. Cost estimates were prepared for the civil work. Travel demand was estimated considering both present travel along the route and potential induced travel. A modal share was estimated for the high speed service on the basis of different fare levels. High speed travel estimates were used to prepare a schedule of arrivals and departures for each station. Train set procurement was determined for each level of service. An organization structure was designed and operating and maintenance costs were estimated for each route alternative and fare structure. The 6 alternatives were then compared over 20 years of service. The analysis concluded that the line could not be built using private capital alone, but would require public money for most, or all, of the infrastructure. The line, following the preferred route, was built using public money for the infrastructure. The actual passenger volume for the first year of operation was within five percent of the first year travel volume estimated in the patronage study.

Train set selection for Madrid to Seville and Seoul to Pusan routes

Principal high speed train offerings were applied to service on the routes. A careful technical assessment was made of each train offering, producing a set of candidate trains. Economic comparisons among candidates were made in terms of first cost, travel times between station pairs, operating costs, maintenance costs, and political considerations.

Conventional Railroad Work

Work has been performed for major U. S. railroads and for railroads in Malaysia and Thailand. Assignments included the following: Design of a national railroad network model, Social and economic impacts of railroad mergers, Service improvement planning, Cost reduction opportunities in the movement and storage of export coal, Inland container movement, Economic life of railroad grading and tunnel bores, Container and trailer-on-flat-car service design and evaluation, Locomotive replacement policy, Refrigerated car replacement policy, Locomotive maintenance policy, Scheduling track maintenance crews, Rail replacement policy, and Improved material management procedures.

The Audit of the California High Speed Rail Authority

An Audit Matter of Public Safety and Financial Liability

February 28, 2018

Executive Summary– As an integral part of the current and ongoing construction of California’s High Speed Rail System, there are grave matters of Public Safety and also of potential Financial Liability to the US Federal Government within the current plans for High Speed Rail in California. This matter needs to be investigated by an independent third party to ensure all necessary steps are being taken to reduce this physical risk to the citizens of California and to reduce a substantial potential future financial liability.

Introduction – The California High Speed Rail Authority (CHSRA) entered into several Grant Agreements with the US Department of Transportation - Federal Railroad Administration (FRA) in 2010 whereby the FRA would provide about \$3.2 Billion of ARRA and FY10 Grants as construction funds to assist in the construction of HSR roadbed, structures and tracks in the Central Valley. In these Agreements CHSRA agreed to build and operate a HSR system that would use these tracks. The CHSRA also agreed that these tracks would be constructed in such a way that, should the HSR system not go into operation, these tracks could be used by other inter-city rail services, partially supported by the US government, for example, Amtrak. The issue at hand is a need to determine that the structural design and construction of the bridges and overhead viaducts have foundations, piers, and decks, which will safely support the live-load weights of Amtrak diesel engines and passenger cars which exceed the weights of HSR train sets. The CHSRA also agreed that should these tracks not be used for HSR services or other inter-city rail services, within certain timelines and conditions, the State of California would repay the \$3.2 Billion that will have been provided by the FRA to the CHSRA. These two conditions– 1) the possible use of the DOT/FRA partially paid for tracks by other inter-city rail services like Amtrak; and 2) the possible return of the \$3.2 Billion to the FRA if the high-speed train or other Inter-city rail services do not use the tracks - should be of grave concern to the State of California.

The Audit’s Objective – The Audit needs to ensure that completed construction activities to date and/or are scheduled to be built, are being built so that other inter-city rail services, such as Amtrak, can use them safely. Additionally, the Audit needs to ensure that somewhere within the State of California and the FRA there are sufficient funds set aside to integrate these tracks safely into the existing Central Valley Amtrak passenger rail system, should HSR service not be put into operation. Accomplishing this integration should allow the State to meet its contractual obligations to the FRA, and reduce the risk of the FRA demanding reimbursement.

There are six specific Audit questions that should be asked of the CHSRA to identify any risk to public safety and to reduce potential financial liability to the FRA.

1. What Are The Potential Financial Obligations of the CHSRA to the FRA?

The initial Agreement between the CHSRA and the FRA for the use of ARRA funds was signed in December 2010.¹ Page 8 (PDF page 10) Sections 14-15 of that Agreement makes the point that these funds are to support inter-city rail. Then, on pages 47 and 48 (PDF pages 49 and 50), the 6th bullet focuses on the requirement of operational independence and the need to connect the constructed track to the existing Amtrak line if HSR service is delayed, or cancelled.

The initial Agreement between the CHSRA and the FRA for the use of FY10 funds was signed in November 2011.² Page 11 (PDF page 11) Sections 14-15 of that Agreement makes the point that these funds are to support inter-city rail. Then, on page 4 of Attachment 3 (PDF page 35), the 2nd bullet focuses on the requirement of operational independence and the need to connect the newly constructed track to the existing Amtrak line if HSR service is delayed, or cancelled.

The most recent version of the CHSRA-FRA Agreement for the use of ARRA funds was signed in May 2016.³ Pages 51 and 52 (PDF pages 54 and 55) of the Agreement reaffirmed CHSRA's obligation to be able to put the FRA funded tracks into operation, even if HSR is delayed or cancelled. It is unknown if the FCS (First Construction Section) Contingency Plan, mentioned on page 52, as a deliverable to the FRA for review and approval, was ever completed.

The most recent version of the CHSRA-FRA Agreement for the use of FY10 funds was signed in January 2017.⁴ Pages 14 and 15 (PDF pages 14 and 15) Sections 14-15 of that Agreement make the point that these funds are to support inter-city rail.

The FCS (First Construction Section) is the term used to describe California's Central Valley from north of Fresno to north of Bakersfield, where the CHSRA currently has construction underway. There are five Construction Packages (CPs). CP1 is north of, and around, Fresno, CP2 and CP3 are in the Valley's center and CP4 is southward but just to the north side of Bakersfield.⁵ Each CP project has been or will be awarded to a

¹ See the original CHSRA – FRA ARRA Agreement at http://www.hsr.ca.gov/docs/about/funding_finance/funding_agreements/FRA-HSR-0009-10-01-01.pdf

² See the original CHSRA – FRA FY10 Agreement at http://www.hsr.ca.gov/docs/about/funding_finance/funding_agreements/FR-HSR-0118-12-01-00.pdf

³ See the most recent CHSRA – FRA ARRA Agreement at http://www.hsr.ca.gov/docs/about/funding_finance/funding_agreements/HSR-FRA_CooperativeGrantAgreement_Amendment6_05&816_Redacted.pdf

⁴ See the most recent CHSRA – FRA FY10 Agreement at http://www.hsr.ca.gov/docs/about/funding_finance/funding_agreements/Executed_FY10_Amendment_1.pdf

⁵ See <http://www.hsr.ca.gov/Programs/Construction/index.html> for a series of maps, which show the geographic boundaries of the various Construction Packages.

firm or consortium responsible to design and build the infrastructure in that geography, to the point the area is “Ready for track and signals.” CP5, a future contract, is to install the trackage and signaling systems over the entire CP1 to CP4 area.

Clearly what occurs during CP5 will be impacted by the determination that the FCS will 1) be put into HSR operation, or 2) will be put into conventional rail operation, such as Amtrak. If neither event occurs and the “track bed” sits idle, the FRA has the right to demand that the State of California reimburse the FRA for all of the ARRA and FY10 Grant funds (which total about \$3.2 Billion) that CHSRA will have spent – as described in Sections 14 and 15 of the 2016 Amended Agreement, pages 12-13 (PDF pages 14-15).

Importantly, this potential reimbursement has nothing to do with the CHSRA’s “matching” obligation. The CHSRA is obligated to spend about the same amount of State funds as they received from the FRA, about \$2.6 Billion⁶. The CHSRA is currently spending Prop 1A funds and Cap and Trade funds in the FCS on various projects. CHSRA projections say the State will have spent this amount of State “matching” money sometime in the next 3 years⁷. None of this “matching” expenditure will influence the \$3.2 Billion contingent liability the State has, if HSR or conventional rail operations are not initiated inside the FCS.

- Question#1 for the Audit team is: “Are there sufficient financial reserves to fund the tasks that may be required to successfully complete CP5 and then “migrate” Amtrak’s San Joaquin service to the HSR FCS tracks between the area north of Fresno and the area just to the north of Bakersfield?”

2. What were/are the CHSRA instructions to the Contractors regarding load-bearing structures such as bridges and viaducts?

If the FCS (First Construction Section) is completed by the CHSRA and is then integrated into the IOS (Initial Operating Segment) and HSR service is initiated in a timely manner between San Jose and Bakersfield, the risk of the FRA demanding the reimbursement of the \$3.2 Billion in grant funds is probably minimum.

If, on the other hand, HSR service is not initiated, to avoid the need to reimburse the FRA for the \$3.2 Billion in Grants, the CHSRA and the State of California will need to integrate the FCS into Amtrak’s San Joaquins rail service. This would mean that the CHSRA constructed tracks would be connected to the current Amtrak tracks north of Fresno and north of Bakersfield. In addition, tracks and signals necessary to support conventional rail operations, as part of CP5, would be completed on the CP1 to CP4 track structures. Finally, Amtrak station operations in Fresno, Hanford, Corcoran, and Wasco would have to be moved over to the HSR CP5 tracks. Amtrak station operations in Madera and Bakersfield might also have to be moved to the HSR tracks, depending on

⁶ The original ARRA Grants were on a “50%/50% basis; the subsequent FY 10 Grants were on a “70/30%, and then a “80%/20%”, so the CHSRA obligation is less than the total of the FRA Grants.

⁷ See the Funding Contribution Plan of December 31e2017, page 23 at:

http://www.hsr.ca.gov/docs/about/funding_finance/funding_agreements/FCP_Q4_17.PDF

where the two sets of tracks are connected at the northern and southern ends of the HSR tracks.

These operational tasks (above) are predicated on a critical assumption – that the track structures such as the bridges and the viaducts can safely support the weight of the existing Amtrak trains. In theory, this should not be a problem, as the CHSRA has or will inform the contractors that the design and construction of the track structures throughout the length of the FCS must be able to safely support Amtrak trains moving at their normal operational speeds.

As all of the construction contracts for CPI through CP4 are for both the “design” and the “build” tasks to be performed by the contractor, the contractors are responsible for delivering track structures that will safely support Amtrak, as well as HSR operations. In addition, the CHSRA has publically announced this requirement for supporting conventional rail operations.

In 2011 these technical requirements were published in a series of Technical Memorandum covering Project Guidelines.⁸ Page 2 (PDF page 8) defines the purpose of this Technical Memorandum, and see Section 3.0 for initial Assessment and Analysis on page 6 (PDF page 12) and Section 6.0 for Design Manual Criteria and Section 6.1 and 6.2 on pages 34 and 35 (PDF 40 and 41). Sections 3.5.1 through 3.5.6 define the design requirements for Transient Loads; see pages 11 through 16, (PDF pages 17 through 22). Note the specific reference to Amtrak in Section 3.5.1.5 on page 12 (PDF page 18), and the loading requirements due to Amtrak locomotives. Also note in this section the statement that “Segments of the alignment are required to be designed to provide for Amtrak service.” These sections of requirements are repeated in Sections 6.5.1 through 6.5.6, see pages 39 and 40 (PDF pages 45 and 46).

- Question #2 for the Audit team is: “Are the Contractors building CPI, CP2, and CP3, and CP4 in the future, legally bound by their contracts with the CHSRA to incorporate these Amtrak loading requirements into their “design”?”

3. What Are The Contractors Contracted To Design and Build?

After the contractor has been selected for each Construction Package a contract has been executed between the contractor and the CHSRA. These contracts are available online in the Design Build Construction Contracts of the CHSRA’s web site. Using CPI as an example, the Design Criteria contract section that includes design loads makes a specific reference to “Amtrak Live Loads”.⁹

⁸ See http://www.hsr.ca.gov/docs/programs/eir_memos/Proj_Guidelines_TM2_3_2R.pdf This TM2.3.2 covers Structure Design Loads and the July 8, 2011 Revision 3 incorporated conventional rail loading.

⁹ See “Amtrak Live Loads” at:

http://www.hsr.ca.gov/docs/programs/construction/HSR_13_06_B3_PtC_Sub1_CHSTP_Design_Criteria.pdf

See Section 12.5.2, Transient Loads, pages 12-7 to 12-25 (PDF pages 415 to 433). The references to Amtrak loads are in Section 12.5.2.1- C “Shared-Use Track Train Live Loads (LLRR)” and 12.5.2.1 – E “Amtrak Live Loads”, both on page 12-8 (PDF page 416).

The Design Criteria Contract sections for CP2 and CP3 contain the same material.¹⁰ Section 12.5.2 begins on page 12-7 (PDF page 427)

The Design Criteria Contract sections for CP4 contain the same material.¹¹ Section 12.5.2 begins on page 12- 8 (PDF page 430)

Note in all three of these Sections the reference is to “Designated segments of the HST alignment are required...”. It is unclear where such a designation occurs in the CHSRA-Designer/Builder contracts, although the entire length of CP1, CP2, C3, and CP4 MUST be such “designated segments”. However, without such specific and agreed upon designation, it is unclear whether this is a binding requirement on the contractor.

- Question #3 for the Audit team is: “Where are the specific, agreed upon, authorizations and designations that state that all of CP1, CP2, CP3, and CP4 are to be designed and built to provide for Amtrak service?”

4. What Validation Has Occurred To Confirm That The Design For Amtrak Service Is Adequate?

It is unclear whether there has been an independent engineering validation by a third party or state agency to confirm that the designs and specifications prepared by the contractors are correct, complete and conform with the terms of providing safe structural support for Amtrak operations.

This design and specification work by the contractor for CP1 is clearly done, as construction is underway. CP2/CP3 construction has started, so it is reasonable to assume this part of design and specifications are also completed by the CP2/CP3 contractor. The CP4 construction contract has been awarded and signed. It is not known where the contractor is yet in the design phase.

- Question #4 for the Audit team is: “Where is an independent engineering person or firm’s validation to confirm that the contractors’ design will provide safe support for Amtrak operations?”

¹⁰ See Section 12.5.2 at http://www.hsr.ca.gov/docs/programs/construction/CP23_executed/P13_57_EX_III.A_01_Design_Criteria_Manual.pdf

¹¹ See Section 12.5.2 at http://hsr.ca.gov/docs/programs/construction/CP4_executed/P14_32_EX_III.A_01_Design_Criteria_Manual.pdf

5. What Inspections Have Occurred Which Confirm That the Construction Conforms To The Design For Amtrak Operations?

It is unclear whether there has been independent inspections, by a third party or state agency, to confirm that the completed or in-progress construction conforms with the validated designs and specifications prepared by the contractors intended to provide safe support for Amtrak operations.

As construction is underway in CPI's area, contractor inspections are certainly occurring, but independent inspections are also necessary. CP2/CP3 construction has started, so it is reasonable to presume that inspections by the CP2/CP3 contractor are also underway, but independent inspections are also needed. The CP4 construction contract has been awarded and signed, but it is not known if the contractor is building as yet.

If independent inspections have not been occurring, an independent third party should be contracted to perform inspections on the construction work completed to-date. Any such inspections should include an analysis of the materials used, such as steel and concrete, to validate the materials used conform to the specifications. Random coring (drilling and removal of material samples) of the bridges and viaducts may be necessary to ensure steel and concrete, now hidden from view, also conform to the specifications of quality and quantity.

- Question #5 for the Audit team is: "Are there independent inspections to confirm that the contractors' construction is and has been in conformance with the validated design and specifications which will provide safe support for Amtrak operations?"

6. What Load Testing Should Be Undertaken Before CP4 Is Completed?

As discussed above, the current CHSRA plan is to not start the CP5 construction until CPI, CP2, CP3, and CP4 are completed. This means that no track will be placed on the track bed and structures for years, precluding live load testing for years. If problems are found with live load testing with either HSR or Amtrak trains, there may not be time available to correct the design problems before the CHSRA would be in default of the terms in the FRA Grant agreements.

To minimize the risk of load testing failures occurring late in the schedule, some preliminary testing could be done as soon as a few miles of track structures are completed in the northern part of the FCS in CPI. By installing track on the track structure and a temporary track from the Amtrak line north of Fresno, an Amtrak train could be used sooner to load test the CPI track structures. When CP2 is completed, testing could be moved south, then to CP3 and finally to CP4.

Since the live load testing would be using diesel based engines, electrification of the FCS would not be needed. Even if the plan is to NOT move Amtrak service onto the FCS, early testing could be completed using an Amtrak engine and cars. Since the Amtrak

train set will weigh more per axle than a HSR train set, this would be a more than adequate pre-electrified HSR live load test. Since all the contractors are obligated to meet the Amtrak design requirement, using the Amtrak equipment to test should not be a problem.

A written and agreed upon test plan will be needed, defining what tests will be performed, and how will they be performed. The measurements to be taken need to be defined, and how they will be recorded. The organizations who will write the test plan, and who will perform the test need to be documented. If the CHSRA or any of the contractors object to such testing, this should be considered to be a serious “Red Flag.”

- Question #6 for the Audit team is: “How soon can live load testing begin, using an Amtrak diesel engine and cars, to both ensure public safety and reduce the risk of a financial liability of \$3.2 Billion to the FRA?”

William^{ght} Warner^{en}

c/o Michael J Brady

1001 Marshall Street, Suite 500

Redwood City, CA 94063-2052

Attn: Draft 2018 Business Plan
California High-Speed Rail Auth

Suite 620 MS-1

770 L Street

Sacramento, CA

95814

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envelope shipping

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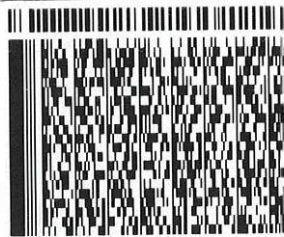
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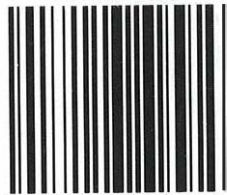
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CB BLU



2018 Business Plan RECORD DETAIL

First Name : William

Last Name : Warren

Stakeholder Comments/Issues : Dear Sir,
Please accept the attached 3 page document as a Comment for the Draft
2018 Business Plan
Please acknowledge receipt of this message.
Thank you,
William H Warren Palo Alto CA 650-321-8638

Attachments : Comment 2018 Plan Warren Caltrain.pdf (28 kb)

Attn: Draft 2018 Business Plan
California High-Speed Rail Authority (CHSRA)
770 L Street, Suite 620, MS-1
Sacramento, CA 95814

May 2, 2018

Subject– Comment Regarding Draft 2018 Business Plan

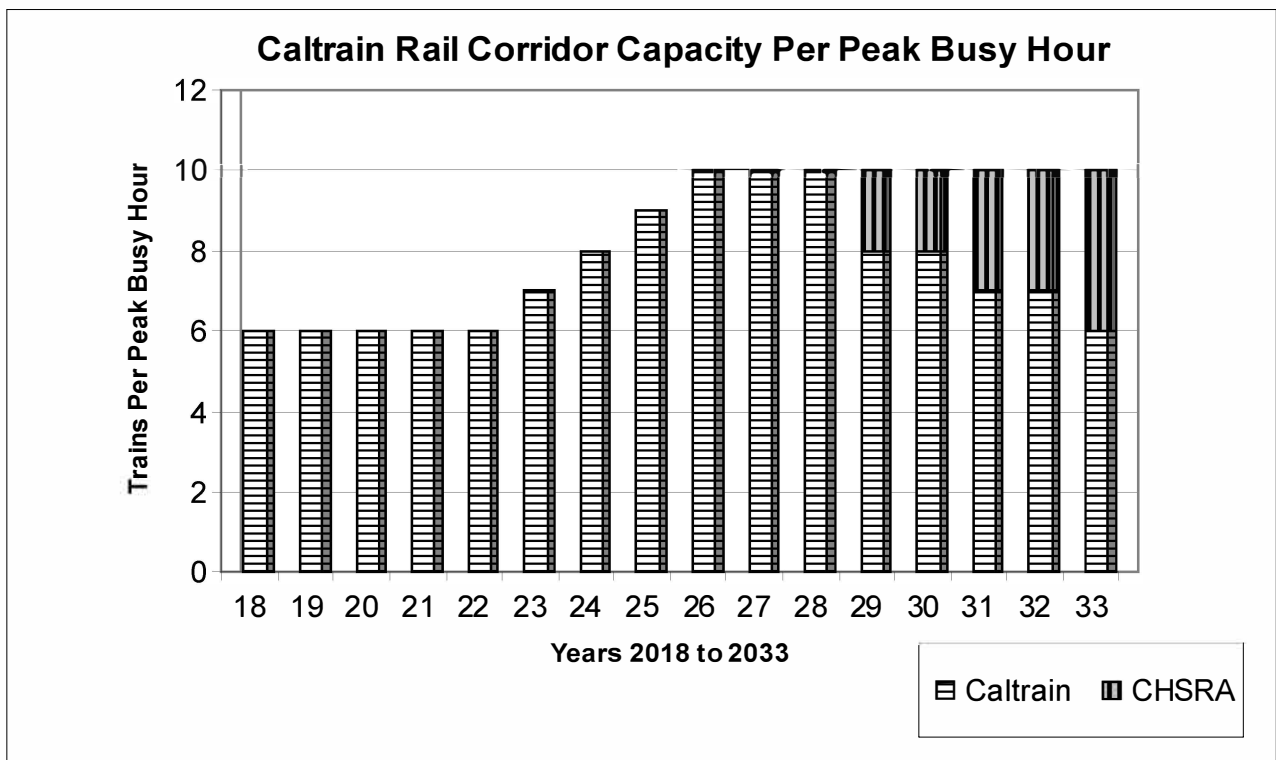
Topic – The Mismanagement of Capacity on the San Francisco to San Jose Rail Corridor

Summary

The Draft 2018 Business Plan is missing an honest assessment of the consequences of the CHSRA taking 4 busy hour train slots away from Caltrain. If this occurs in the 2029 to 2033 time period, as projected in the Draft 2018 Business Plan, the Caltrain capacity of trains per hour will have gone from 6 per busy hour, today, to 10 in 2026 through 2028, and then back to 6 by 2033.

Analysis of the Situation

The 2017 Caltrain Electrification Plan shows that once electrification is complete the capacity on the corridor will have been expanded from 6 to 10 trains per hour. There is no intention to increase capacity over the next several years, prior to electrification being completed. The fact is that the current Caltrain busy hour commuter passenger traffic is beyond the current train capacity and this is being ignored and the current “standing room only” situation will only get worse between now and 2023. See chart immediately below.



Once electrification is completed in the 2022/2023 time period, this chart shows how capacity could grow to 10 trains per peak busy hour, in each direction, by 2026 as the new, yet to be implemented, Positive Train Control (PTC) system allows for more frequent train traffic.

Unfortunately, the California High Speed Rail Authority (CHSRA) has been allocated 4 of the 10 available train slots during the peak busy hours. The Draft 2018 CHSRA Business Plan's stated intention is to initiate HSR service from San Francisco through San Jose and into the Central Valley in 2029. The Draft 2018 CHSRA Business Plan shows them operating 2 trains per hour, starting in 2029, and 4 by 2033 when HSR Phase 1 service will be extended from Bakersfield to Los Angeles.

Assuming a ramp up of HSR service between 2029 and 2033, the remaining capacity available to Caltrain for commuter service will drop from a peak of 10 trains per hour back to the 6 trains per hour. Basically, Caltrain will be back to their current capacity by the 2033 time period.

Financial Information

The current budget for Electrification is about \$2.0 Billion, with the Federal Transit Administration grants amounting to about \$0.9 Billion and the CHSRA investing another \$0.7 Billion. The obvious first steps of adding additional diesel based commuter capacity and implementing PTC are being ignored in the rush to electrify and to get HSR operational on the San Francisco to San Jose Rail Corridor.

The CHSRA's \$0.7 Billion investment was finalized in the August 2016 time period when the CHSRA agreed to invest \$600M of Prop 1A funds and \$113M of non-Prop 1A funds in the electrification of the Rail Corridor. In return, Caltrain agreed that the CHSRA could use the additional capacity to be made available by the electrification of the Corridor. The Draft 2018 Business Plan's Ridership and Revenue Forecasting document, clearly show 2 trains per busy hour in 2029 and 4 in 2033, on pages A-1 and A-2.

The electrification project is discussed on page 63 of the CHSRA Draft 2018 Business Plan. What the Draft 2018 Business Plan does not appear to show is the financial impact of this investment in the Corridor. The August 2016 Agreement and the Draft Business Plan define the investment as a total of \$713M, and these funds will flow to Caltrain on a reimbursement basis, when construction invoices are submitted to the CHSRA by Caltrain. As the electrification project has physically started on the Corridor, it would seem reasonable to presume invoices will soon be presented to the CHSRA.

Sections 3.5, 3.9, and 3.11 of the Draft 2018 Business Plan should have a line dedicated to the funds to be spent on electrification for San Francisco and San Jose. If the fourth line in Section 3.9 which says "San Francisco" is really the electrification project between San Francisco and San Jose, it should be so noted. The references and labels of "Silicon Valley . . . s." in Sections 3.5, 3.9, and 3.11 would make the reader think that the northern most point of construction is San Jose. If in fact the \$713M of electrification is included in these totals, it should be so noted, and the reference of Silicon Valley should be changed to San Francisco, as it is the northern most point of construction.

Conclusion

The financial consequences of all this activity are hidden in the Business Plan. Why??

What is also missing in the Draft 2018 Business Plan is the honest assessment of the consequences of the CHSRA taking the 4 busy hour train slots away from Caltrain. If this occurs in the 2029 to

2033 time period, as projected in the Draft 2018 Business Plan, the Caltrain capacity of trains per hour will have gone from 6 per busy hour, today, to 10 in 2026 through 2028, and then back to 6 by 2033. Between 2028 and 2033 tens of thousands of daily commuters will be forced back into their cars.

Is this what the CHSRA is also trying to hide?

William H. Warren
williamhwarren@sbcglobal.net
c/o Michael J. Brady
1001 Marshall Street, Suite 500
Redwood City, CA 94063-2052

2018 Business Plan RECORD DETAIL

First Name : Lynne

Last Name : Steele

Stakeholder Comments/Issues : I have never been a “not in my backyard” thinker-so if I thought the High Speed Train was a good idea, having run within 2 blocks of my house would not be an issue. However, I think it has “bad idea”, “misplaced priorities” and “waste of money and resources” written all over it.

I supported BART, and was surprised when it was not run to either SFO or SJ airports. I supported San Jose Lightrail system and while it surprised me that it didn't run to SJ airport, I enjoy riding to downtown events and as an occasional commuter when I worked at SJSU. But I do not see the logic of the High Speed Train through the Central Valley to Anaheim/LA. My grandchildren live in Oceanside so I am a frequent HIGHWAY 5 and 101 driver. As a novelty, it would be fun once but I don't believe the majority of Californians would support it enough to make it profitable.

I don't understand how California politicians can even try to justify spending billions of dollars on this system when the majority of our roads are in major disrepair. There are many other priorities in California that deserve our time, attention, and financial resources.

Please reconsider this plan.

Thank you,
Lynne Steele
117 Avenida Espana
San Jose, CA 95139

Sent from my iPa

2018 Business Plan RECORD DETAIL

First Name : Gary

Last Name : Patton

Stakeholder Comments/Issues : The attached letter is to submit comments on the Draft 2018 Business Plan. Thank you for your attention to our comments.

For the Community Coalition on High-Speed Rail,

Gary A. Patton, Attorney at Law

P.O. Box 1038

Santa Cruz, CA 95061

Telephone: 831-332-8546

Email: gapatton@mac.com

Website / Blog: www.gapatton.net <<http://www.gapatton.net/>>

Facebook: <https://www.facebook.com/gapatton>

Attachments : CC-HSR Letter Commenting on 2018 Business Plan.pdf (397 kb)

communitycoalition on high speed rail

2995 Woodside Road #400, Woodside, CA 94062

May 1, 2018

Attn: Draft 2018 Business Plan
California High-Speed Rail Authority
770 L Street, Suite 620 MS-1
Sacramento, CA 95814

RE: Comments on Draft 2018 Business Plan
[Sent by Email: 2018businessplancomments@hsr.ca.gov]

Dear Chairperson Richard and Board Members:

These comments on the Draft 2018 Business Plan are being submitted on behalf of the Community Coalition on High-Speed Rail (CC-HSR). CC-HSR has been working on high-speed rail issues since 2008. We have been, and continue to be, extremely critical of the project, and particularly of the Authority's management and oversight of the project. Since CC-HSR is very critical of the current business plan draft, we are copying our comments to the Governor, and to the Assembly Committee on Transportation, the Senate Committee on Transportation and Housing, the Assembly Committee on Budget, and to the Senate Committee on Budget and Fiscal Review.

The current Draft Business Plan, as prepared by the Authority, reinforces our reservations about the state's proposed project. We concur with the evaluation of Edward Ring, who recently wrote about the state's high-speed rail project on behalf of the California Policy Center. Ring designated the proposed project as the "centerpiece" to the state's transportation future, and then called it "fatally flawed." [His April 18, 2018, article](#) centers on financial issues, but it is also true that there are very significant and unresolved safety issues, and there is no specific engineering plan, at this point, demonstrating how the system can actually reach Los Angeles through the Tehachapi mountains.

Code Requirements – Purpose Of The Business Plan

The Authority has been directed by the Legislature to submit a biennial "business plan" to the Legislature. The purpose of the business plan is clearly to provide the Legislature (and the public, too, of course) with specific facts that will allow the Legislature to ensure that the proposed high-speed rail project is being well managed, and that the objectives of the project, as spelled out in state law, will actually be achieved, and that the public monies allocated for the project will be properly and effectively spent.

We are copying the key legislative committees on this letter because we urge the Legislature to terminate this project at this time, not only because it is prohibitively costly, but because it is virtually certain to fail in achieving the promises made to California voters in 2008, when they approved bonds for the project based on the claim that it would serve as a “clean, efficient high-speed train service linking Southern California, the Sacramento/San Joaquin Valley, and the San Francisco Bay Area.”

It appears that no such links will ever be established. There is no credible “plan” to achieve them, and no private party or public entity has indicated any inclination whatsoever to spend the amount of money needed to achieve this goal. In fact, the Authority has implicitly recognized this in the public statement it issued when it released the 2018 Draft Business Plan. In that public statement, the Authority, after it “acknowledges the project’s challenges,” says that continuing the project will “put thousands of Californians to work...” That is what the Authority touts in the very first sentence of its statement, but the purpose of the project is to provide new, economically attainable transportation objectives. It is not a “job creation” project. Spending money to employ people to continue to work on a project that will not provide transportation benefits is, as the *San Jose Mercury* has said, a “fraud.”

The Required Business Plan Elements Established In Public Utilities Code §185033

1. §185033 (b)(1)(A) requires a “description of the type of service the authority is developing and the proposed chronology for the construction of the statewide high-speed rail system, and the estimated capital costs for each segment or combination of segments.”

The 2018 Business Plan Draft does NOT provide the required information for “the statewide high-speed rail system, and the estimated capital costs for each segment or combination of segments.” At least, it does not do so in any way that would allow either the Legislature or members of the public to evaluate the projected cost of “the statewide high-speed rail system.” Members of the public, and members of the Legislature, need to know what it will cost to build the *entire system*, including the connections with Sacramento and San Diego. There is no clear presentation of this cost. It appears likely that the capital cost of the entire system is so far beyond what anyone could reasonably expect might ever be available that the only good sense response to the realities is to abandon the project at this stage, so as to avoid spending something over ten billion dollars for a “train to nowhere.” The Legislature can’t evaluate what policies to pursue if the business plan doesn’t provide the required estimated costs for the *entire system*.

2. §185033 (b)(1)(B) requires “A forecast of the expected patronage, service levels and operating and maintenance costs for the Phase 1 corridor... [which corridor is established between Los Angeles Union Station and Anaheim and the Transbay Terminal in San Francisco] and by each segment or combination of segments for which a project level environmental analysis is being prepared for Phase 1. The forecast shall assume a high, medium, and low level of patronage and a realistic operating planning scenario for each level of service.”

This section of the law calls for the business plan to present an easily understandable report, on a segment by segment basis, of the expected patronage, service levels, and operating and maintenance costs currently expected. Again, the purpose of the requirement is to allow the Legislature, and members of the public, to evaluate the key factors that will either indicate the likely success or failure of Phase 1 of the overall project. The draft business plan fails to comply. It is also important to state that the current draft of the business plan most emphatically does not provide the required information for a system that connects to the Transbay Terminal, an independent reason to find that the draft business plan is noncompliant with the requirements of §185033.

3. §185033 (b)(1)(C) requires “Alternative financial scenarios for different levels of service, based on the patronage forecast in subparagraph (B), and the operating break-even points for each alternative...” assuming, as specified in subparagraph (J) of paragraph (2) of subdivision (c) of Streets and Highways Code §2704.08, that the passenger service will “not require a local, state, or federal operating subsidy.”

Again, it is clear what the Legislature has demanded. This kind of succinct, clear statement about alternative financial scenarios has simply not been presented by the Authority in the current draft of the business plan.

4. §185033 (b)(1)(D) requires “The expected schedule for completing environmental review and initiating and completing construction for each segment or combination of segments of Phase 1.”

Again, the draft business plan does not furnish the required information. There is no clear, segment by segment analysis, as is called for in the statute.

5. §185033 (b)(1)(E) requires the business plan to provide “An estimate and description of the total anticipated federal, state, local, and other funds the authority intends to access to fund the construction and operation of the system, and the level of confidence for obtaining each type of funding.”

As comments submitted by others properly note, there is no demonstration, whatsoever, that the Authority actually has access to the funding necessary to build even the Phase 1 project, much less the “entire system,” and unless the facts are made clear in the business plan, as the Legislature obviously intended by enacting §185033, then it becomes impossible for the Legislature (and for the public) to evaluate whether or not the state should continue to pursue a project with very little, if any, chance of financial success.

6. §185033 (b)(1)(F) requires the Authority to provide information on “Any written agreements with public or private entities to fund components of the high-speed rail system, including stations and terminals, and any impediments to the completion of the system.”

The Authority has not provided the information required; nor has it said that there are no such written agreements (other than with the federal government, the exact provisions of which are not clear in the business plan). Presumably, the Authority does not want to deliver any bad news, but what the Legislature has demanded is that the Authority be forthright about the funding for the necessary components of the high-speed rail system. The Authority has failed to comply.

7. §185033 (b)(1)(G) requires the Authority to report on “Alternative public-private development strategies for the implementation of Phase 1.”

The Authority clearly has no specific public-private development strategies in place, and rather than admit this, as the statute requires, the Authority speculates that future partnerships with the private sector are possible. If the Authority were forthright, it would admit that it has solicited such private participation, and that no private entity contacted by the Authority has provided any indication that it is interested in providing a private contribution to develop the state’s project.

8. §185033 (b)(1)(H) requires the Authority to provide “A discussion of all reasonably foreseeable risks...”

A fair presentation and compliance with the requirements of §185033 would reveal not only that there are MANY risks involved with the project (more than the Authority lists) but that many of these “risks” are almost certainties, undermining confidence that the project could ever be constructed and operated as state law contemplates. Just to list a couple of “risks” that the Authority has not noted, the impact of self-driving cars, and the possible feasibility of a “hyperloop” system, could have a real impact on the proposed project. In addition, as indicated in the attached letter from Susan MacAdams, there are significant unresolved safety

issues which the Business Plan should acknowledge, and which the Authority should address.

This Is No “Business Plan”

If the Authority were a business organization that had obtained initial funding for its proposed high-speed train project, and if the Authority were then coming back to the original investors to seek additional funding (a very common business situation) it is almost certain that the Authority would never receive even a dime of additional funding if this draft were the Authority’s proposed “business plan.”

The Legislature has specified in detail exactly what information it wants, and how that information should be presented. Instead of providing what the funder (in this case the Legislature) told the Authority that it wants, as the Legislature has spelled out its requirements in Public Utilities Code §185033, the Authority has provided a rah-rah-rah promotional document.

The Legislature hasn’t asked for “visions.” It has asked for a real “plan,” based on facts, and based on hard information, not speculation, and organized in a way that will allow members of the Legislature, and members of the public, to evaluate the likely success (or not) of the proposed project. That has not been forthcoming.

Up until 2016, the Authority told everyone that its “plan” was to construct the first, initial operating segment of its total project from the Central Valley to the Los Angeles Basin. In 2016, the Authority suddenly switched around to go in exactly the opposite direction! If this were a startup business, no credible investor would provide the Authority with any additional funding whatsoever because the Authority clearly does not have an actual “business *plan*,” which they are seeking to implement and execute. The Authority has been and continues to be purely reactive and is manifestly unprepared for the inevitable difficulties that implementing an actual “plan” will almost always entail.

Since the Authority has failed to provide a real plan, for evaluation by the Legislature and the public, the Legislature should pull the plug on the Authority’s “project without a plan.”

Conclusion

As indicated in the very first paragraph in this set of comments, CC-HSR has been working on high-speed rail issues since 2008. Early on, concerned about various impacts of the plan on the San Francisco Peninsula, CC-HSR operated with its goal being to help the Authority “do it right.”

As time has passed, it has become quite apparent to CC-HSR that the Authority, in fact, has no interest in “doing it right.” This so-called “Business Plan” provides more clear evidence of that. The Authority’s so-called “plan” does not comply with the statutory requirements that have mandated its preparation, and the

current “plan” is simply the latest evidence of how the Authority runs away from problems instead of solving them.

Instead of confronting difficulties, and overcoming them, the Authority has promised to “keep people working.” Keeping people working is good, but it is not the job of the Authority. The Authority’s mandate has been, from the start, to build a viable high-speed train connection between Southern California and the rest of the state. It is now clearer than ever that the Authority will not be able to accomplish that goal. Since that is clear, it is time to terminate the project.

Thank you for taking our comments into account.

Very truly yours,

A handwritten signature in black ink, appearing to read "James R. Janz". The signature is fluid and cursive, with a large initial "J" and a distinct "R".

James R. Janz, President
Community Coalition on High-Speed Rail

cc: Governor Jerry Brown
Assembly Committee on Budget
Assembly Committee on Transportation
Senate Committee on Transportation and Housing
Senate Committee on Budget and Fiscal Review
CC-HSR Board of Directors
Local Elected Officials
Other Interested Persons

Attachment: Letter of Susan MacAdams

April 11, 2018

To: Brian P. Kelly
Chief Executive Officer
California High Speed Rail Authority
770 L Street, Suite 620
Sacramento, CA 95814

RE: REQUEST FOR IMMEDIATE STOP WORK ORDER FOR MERCED TO FRESNO SECTION

Public Safety should be paramount in any track design for High Speed Rail (HSR), but the design for the track curves across the Hernon Overpass structure north of Fresno is a public safety hazard and poses a serious threat to derailment.

California High-Speed Rail Alignment: Madera to Fresno

Background

Building straight tracks along the UPRR corridor from Merced to Fresno was the shortest route for HSR.

In 2012, the track route called the Hybrid was chosen by the Authority. This route veers from the UPRR corridor and zig-zags across open farmland. The sixty mile straight route now contains nearly 25 miles of high speed curves and horizontal super-elevated spirals with an additional ten miles of track. Trains will travel over the curves and spirals on ballasted track built on alluvial soil at 220 mph. The California High Speed Rail Authority (CHSRA) officials continue to state that this route between Merced and Fresno is the backbone of the high speed rail system, yet this backbone has developed scoliosis, or curvature of the spine; the area in question will need a spinal brace.

(See Attachments 1A and 1B for Merced to Fresno Section alignment.)

This is a request for an immediate Stop Work Order for the Fresno to Merced section to reevaluate the curve designs. This report focuses only on the curve north of Fresno between Hernon Drive and the San Joaquin River. However, similar alignment flaws are shown on the Authority's construction drawings in Madera County for the Chowchilla Boulevard/UPRR Bridge, the Fresno River Bridge, the two single track crossovers between Avenue 10 and 12, and the entire Wye complex surrounding the storage facility site. Each of these high speed rail curves should be re-evaluated, realigned and reconfigured as they each contain similar alignment problems that will lead to future operational and maintenance hazards and derailments.

Dangerous Design

North of Herndon Drive in Fresno, near the San Joaquin River, there is a wide support structure for high speed rail currently being constructed over a single UPRR track. (See Attachments 2 and 3.) As the HSR tracks curve northwards, this wide track support structure transitions into tall support columns. (See Attachments 4 and 5.) The trains will travel at 220 mph on top of these 60 to 100 foot tall structures. Near the transitional area between the wide deck and the support columns, the track design calls for a combination of overlapping horizontal and vertical curves. This combination violates the Authority's own Criteria for safe track design. The track design is extremely dangerous; this track design cannot be easily built or safely maintained, thereby creating a significant risk of derailment.

The Draft Environmental Report, the Final Environmental Report and the Construction Documents all use the same curve design for this track; the two sets of environmental documents are identical. This is non-standard practice for good curve design. Usually, in critical locations such as this, between the draft, final and construction documents, multiple track designs are evaluated in order to determine the best and safest fit. For this alignment, there was only one proposal. A single drawing from the Final EIR will be used for ease of argument.

For five years, I was the Manager of Metro's Green Line track contracts in Los Angeles. This included the Aviation Wye, which is located on the southern boundary of the Los Angeles International Airport (LAX). The size and type of the structures near LAX are similar to the size and type structures from Herndon Drive to the San Joaquin River. On the Los Angeles project, there were many track alternatives studied before the trackway was built. There is not any evidence of any other track design proposed for this critical structure near the San Joaquin River.

At the overlap of vertical and horizontal curves, the tracks begin to curve away from the large structure; three mathematical models are needed to construct the tracks, an unsafe track engineering practice. (See Attachments 6, 7 and 8.) A horizontal spiral curving outwards is built on top of a vertical curve going downwards. (See Attachment 9.) The tracks will be super-elevated from zero to six inches on one side, while the trains are spiraling downwards on a maximum grade slope across the top of a vertical curve. Normal track design does not allow this combination except in amusement parks and coal mines; this is not Disneyland and all of the curvature for HSR should be seriously investigated. The northbound train has the greatest potential for derailment when traveling across the peak of the vertical curve. Maintaining a slower speed may actually make things worse.

This combination of curves is avoided in rail and roadway design criteria, including the CHSRA Criteria. (See Attachment 10A, 10B, 10C and 10D.)

For high speed rail, due to the large radius and length of curves, there can be some overlap at the edges. But in this case, the horizontal spiral and the vertical curve are on top of one another. It will be impossible to build, maintain and operate trains safely over this combination.

Fresno suffers from extreme heat and cold. This will result in extremes in the expansion and contraction of the rail and the structures. Rail and concrete expand and contract at different rates. Has this been taken into account in the curve designs that are built on the structures? (See Attachment 11.)

Summary: Combining a horizontal spiral that increases from zero to six inches of super-elevation with a maximum grade vertical curve built on top of a transitional structural support system in a geographical area that experiences extreme temperature range is very dangerous for trains traveling at any speed. This is a request to immediately issue a Stop Work Order to the Contractor for all structures on the Merced to Fresno segment of California High Speed Rail.

Please see additional attachments for further information.

Thank you for your cooperation in this matter.

Susan MacAdams

Track and Alignment Expert

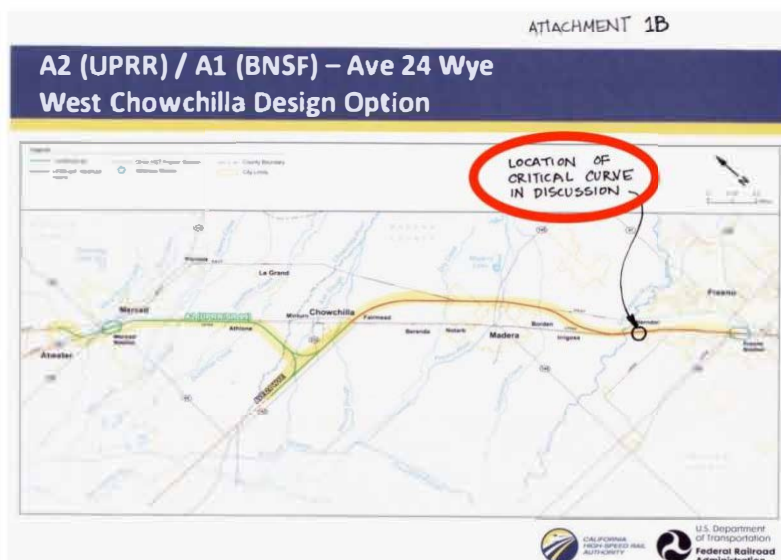
Former High Speed Rail Planning Manager,

Los Angeles County Metropolitan Transportation Authority (Metro)

Metro Red, Blue and Green Lines, Los Angeles

Light and Heavy Rail Track Design and Construction: Baltimore, Boston, & Washington DC

susan.macadams@gmail.com



2018 Business Plan RECORD DETAIL**First Name :** Chris**Last Name :** Morrisey**Stakeholder Comments/Issues :** Please see attached.**Attachments :** 2018 CHSRA Business Plan Letter.pdf (1 mb)

April 26, 2018

California High-Speed Rail Authority
Attn: Draft 2018 Business Plan
770 L Street, Suite 620 MS-1
Sacramento, CA 95814

To Members of the California High-Speed Rail Authority:

This letter is in response to the issuing of the California High-Speed Rail Authority's Draft 2018 Business Plan. Please note that the points contained in this letter specifically relate to the High-Speed Rail service in the area of SAP Center at San Jose and the adjacent San Jose Diridon Station.

Recognizing the significance of this extraordinary statewide rail project planned for San Jose, please consider the following points:

- That the California High-Speed Rail Authority (CHSRA), working in conjunction with the City of San Jose, establishes a standing High-Speed Rail community oversight committee to monitor the progression of the planning, design, construction, and operation associated with the new rail line. It is imperative to establish this oversight committee prior to any significant action taken in relation to the design and construction of the rail line in San Jose. Representation on the community oversight committee could include the appropriate City departments, the Santa Clara Valley Transportation Authority, the San Jose Arena Authority, the San Jose Downtown Association, the Silicon Valley Organization, Sharks Sports & Entertainment (the operator of SAP Center at San Jose), The Alameda Business Association, Caltrain, the Bay Area Rapid Transit (BART), area commercial and residential neighborhood associations, and other prominent area stakeholders impacted by the planning, construction, and operation of the High-Speed Rail line in San Jose.
- That the CHSRA works cooperatively with the City of San Jose, the Santa Clara Valley Transportation Authority and the Bay Area Rapid Transit as the City, VTA and BART work cooperatively in completing the new BART rail line through Downtown San Jose and north to the city of Santa Clara. As you know, the introduction of both BART and High-Speed Rail into the western section of Downtown San Jose will have significant, long-term impacts from construction to completion and operation of these two new forms of transit in the South Bay. Efforts to work cooperatively will aid in mitigating the significant impacts of these two transformative urban transit projects.
- That the CHSRA collaborates directly with SAP Center Management, the operator of SAP Center at San Jose. This exceptionally active regional sports and entertainment facility conducts approximately 150-175 events each year. A cooperative effort to establish a foundation for the uninterrupted operation of the Center is critical to the successful, regular functioning of the facility as well as the successful delivery of the new rail line. For your reference, SAP Center at San Jose features many full-capacity events in which 17,500 patrons converge on the Center and Downtown San Jose.

- That through dialogue with the City and SAP Center Management, the parking inventory in and around SAP Center at San Jose is not negatively impacted by the construction or the operation of the High-Speed Rail. Thoughtful discussion among all parties will need to occur to ensure that parking levels for SAP Center at San Jose fully support the day-to-day operation of the facility. Please note that the City is obligated to make available agreed-upon parking levels to ensure the successful operation of the Center.
- That the CHSRA works in concert with the City, the VTA and SAP Center Management to establish a comprehensive, agreed-upon plan for vehicular movements in the vicinity of the San Jose Diridon Station. This plan would include all vicinity streets as it relates to vehicular movements, including uninterrupted access to SAP Center at San Jose (including access to parking and pedestrian routes), construction detours, street closures, heavy equipment routes, construction equipment staging areas, residential and commercial street access, and maintaining the integrity of the area neighborhoods and Downtown San Jose.
- That the CHSRA continues to clarify plans with the current rail line operators that regularly utilize the San Jose Diridon Station. Besides the rail operators, the CHSRA is advised to consult with the VTA on the VTA's extensive bus operations that use the San Jose Diridon Station as an essential hub for public transit.
- That the CHSRA works directly with the City of San Jose, Caltrain, and SAP Center Management in support of the design, construction, and operation of the electrified Caltrain rail line that is planned for the rail corridor from San Jose to San Francisco. The design of the electrified rail line adjacent to the Center will impact the Center's on-site parking inventory as well as vehicular ingress and egress to the Center's main parking lot. A thorough analysis of the rail design and potential impacts on the Center's parking inventory and vehicular movements will need to be fully vetted prior to any significant decisions made on the electrified rail line.
- That an inclusive, collaborative effort is undertaken to address the anticipated transformation of the San Jose Diridon Station. This may be the most important element in the preparation of the arrival of High-Speed Rail to San Jose, as the San Jose Diridon Station will eventually be transfigured from a regional transit destination into a world-renowned, multimodal transit center. Once again, with a dedicated team of essential stakeholders and expert station designers involved in the planning, design, and function of the new San Jose Diridon Station, the results could truly be transformative. San Jose could be widely recognized with a 21st century transit centerpiece that beautifully complements Downtown San Jose and the adjacent residential and commercial neighborhoods.

California High-Speed Rail Authority
Draft 2018 Business Plan
April 26, 2018
Page 3

- That the CHSRA establishes a regular community meeting schedule in an effort to keep San Jose City officials, residents, and businesses apprised of regular activity on the High-Speed Rail project. These community meetings should begin as soon as practical - long before project construction commences near the Downtown core - and should continue on a regular basis after the CHSRA has introduced rail operation in San Jose.

In closing, the Arena Authority appreciates commenting on the Draft 2018 Business Plan and looks forward to ongoing civic engagement with this transformative statewide rail project. Please feel free to contact me with any comments at 408-977-4783.

Sincerely,



Chris Morrisey
Executive Director

- c: Members of the Arena Authority Board of Directors
Members of the Arena Events Operations Committee
Jim Benshoof c/o SAP Center Management
Bill Ekern, City of San Jose, Office of Economic Development
Jim Goddard, SAP Center Management
Nanci Klein, City of San Jose, Office of Economic Development
Jim Ortbal, City of San Jose, Department of Transportation

2018 Business Plan RECORD DETAIL

First Name : cindy

Last Name : bloom

Stakeholder Comments/Issues : Thank you, thank you, thank you, for saving me HOURS of time! For the 2016 business plan comments, I spent at least 40 hours writing up two comprehensive reports—one on the capital cost—and one on the ridership revenue.

I don't have to do that this time for the 2018 Business Plan (really a business disaster) — I didn't need to create a comprehensive spreadsheet with a statistical analysis of growth rates or cost per mile, nor to debunk the ridiculous ridership assumptions (by deconstructing your absurd ridership projections in your your 2016 Business Plan I calculated that the daily ridership from Shafter (population 17,000) to San Jose would be nearly equal to Burbank Airport which serves the entire country) or cost comparison by other modes of transportation--all I had to see was that obscene \$77.3 billion budget and THAT WAS IT. GAME OVER. ENOUGH ALREADY. DONE. FINISHED. CAPUT. IT IS NO MORE.

The voters approved Prop 1A based on a \$45 billion budget which was published in the ballot pamphlet. Not \$45.1 billion, not \$64 billion, not \$68 billion and certainly NOT \$77.3 billion!

\$77.3 is a deal breaker. Enough is enough. Stop robbing the taxpayers. And stop lying by saying you are fulfilling what the voters approved. THE PEOPLE WHO VOTED IN FAVOR OF PROP 1A BASED THEIR DECISION ON A \$45 BILLION BUDGET.

Your agency can't even build the "easy" Central Valley portion of this project without having to beg for more money—for things that are obvious—like moving utilities. If you can't build the "easy" part, you certainly will not be able to build the most challenging segment—the Palmdale to Burbank route—30 miles of tunnels 2500 feet underground in areas heavily littered with earthquake faults and populated with underground streams which are desperately needed for an area in a permanent state of drought.

California just came out of its worst wildfire season in history. Personally, I had to evacuate not once, but twice. We need fire fighting resources and water management infrastructure, not a high speed train.

Oh, and did I mention that I'm a Democrat?

Sincerely,

Cindy Bloom
9800 La Canada Way
Shadow Hills, CA 91040
818-445-5602

2018 Business Plan RECORD DETAIL

First Name : Ted

Last Name : Hart

Stakeholder Comments/Issues :

Attachments : March Board Meeting Ted Hart Written Public Comment 35.pdf (45 kb)

March 16, 2018

Board Of Directors – CALIFORNIA HIGH-SPEED RAIL AUTHORITY
770 L St, Suite 1160
Sacramento, CA 95814

Re: Comments 2018 Draft Business Plan

The plan opens with a letter from CEO Brian Kelly, “Ten years ago when California went to the polls to decide whether the state should build a high- speed rail system, they voted, “Yes.” They did so because they recognized that an environmentally clean, fast and efficient high-speed would...”

51% voted yes, but you failed to acknowledge that what they voted for is not what they got. The 2008 Voter Information Guide, which those millions of voters consulted before making their decision, explained that in voting “yes” the voter was agreeing to authorize \$9.95 billion in bond funds for the HSRA to construct an 800 mile Statewide high-speed rail system for about \$45 billion, with the balance of funding to come from the Feds, private investors and others. Those “Yes” votes established an agreement between the voters and the High-Speed Rail Authority (HSRA) – an agreement which the HSRA has broken.

In 2018, ten years later, the cost has increased to an unbelievable \$120 billion for an entire statewide rail system and you have no written evidence of outside funding to complete the project. This amounts to approximately \$3,000 for every man, woman and child in the State of California. It will cost a family of four approximately \$12,000 for the right to then buy the tickets to ride on the train.

I stood before this Board in 2009, 2012, 2014 and 2016 and brought up these same concerns regarding the costs and funding. Those concerns have never been addressed. Why not? Those “Yes” voters deserve transparency. They deserve the right to weigh in on an outcome for which they did not vote “Yes.”

In following CEO Brian Kelly’s recent statements regarding complete transparency by the HSRA, I request that the following sentence be placed in the front of the 2018 Business Plan: “The cost of the 800 mile statewide rail system is now estimated to be about \$120 billion and we are unable to identify the sources of funding necessary to complete this project.”

My reason for this request is that all 106 pages of the 2018 Business Plan are irrelevant until this statement is addressed.

Sincerely,



Ted Hart 6847 Terreno Dr, Rancho Murieta, CA 95683

2018 Business Plan RECORD DETAIL

First Name : Steve

Last Name : Roberts

Stakeholder Comments/Issues :

Attachments : March Board Meeting Steve Roberts RPAC Written Public Comment 36.pdf
(32 kb)



RailPAC
Rail Passenger Association
of California and Nevada

P.O. Box 22344
San Francisco CA 94122

www.railpac.org

March 19, 2018

Good Morning, my name is Steve Roberts and I am speaking on behalf of the Rail Passenger Association of California. Thank you for the opportunity to address you.

RailPAC's Board has reviewed and discussed the 2018 Business Plan. Our reactions are these:

- First we complement the Authority for its straight forward presentation of the project's current status.
- Despite the challenges outlined, RailPAC continues to strongly support the project.
- RailPAC feels that high-speed rail continues to offer the best value in increased mobility for California.
- RailPAC Board members noted that the reality is that any other alternative would face the same inflation, litigation, right-of way issues, etc. as the current project and the "no build alternative" is simply not a viable alternative.
- That said, RailPAC feels that the Authority MUST ensure that something of benefit is built in Southern California. The key project noted in the Business Plan is LA Union Station run through tracks (LINKUS). This project will transform commuter rail in Southern California.
- However, RailPAC is concerned that LA Metro not only does not appear to champion the project, but is showing signs of gold plating it, with a focus on retail, eventually making LINKUS unaffordable. LA Metro will then try to spend the MOU funds elsewhere. This must not happen. RailPAC asks that the Authority and the Board assist RailPAC in championing LINKUS.
- Finally, RailPAC believes that the Authority should establish a "stretch goal" of outlining a funding plan to link Chowchilla and Gilroy by this time next year. Without this, RailPAC fears that confidence in the project and public support will suffer significant erosion.

Thank you.

Steve Roberts
Director, Rail Passenger Association of California

2018 Business Plan RECORD DETAIL

First Name : Giovanni

Last Name : Mejia

Stakeholder Comments/Issues :

Attachments : March Board Meeting Giovanni Mejia Written Public Comment 52.pdf (31 kb)

Drozd, Doug@HSR

From: donotreply@pbcommentsense.com
Sent: Saturday, March 10, 2018 8:53 PM
To: HSR boardmembers@HSR
Subject: California High-Speed Train Comment

Follow Up Flag: Follow up
Flag Status: Completed

Submission via California High-Speed Authority's Contact Form:

First Name: Giovanni
Last Name: Mejia
Contact Category: Board of Directors
Interest As: Individual
Organization:
Title:
Email Address: Gemejiajr@gmail.com
Telephone:
City: San Diego
State: CA
County:
Zip Code: 92105

Message:

Dear Members of the Board:

I am writing to you all to wish the best of luck in the coming weeks following the release of the 2018 business plan. I will always be a strong supporter of this project, because of the profound effects it will have on traveling through California. Once this project is complete it will serve as a model for the rest of the nation as to why the United States needs high-speed rail. Currently, I know the project is going through a new chapter due to changing leadership and revelations of higher projected cost and a delayed start times. I hope that no matter the difficulty, you all will ensure that this project, will become a reality because California needs this train to run. In the future, I will ride the train from San Diego to San Fransico and think back to all the progress and work it took to make it happen. Everyone from the person managing traffic at a construction site to the new CEO Brian Kelley, you have my utmost appreciation and support for the creation of the California High-Speed Rail.

Sincerely,

Giovanni Mejia

=====
Please note this record is also saved in PBCommentSense Board Corridor as record #418.
<https://cahsr.pbcommentsense.com/pbcs/submission/edit.aspx?id=30818&projectID=28>

2018 Business Plan RECORD DETAIL

First Name : Carol

Last Name : Woodruff

Stakeholder Comments/Issues :

Attachments : March Board Meeting Carol Woodruff Written Public Comment 58.pdf (35 kb)


February 22, 2018

Dear CHSRA Board of Directors:

I live in the Palmdale to Burbank project section of the proposed High Speed Train Routes. The 2018 Business Plan is now being prepared and is to be released in the upcoming weeks. I have the following requests related to the content and process for the Business Plan. In essence, I will call upon my legislators to not support approval of the Business Plan unless the routes E1 and E2 in the Burbank to Palmdale project section are removed permanently from consideration.

1. The Authority has long promised a public meeting in the northeast San Fernando Valley. When the 2018 Business Plan is released and its public comment period begins, please hold a public meeting at a suitably large and convenient venue in the northeast San Fernando Valley so that the people most impacted may attend and engage directly with the Board, management and consultants.
2. The 2018 Business Plan must eliminate proposed routes E1 and E2.
 - The 2018 Business Plan should acknowledge that the E-3 route was eliminated in the 2016 Business Plan because of "over burden" and that the E-2 route, which has a similar over burden, must be eliminated.
 - Now that the geotechnical testing has been completed in the Angeles Forest, ample evidence exists to remove the E-1 Route given the hydro static pressure, the fractured nature of the rock, the "over burden", and the dewatering risks of such tunnels.
3. The 2018 Business Plan should address the inability of the Authority to propose suitable alternatives for the northeast San Fernando Valley and, if the Authority is not committed to identifying new alternatives, ought to abandon plans for high speed train service from Palmdale to Burbank. The responsibility to identify suitable alternatives is on the Authority and it should not remain, in the form of delay, on the backs of stakeholders in the northeast San Fernando Valley any longer.

Sincerely,

Signature:  Name: Carol C. Woodruff

Address: 10402 Jimenez Street, Lake View Terrace, CA 91342

Email: woodruff.carol@gmail.com Phone: 818 897-4223

Additional Comments: _____

2018 Business Plan RECORD DETAIL

First Name : Suzanne

Last Name : Habbershaw

Stakeholder Comments/Issues :

Attachments : March Board Meeting Suzanne Habbershaw Written Public Comment 59.pdf
(35 kb)

February 22, 2018

Dear CHSRA Board of Directors:

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Sincerely,

Signature: Suzanne Habbershaw Name: Suzanne Habbershaw

Address: 20625 Johanna Ave Shadow Hills 91040

Email: suzannehabbershaw@yahoo.com Phone: _____

Additional Comments: _____

2018 Business Plan RECORD DETAIL

First Name : Judith

Last Name : Beer

Stakeholder Comments/Issues :

Attachments : March Board Meeting Judith Beer Written Public Comment 60.pdf (37 kb)

2018 Business Plan RECORD DETAIL

First Name : Patricia

Last Name : Bradley

Stakeholder Comments/Issues :

Attachments : March Board Meeting Patricia Bradley Written Public Comment 61.pdf (35 kb)

2018 Business Plan RECORD DETAIL

First Name : Kurt

Last Name : Krueler

Stakeholder Comments/Issues :

Attachments : March Board Meeting Kurt Krueler Written Public Comment 62.pdf (40 kb)

February 22, 2018

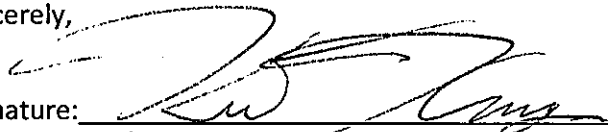
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Sincerely,

Signature:



Name:

KURT KRUEGER

Address:

11923 WEST TRAIL KAGEL CANYON

Email:

NK2KRUEGER@GMAIL.COM

Phone:

818 3990771

Additional Comments:

STOP WASTING PEOPLE'S \$\$. FOR
DESTRUCTIVE AND INCONSEQUENTIAL PROJECT

2018 Business Plan RECORD DETAIL

First Name : Margie

Last Name : Besson

Stakeholder Comments/Issues :

Attachments : March Board Meeting Margie Besson Written Public Comment 63.pdf (35 kb)

February 22, 2018

Dear CHSRA Board of Directors:

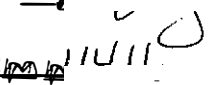
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Sincerely,

Signature: 

Name: MARGIE BEESON

Address: 

Ave Lake View Terraces CA

Email: ma

yahoo.com Phone: 818-694-9266

Additional Co: _____

2018 Business Plan RECORD DETAIL**First Name :** Bruce**Last Name :** Jjohannsen**Stakeholder Comments/Issues :****Attachments :** March Board Meeting Bruce Jjohannsen Written Public Comment 64.pdf (35 kb)

February 22, 2018

Dear CHSRA Board of Directors:

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Sincerely,

Signature: Bruce J Johannsen Name: Bruce J Johannsen

Address: 11242 Japinto Ave L.V. CA 91342

Email: Double J 53 @ AOL.com Phone: _____

Additional Comments: _____

2018 Business Plan RECORD DETAIL

First Name : Janet

Last Name : Sucmner

Stakeholder Comments/Issues :

Attachments : March Board Meeting Janet Sucmner Written Public Comment 65.pdf (37 kb)

February 22, 2018

Dear CHSRA Board of Directors:

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Sincerely,

Signature: Janet T. Suchner Name: JANET T. SUCHNER
Address: 12531 STAFFER PL., KAGEL CANYON, CA 91342
Email: jane.suchner@verizon.net Phone: _____
Additional Comments: _____

2018 Business Plan RECORD DETAIL

First Name : Mary

Last Name : Griffin

Stakeholder Comments/Issues :

Attachments : March Board Meeting Mary Griffin Written Public Comment 66.pdf (38 kb)


February 22, 2018

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Sincerely,

Signature:  Name: Mary Griffin

Address: 10741 Meadow Ridge St, Shadow Hills 91040

Email: mfggriffin2000@yahoo.com Phone: 818 808 3472

Additional Comments: The High Speed Train has lost support
as people see bad decisions and cost overruns.
Alternatives must be pursued

2018 Business Plan RECORD DETAIL**First Name :** Tony**Last Name :** Bastiaans**Stakeholder Comments/Issues :****Attachments :** March Board Meeting Tony Bastiaans Written Public Comment 68.pdf (35 kb)

February 22, 2018

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Sincerely,

Signature:  Name: Tony BASTIAANS

Address: 13691 GARVICA Ave #499 Sylmar 91342

Email: tonyb9@hotmail.com Phone: 818 281-4737

Additional Comments: A14 Also 1

2018 Business Plan RECORD DETAIL

First Name : James

Last Name : Spencer

Stakeholder Comments/Issues :

Attachments : March Board Meeting James Spencer Written Public Comment 69.pdf (37 kb)


February 22, 2018

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Sincerely,

Signature:  Name: JAMES SPENCER

Address: 10634 ART ST SHADOW HILLS CA 91040

Email: JAMES6SPENCER@gmail.com Phone: 818-397-8465

Additional Comments: BUILD HOMELESS SHELTERS INSTEAD!

2018 Business Plan RECORD DETAIL

First Name : Harry

Last Name : Beeson

Stakeholder Comments/Issues :

Attachments : March Board Meeting Harry Beeson Written Public Comment 70.pdf (36 kb)


February 22, 2018

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Sincerely,

Signature:  Name: HARRY BEESON
Address: 9824 HELEN AVE, SHADOWS HILLS, CA 91040
Email: HCBEESON24@G-MAIL Phone: 818-314-2834

Additional Comments: ~~_____~~

2018 Business Plan RECORD DETAIL

First Name : Michele

Last Name : Purpora-Tavdi

Stakeholder Comments/Issues :

Attachments : March Board Meeting Michele Purpora-Tavdi Written Public Comment 71.pdf
(36 kb)


February 22, 2018

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Sincerely,

Signature:  Name: Michele Purpora-Tavdi
Address: 11371 Buena Vista Ave, LUT 91342
Email: robele farms@gmail.com Phone: 818 8345818
Additional Comments: _____

2018 Business Plan RECORD DETAIL

First Name : Marquita

Last Name : Waters

Stakeholder Comments/Issues :

Attachments : March Board Meeting Marquita Waters Written Public Comment 72.pdf (37 kb)

February 22, 2018

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Sincerely,

Signature: Margueta Waters Name: MARGUETA WATERS

Address: 11305 Foothill Blvd #82 L.V.T. Ca 91342

Email: mwat123@verizon.net Phone: 818.445.3969

Additional Comments: all routes + ideas of continuing this
waste is + should be stopped

2018 Business Plan RECORD DETAIL

First Name : Penelope

Last Name : Mcdlillan

Stakeholder Comments/Issues :

Attachments : March Board Meeting Penelope Mcdlillan Written Public Comment 73.pdf (36 kb)

February 22, 2018

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Sincerely,

Signature: Penelope McMillan Name: Penelope McMillan
Address: 15101 Astoria St Sylmar CA 91342
Email: McMillanPenelope@gmail.com Phone: 818-362-3560

Additional Comments: n n n n n

2018 Business Plan RECORD DETAIL

First Name : Beatrice

Last Name : Harendza-Haris

Stakeholder Comments/Issues :

Attachments : March Board Meeting Beatrice Harendza-Haris Written Public Comment
74.pdf (37 kb)

February 22, 2018

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Sincerely,

Signature: Beatrice Harendza-Harris Name: Beatrice Harendza-Harris
Address: 10435 Mary Belle Ave Sunland CA 91040
Email: beatrice.offense@gmail.com Phone: 818-437-0308

Additional Comments: _____

2018 Business Plan RECORD DETAIL

First Name : Holly

Last Name : Simpson

Stakeholder Comments/Issues :

Attachments : March Board Meeting Holly Simpson Written Public Comment 75.pdf (40 kb)

February 22, 2018

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Sincerely,

Signature: E. Holloway Simpson Name: HOLLY SIMPSON

Address: 11300 FOOTHILL BL UNIT 4, LVT, CA 91342-6745

Email: SIMPSONDESIGN@EARTHLINK.NET Phone: 818-834-8815

Additional Comments: THE DRILLING COMPANY DRILLING THRU THE MOUNTAIN WILL COST US MILLIONS, OUR COMMUNITY, OUR LIFESTYLE, FOR THE ROAD TO NOWHERE

2018 Business Plan RECORD DETAIL

First Name : Catarino

Last Name : Caraneo

Stakeholder Comments/Issues :

Attachments : March Board Meeting Catarino Caraneo Written Public Comment 76.pdf (35 kb)


February 22, 2018

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Sincerely,

Signature:  Name: CATARINO CARAMEO
Address: 9810 SHADOW WAY ST. SUNLAND CA 91040
Email: duked@chess.com Phone: 818 353 9946
Additional Comments: _____

2018 Business Plan RECORD DETAIL

First Name : Thomas

Last Name : Barth

Stakeholder Comments/Issues :

Attachments : March Board Meeting Thomas Barth Written Public Comment 77.pdf (35 kb)

February 22, 2018

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Sincerely,

Signature:  Name: THOMAS BARTH

Address: 10052 CLYBURN AVE, SHADOW HILLS, CA 91040

Email: CHASEMARTINSHORT@HOTMAIL.COM Phone: _____

Additional Comments: _____ ~~_____~~ ~~_____~~ ~~_____~~ ~~_____~~

2018 Business Plan RECORD DETAIL

First Name : Torrey

Last Name : Geer

Stakeholder Comments/Issues :

Attachments : March Board Meeting Torrey Geer Written Public Comment 78.pdf (37 kb)

February 22, 2018

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Sincerely,

Signature: Torrey Geer Name: TORREY GEER (VICTORIA GEER)

Address: 10989 FELINDA PLACE

Email: TORREY_91352@YAHOO.COM Phone: 818-767-4603

Additional Comments: _____

2018 Business Plan RECORD DETAIL

First Name : Songeri

Last Name : Determan

Stakeholder Comments/Issues :

Attachments : March Board Meeting Songeri Determan Written Public Comment 79.pdf (35 kb)

February 22, 2018

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Sincerely,

Signature: Songri Determan Name: SONGRI DETERMAN

Address: 10261 ARNWOOD RD LAKE VIEW TERRACE

Email: ~~XXXXXXXXXX~~ Phone: (818) 899-1995

Additional Comments: LAKE VIEW TERRACE NO TRANS

SAVE OUR FOREST.

2018 Business Plan RECORD DETAIL

First Name : Joseph

Last Name : Guivguis

Stakeholder Comments/Issues :

Attachments : March Board Meeting Joseph Guivguis Written Public Comment 80.pdf (36 kb)

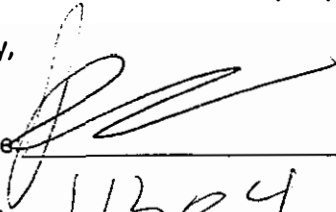
February 22, 2018

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Sincerely,

Signature: 

Name: Joseph Guinguis

Address: 11304 W HEALAND

Email: JAGuinguis@760

Phone: 7185611525

Additional Comments: GMATIC

2018 Business Plan RECORD DETAIL

First Name : Georgia

Last Name : Vasta

Stakeholder Comments/Issues :

Attachments : March Board Meeting Georgia Vasta Written Public Comment 81.pdf (35 kb)

February 22, 2018

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Sincerely,

Signature: Georgia Vasta Name: GEORGIA VASTA

Address: 10454 MARY BELL AVE, SHADOW HILLS, CA, 91040

Email: VASTA@GEORGIEBEAR.COM Phone: 818-353-2905

Additional Comments: _____

2018 Business Plan RECORD DETAIL

First Name : Mariano

Last Name : Vasta

Stakeholder Comments/Issues :

Attachments : March Board Meeting Mariano Vasta Written Public Comment 82.pdf (42 kb)

February 22, 2018

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Sincerely,

Signature: Mariano Vasta Name: MARIANO VASTA
Address: 10454 MARY BELL AVE, SHADOW HILLS, CA. 91040
Email: VASTA@GEORGIEBEAR.COM Phone: 818-353-2905
Additional Comments: PLEASE CAREFULLY CONSIDER THE DECISIONS
MOST APPROPRIATE AND FAIR TO THE RESIDENTS
OF OUR COUNTRY AREA PROTECTED BY
ZONING AND RELATED LAWS.
PLEASE MAKE WISE CHOICES.
THANK YOU.

2018 Business Plan RECORD DETAIL

First Name : Tracey

Last Name : Adams

Stakeholder Comments/Issues :

Attachments : March Board Meeting Tracey Adams Written Public Comment 83.pdf (36 kb)

February 22, 2018

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Sincerely,

Signature: Tracey Adams Name: Tracey Adams
Address: 10320 Arnuard Rd INT Ca 91342
Email: traceyadamsacs@gmail.com Phone: (919) 503 5083

Additional Comments: _____

2018 Business Plan RECORD DETAIL**First Name :** David**Last Name :** J De Pinto**Stakeholder Comments/Issues :****Attachments :** March Board Meeting David J De Pinto Written Public Comment 84.pdf (40 kb)

February 22, 2018

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Sincerely,

Signature: David J. DePinto Name: David J. De Pinto

Address: 10435ⁿ Mary Bell Ave., Sunland, CA 91040

Email: fdaviddepinto@ca.rr.com Phone: 310-502-7928

Additional Comments: CHSRA must REMOVE E1 and E2
from 2018 Business Plan!

Much unfinished business! Keep your
promises!

2018 Business Plan RECORD DETAIL

First Name : Cindy

Last Name : Bloom

Stakeholder Comments/Issues :

Attachments : March Board Meeting Cindy Bloom Written Public Comment 85.pdf (34 kb)


February 22, 2018

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Sincerely,

Signature:  Name: Cindy Bloom

Address: 9800 La Canada Way, Shalimar Hills CA 91744

Email: c.bloom571@gmail.com Phone: 818-445-5602

Additional Comments: _____

2018 Business Plan RECORD DETAIL

First Name : Jim

Last Name : Streets

Stakeholder Comments/Issues :

Attachments : March Board Meeting Jim Streets Written Public Comment 86.pdf (36 kb)

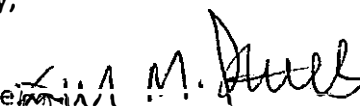
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Sincerely,

Signature:  Name: JILL M. STREETS
Address: 40516 WOLANUM ST., LAKE VIEW TERRA, CA 91342
Email: jstreets20@msn.com Phone: 818 445-5667
Additional Comments: _____

2018 Business Plan RECORD DETAIL

First Name : Katharine

Last Name : Paull

Stakeholder Comments/Issues :

Attachments : March Board Meeting Katharine Paull Written Public Comment 87.pdf (39 kb)

February 22, 2018

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Sincerely,

Signature: Katherine E. Paull Name: KATHARINE PAULL

Address: 12215 Park Trail, Kagel Canyon, CA 91342

Email: kpaull@earthlink.net Phone: (818) 899-7003

Additional Comments: We must save our forests. - Consider
Metrolink alternatives as has happened in
Northern California. We need transparency.

2018 Business Plan RECORD DETAIL

First Name : Russ

Last Name : Binzley

Stakeholder Comments/Issues :

Attachments : March Board Meeting Russ Binzley Written Public Comment 88.pdf (36 kb)

February 22, 2018

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Sincerely,

Signature: Russ Binzley Name: RUSS BINZLEY
Address: 11066 Felder Dr. Nagel Canyon Ca 91342
Email: B2RUSS@SBC Global.net Phone: 818 400 5006
Additional Comments: _____

2018 Business Plan RECORD DETAIL

First Name : Rynell

Last Name : Binzley

Stakeholder Comments/Issues :

Attachments : March Board Meeting Rynell Binzley Written Public Comment 89.pdf (35 kb)

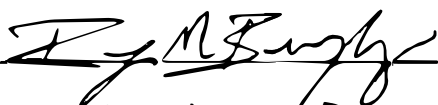
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Sincerely,

Signature:  Name: Rynell Binzley
Address: 11066 Felder Dr. Kagel Canyon CA 91342
Email: nelliebellus@gmail.com Phone: 818-241-8207
Additional Comments: o o o o o o

2018 Business Plan RECORD DETAIL

First Name : Pamela

Last Name : Wollonciej

Stakeholder Comments/Issues :

Attachments : March Board Meeting Pamela Wollonciej Written Public Comment 90.pdf (35 kb)

February 22, 2018

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Sincerely,

Signature: Pamela Woloncica Name: PAMELA Woloncica

Address: 10552 Wheatland Ave, Arrowhead, CA 91040

Email: MURRAY@CA-HSR.COM Phone: 818 352 4492

Additional Comments: _____

2018 Business Plan RECORD DETAIL

First Name : Judith

Last Name : Troyillo

Stakeholder Comments/Issues :

Attachments : March Board Meeting Judith Troyillo Written Public Comment 91.pdf (36 kb)

February 22, 2018

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Sincerely,

Signature: Jessica Aguilar Name: Judith Trayillo
Address: 9911 La Jura Camp Rd, Sun Valley, CA 91352
Email: mytmule@gmail.com Phone: (818) 962-3323

Additional Comments: _____

2018 Business Plan RECORD DETAIL

First Name : Kathleen

Last Name : Koch

Stakeholder Comments/Issues :

Attachments : March Board Meeting Kathleen Koch Written Public Comment 92.pdf (35 kb)

2018 Business Plan RECORD DETAIL

First Name : Roserta

Last Name : Spenelley

Stakeholder Comments/Issues :

Attachments : March Board Meeting Roserta Spenelley Written Public Comment 93.pdf (34 kb)

February 22, 2018

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Sincerely,

Signature: Roberta Spindelley Name: o o o o

Address: 10056 Sanborn Way

Email: Shadow Hills, ca Phone: 818-352-3623

Additional Comments: o o o o

2018 Business Plan RECORD DETAIL**First Name :** Ted**Last Name :** Kramer**Stakeholder Comments/Issues :****Attachments :** March Board Meeting Ted Kramer Written Public Comment 94.pdf (38 kb)

February 22, 2018

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Sincerely,

Signature: Bob Kramer Name: Bob Kramer

Address: 10857 Fern Ave Los Angeles

Email: BobKramer@comcast.net Phone: _____

Additional Comments: Our community has told you repeatedly that this is not a good plan for the community or the environment!

2018 Business Plan RECORD DETAIL

First Name : John

Last Name : Gallegos

Stakeholder Comments/Issues :

Attachments : March Board Meeting John K Gallegos Written Public Comment 95.pdf (38 kb)

February 22, 2018

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Sincerely,

Signature: John C. Gallegos Name: JOHN K GALLEGOS
Address: 12329 FOREST TRAIL ST. PALMDALE CA 91342
Email: THEJOHNSHOME@YAC.COM Phone: 626-625-8443
Additional Comments: PLEASE OPPOSE THIS PROJECT AND
IMPROVE AND SAVE MONEY WITH METRO LINES

2018 Business Plan RECORD DETAIL**First Name :** Jorj**Last Name :** Topalglu**Stakeholder Comments/Issues :****Attachments :** March Board Meeting Jorj Topalglu Written Public Comment 96.pdf (37 kb)


February 22, 2018

Dear CHSRA Board of Directors:

I live in the Palmdale to Burbank project section of the purposed High Speed Train Routes. The 2018 Business Plan is now being prepared and is to be released in the upcoming weeks. I have the following requests related to the content and process for the Business Plan. In essence, I will call upon my legislators to not support approval of the Business Plan unless the routes E1 and E2 in the Burbank to Palmdale project section are removed permanently from consideration.

1. The Authority has long promised a public meeting in the northeast San Fernando Valley. When the 2018 Business Plan is released and its public comment period begins, please hold a public meeting at a suitably large and convenient venue in the northeast San Fernando Valley so that the people most impacted may attend and engage directly with the Board, management and consultants.
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3. The 2018 Business Plan should address the inability of the Authority to propose suitable alternatives for the northeast San Fernando Valley and, if the Authority is not committed to identifying new alternatives, ought to abandon plans for high speed train service from Palmdale to Burbank. The responsibility to identify suitable alternatives is on the Authority and it should not remain, in the form of delay, on the backs of stakeholders in the northeast San Fernando Valley any longer.

Sincerely,

Signature:  Name: Jorj Topaloglu
Address: 12329 FOREST TEL. SYLMAR CA 91342
Email: jorjj2440@yahoo.com Phone: 310-415-8758
Additional Comments: I don't think our community can handle such a big project.

2018 Business Plan RECORD DETAIL

First Name : Nani

Last Name : Barnes

Stakeholder Comments/Issues :

Attachments : March Board Meeting Nani Barnes Written Public Comment 97.pdf (37 kb)

February 22, 2018

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I live in the Palmdale to Burbank project section of the purposed High Speed Train Routes. The 2018 Business Plan is now being prepared and is to be released in the upcoming weeks. I have the following requests related to the content and process for the Business Plan. In essence, I will call upon my legislators to not support approval of the Business Plan unless the routes E1 and E2 in the Burbank to Palmdale project section are removed permanently from consideration.

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Sincerely,

Signature: Nani Barnes Name: NANI BARNES
Address: 11306 OSBORNE ST Lake View Terrace CA 91342
Email: nblakeview@ca.rr.com Phone: 818-448-2375
Additional Comments: Stop E-1 & E-2

2018 Business Plan RECORD DETAIL**First Name :** Sarah**Last Name :** Bustamante**Stakeholder Comments/Issues :****Attachments :** March Board Meeting Sarah Bustamante Written Public Comment 98.pdf (34 kb)

February 22, 2018

Dear CHSRA Board of Directors:

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Sincerely,

Signature: Sarah Bustamante Name: Sarah Bustamante

Address: 8209 Grove St. Sunland-Tujunga CA 91040

Email: _____ Phone: _____

Additional Comments: _____

2018 Business Plan RECORD DETAIL

First Name : William

Last Name : Erick

Stakeholder Comments/Issues :

Attachments : March Board Meeting William Eick Written Public Comment 99.pdf (35 kb)

February 22, 2018

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Sincerely,

Signature: William F. Eck Name: William F Eck

Address: 9647 Stonehurst Ave Sun Valley, Calif

Email: bill@eckfreeburn.com Phone: 818-353-6191

Additional Comments: _____

2018 Business Plan RECORD DETAIL

First Name : Judith

Last Name : Kissick

Stakeholder Comments/Issues :

Attachments : March Board Meeting Judith Kissick Written Public Comment 100.pdf (37 kb)

February 22, 2018

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Sincerely,

Signature: Judith McKissick Name: Judith McKissick (Judith)
Address: 10233 McBloom St Cell: 818 298-0683
Email: _____ Phone: 818-951-2794
Additional Comments: stop that Rail, Miss Speed

2018 Business Plan RECORD DETAIL

First Name : Barbara

Last Name : Mah

Stakeholder Comments/Issues :

Attachments : March Board Meeting Barbara Mah Wirtten Public Comment 101 .pdf (36 kb)

February 22, 2018

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Sincerely,

Signature: Barbara M. M. M. Name: BARBARA M. M. M.
Address: @ 13953 Candelwood Sylmar 91342
Email: barb9999@hotmail.com Phone: 818 367 3383
Additional Comments: _____

2018 Business Plan RECORD DETAIL

First Name : Vrias

Last Name : Darrel

Stakeholder Comments/Issues :

Attachments : March Board Meeting Vrias Darrel Written Public Comment 102.pdf (34 kb)

February 22, 2018

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Sincerely,

Signature:  Name: 2/22/18

Address: 10339 JOHANNA AVE

Email: VR195@ARRELL@GMAIL.COM Phone: 818 231 4230

Additional Comments: _____

2018 Business Plan RECORD DETAIL

First Name : Cynthia

Last Name : Urias

Stakeholder Comments/Issues :

Attachments : March Board Meeting Cynthia Urias Written Public Commnet 103.pdf (36 kb)


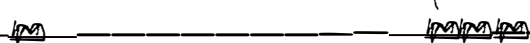
February 22, 2018

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Sincerely,

Signature:  Name: Cynthia Urias
Address: 10339 Johanna Ave S. Hills 91040
Email: Cynthia-the-orbonne-girl@gmail.com Phone: 818-231-4228
Additional Comments: 

2018 Business Plan RECORD DETAIL

First Name : Gerri

Last Name : Summe

Stakeholder Comments/Issues :

Attachments : March Board Meeting Gerri Summe Written Public Comment 104.pdf (35 kb)

2018 Business Plan RECORD DETAIL

First Name : Gerri

Last Name : Summe

Stakeholder Comments/Issues :

Attachments : March Board Meeting Gerri Summe Written Public Comment 104.pdf (35 kb)

February 22, 2018

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Sincerely,

Signature: Gerri Summe Name: Gerri Summe

Address: 9503 Wheatland Ave, Shadow Hills, CA 91040

Email: gerri.summe@gmail.com Phone: 818-273-4487

Additional Comments:

2018 Business Plan RECORD DETAIL

First Name : Gerri

Last Name : Summe

Stakeholder Comments/Issues :

Attachments : March Board Meeting Gerri Summe Written Public Comment 104.pdf (35 kb)

2018 Business Plan RECORD DETAIL

First Name : Barbara

Last Name : Patton

Stakeholder Comments/Issues :

Attachments : March Board Meeting Barbara Patton Written Public Comment 105.pdf (36 kb)

February 22, 2018

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Sincerely,

Signature: Barbara Patton Name: BARBARA PATTON

Address: 10541 ART ST. SHADOW HILLS CA 91040

Email: BARBIE-AND-KEN@LIVE.COM Phone: 818 353-5576

Additional Comments: _____

2018 Business Plan RECORD DETAIL**First Name :** Aj**Last Name :** Wollonomj**Stakeholder Comments/Issues :****Attachments :** March Board Meeting Aj Wollonomj Written Public Commnet 106.pdf (35 kb)


February 22, 2018

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Sincerely,

Signature:  Name: AL WOLLONGER
Address: 1552 WILKINSON BLVD ATLANTA GA 30316
Email: MUZZAI@CA.RR.COM Phone: 818-352-4492
Additional Comments: _____

2018 Business Plan RECORD DETAIL

First Name : Jan

Last Name : Johannes

Stakeholder Comments/Issues :

Attachments : March Board Meeting Jan Johannes Written Public Comment 107.pdf (35 kb)

February 22, 2018

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Sincerely,

Signature

Address:

Email:


110851/10851 Foothill Blvd.
arabella.johannes1@yahoo.com Phone: 818-822-8869

2018 Business Plan RECORD DETAIL

First Name : Ann

Last Name : Job

Stakeholder Comments/Issues :

Attachments : March Board Meeting Ann Job Written Public Commnet 108.pdf (42 kb)

February 22, 2018

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Sincerely,

Signature:  Name: ANN E. JOB

Address: 14047 CANDLEWOOD DR., SYCAMAR, CA 91342

Email: ANNJOB@YAHOO.COM Phone: 818/364-9318

Additional Comments: OK. THIS IS OLD TECHNOLOGY. ~~EE~~ GETTING BETWEEN SAN JACQUIN VALLEY & SILICON VALLEY QUICKLY IS A GOOD THING. DO THAT AND THEN DECLARE THE JOB DONE. LEAVE LA OUT OF IT. AT THE VERY LEAST LEAVE THE NE SAN FERNANDO VALLEY OUT OF IT.

2018 Business Plan RECORD DETAIL

First Name : Cheryl

Last Name : Burns

Stakeholder Comments/Issues :

Attachments : March Board Meeting Cheryl Burns Written Public Comment 109.pdf (36 kb)

February 22, 2018

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Sincerely,

Signature: 

Name: Cheryl Burns

Address: 11370 Sheldon St Sun Valley, CA 91352

Email: Cherylataco@aol.com

Phone: 818-482-9101

Additional Comments: ~~no~~ ~~no~~ ~~no~~ ~~no~~ ~~no~~

2018 Business Plan RECORD DETAIL**First Name :** Shari**Last Name :** Anderson**Stakeholder Comments/Issues :****Attachments :** March Board Meeting Shari Anderson Written Public Comment 110.pdf (35 kb)

February 22, 2018

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Sincerely,

Signature: Shari Anderson Name: SHARI ANDERSON
Address: 10505 Alair Dr Shadow Hills Ca
Email: Shariandersonb3@gmail.com Phone: 818-504-6262
Additional Comments: _____

2018 Business Plan RECORD DETAIL

First Name : Jack

Last Name : Kurchian

Stakeholder Comments/Issues :

Attachments : March Board Meeting Jack Kurchian Written Public Comment 111.pdf (35 kb)


February 22, 2018

Dear CHSRA Board of Directors:

I live in the Palmdale to Burbank project section of the purposed High Speed Train Routes. The 2018 Business Plan is now being prepared and is to be released in the upcoming weeks. I have the following requests related to the content and process for the Business Plan. In essence, I will call upon my legislators to not support approval of the Business Plan unless the routes E1 and E2 in the Burbank to Palmdale project section are removed permanently from consideration.

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Sincerely,

Signature:  Name: JACK KURCHIAN
Address: 10157 Mc Broom St., Shadow Hills, CA 91040
Email: jackkurchian@aol.com Phone: 818-472-9629
Additional Comments: lpn lpn

2018 Business Plan RECORD DETAIL**First Name :** Jason**Last Name :** Bustamante**Stakeholder Comments/Issues :****Attachments :** March Board Meeting Jason Bustamante Written Public Comment 112.pdf
(35 kb)

February 22, 2018

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Sincerely,

Signature: Jason Bustamante Name: Bustamante
Address: 8209 Grovet St, Sunland, CA, 91
Email: _____ Phone: _____

Additional Comments: _____

2018 Business Plan RECORD DETAIL**First Name :** Linda**Last Name :** Bustamante**Stakeholder Comments/Issues :****Attachments :** March Board Meeting Linda Bustamante Written Public Comment 113.pdf (34 kb)

February 22, 2018

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Sincerely,

Signature: Linda Bustamante Name: Linda Bustamante

Address: 8209 Grove St Sunland CA 91040

Email: _____ Phone: _____

Additional Comments: NO Bullet Dont take our homes

2018 Business Plan RECORD DETAIL**First Name :** Linda**Last Name :** Bustamante**Stakeholder Comments/Issues :****Attachments :** March Board Meeting Linda Bustamante Written Public Comment 113.pdf (34 kb)

February 22, 2018

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Sincerely,

Signature: Linda Bustamante Name: Linda Bustamante

Address: 8209 Grove St Sunland CA 91040

Email: _____ Phone: _____

Additional Comments: NO Bullet Dont take our homes

2018 Business Plan RECORD DETAIL**First Name :** Linda**Last Name :** Bustamante**Stakeholder Comments/Issues :****Attachments :** March Board Meeting Linda Bustamante Written Public Comment 113.pdf (34 kb)

February 22, 2018

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Sincerely,

Signature: Linda Bustamante Name: Linda Bustamante

Address: 8209 Grove St Sunland CA 91040

Email: _____ Phone: _____

Additional Comments: NO Bullet Dont take our homes

2018 Business Plan RECORD DETAIL

First Name : Jan

Last Name : Baldwin

Stakeholder Comments/Issues :

Attachments : March Board Meeting Jan Baldwin Written Public Comment 114.pdf (34 kb)

2018 Business Plan RECORD DETAIL

First Name : Sharon

Last Name : Shaw

Stakeholder Comments/Issues :

Attachments : March Board Meeting Sharon Shaw Written Public Comment 115.pdf (34 kb)

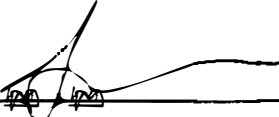
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Sincerely,

Signature:  Name: Sharon Shue
Address: 9761 Foothill PL LVT, CA. 91342
Email: sharonshue.org Phone: 818 438 8843
Additional Comments: ~~_____~~ ~~_____~~ ~~_____~~ ~~_____~~

2018 Business Plan RECORD DETAIL

First Name : Robin
Last Name : Siegel-Heales
Stakeholder Comments/Issues :
Attachments : March Board Meeting Robin Siegel-Heales Written Public Comment 116.pdf
(42 kb)

February 22, 2018

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Sincerely,

Signature: Robin Siegel-Meares Name: Robin Siegel-Meares

Address: 18767 MOUNTAIN AVE TOLONGA CA 91042

Email: Robin.Jm@aol.com Phone: 818 951-1037

Additional Comments: Put the HSR Down the 5 Freeway like we voted on! OR better yet, spend the money on ensuring we do not succumb to the drought.

2018 Business Plan RECORD DETAIL

First Name : Abby

Last Name : Diamond

Stakeholder Comments/Issues :

Attachments : March Board Meeting Abby Diamond Written Public Comment 117.pdf (37 kb)

February 22, 2018

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Sincerely,

Signature:  Name: ABBY DIAMOND

Address: ~~7526~~ Kyle St Tyjunga CA 91042

Email: a.gemofagir@gmail.com Phone: 818 399 2997

Additional Comments: the train should go on
EXISTING INFRASTRUCTURE !!

2018 Business Plan RECORD DETAIL

First Name : F

Last Name : McCartney

Stakeholder Comments/Issues :

Attachments : March Board Meeting F McCartney Written Public Commnet 118.pdf (34 kb)

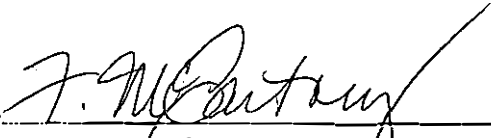
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Sincerely,

Signature:  Name: F. MCCARTNEY
Address: Sunland, CA.
Email: frannyshow@yahoo.com Phone: n n
Additional Comments: n n n n n

2018 Business Plan RECORD DETAIL

First Name : Loris

Last Name : Elizabeth

Stakeholder Comments/Issues :

Attachments : March Board Meeting Loris Elizabeth Written Public Comment 119.pdf (36 kb)


February 22, 2018

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Sincerely,

Signature:  Name: Lois Elizabeth Khanna@gmail.com
Address: 10240 Mc. Broom St Shadow Hills, Ca 91040
Email: lelizabethkhanna@gmail.com Phone: _____
Additional Comments: _____

2018 Business Plan RECORD DETAIL

First Name : Paul

Last Name : Garibaldi

Stakeholder Comments/Issues :

Attachments : March Board Meeting Paul Garibaldi Written Public Comment 120.pdf (35 kb)

February 22, 2018

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Sincerely,

Signature: Paul Garibaldi Name: PAUL GARIBALDI

Address: 10514 MAHONEY DR. SHADOW HILLS 91040

Email: PGARIBALDI@CA.RR.COM Phone: 818-554-6509

Additional Comments: _____

2018 Business Plan RECORD DETAIL

First Name : Karen

Last Name : Garibaldi

Stakeholder Comments/Issues :

Attachments : March Board Meeting Karen Garibaldi Written Public Comment 121.pdf (36 kb)

February 22, 2018

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Sincerely,

Signature: Karen Garibaldi Name: Karen Garibaldi
Address: 10514 Mahoney Dr Shadow Hills, CA 91040
Email: Kgaribaldi@ca.rr.com Phone: 818 951-1873

Additional Comments: _____

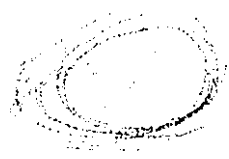
2018 Business Plan RECORD DETAIL

First Name : Megan

Last Name : Bamford

Stakeholder Comments/Issues :

Attachments : March Board Meeting Megan Bamford Written Public Comment 122.pdf (35 kb)



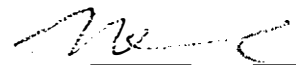
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Sincerely,

Signature:  Name: Megui Sanford
 Address: 7727 Fory the St Englewood 911047
 Email: ~~mm~~ ~~mm~~ Phone: 8183536623
 Additional Comments: ~~mm mm mm mm mm mm~~

2018 Business Plan RECORD DETAIL

First Name : M

Last Name : Armida Montes

Stakeholder Comments/Issues :

Attachments : March Board Meeting M. Armida Montes Written Public Comment 123.pdf (36 kb)

February 22, 2018

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Sincerely,

Signature: Armida Montes Name: M. ARMIDA MONTES

Address: 10044 Lemonade Ave, Mission Hills, CA 91345

Email: ArmidaMontes5@gmail.com Phone: 818-726-2338

Additional Comments: _____

2018 Business Plan RECORD DETAIL

First Name : Jacyaclyn

Last Name : Gamble

Stakeholder Comments/Issues :

Attachments : March Board Meeting Jacyaclyn Gamble Written Public Comment 124.pdf (37 kb)

February 22, 2018

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Sincerely,

Signature: Jaquelyn Gamble Name: Jaquelyn Gamble
Address: 9915 McBrook St Shadow Hills
Email: jacquygamble@gmail.com Phone: 918 951 2707
Additional Comments: e e e

2018 Business Plan RECORD DETAIL

First Name : Eve

Last Name : Sullivan

Stakeholder Comments/Issues :

Attachments : March Board Meeting Eve Sullivan Written Public Comment 125.pdf (39 kb)

February 22, 2018

Dear CHSRA Board of Directors:

I live in the Palmdale to Burbank project section of the purposed High Speed Train Routes. The 2018 Business Plan is now being prepared and is to be released in the upcoming weeks. I have the following requests related to the content and process for the Business Plan. In essence, I will call upon my legislators to not support approval of the Business Plan unless the routes E1 and E2 in the Burbank to Palmdale project section are removed permanently from consideration.

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3. The 2018 Business Plan should address the inability of the Authority to propose suitable alternatives for the northeast San Fernando Valley and, if the Authority is not committed to identifying new alternatives, ought to abandon plans for high speed train service from Palmdale to Burbank. The responsibility to identify suitable alternatives is on the Authority and it should not remain, in the form of delay, on the backs of stakeholders in the northeast San Fernando Valley any longer.

Sincerely,

Signature: *Eve Sullivan* Name: Eve Sullivan
Address: 10401 Foothill Blvd. Lake View Terrace, CA 91342
Email: gr8twinmom@yahoo.com Phone: 818-497-8363
Additional Comments: No one ~~has~~ ever voted for this project section!
It was along the North South existing roads - nothing else

2018 Business Plan RECORD DETAIL

First Name : Liliana

Last Name : Sanchez

Stakeholder Comments/Issues :

Attachments : March Board Meeting Liliana Sanches Written Public Comment 126.pdf (36 kb)

February 22, 2018

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Sincerely,

Signature: Liliana Sanchez Name: Liliana Sanchez
Address: 11608 Shelly Vista Dr. Tujunga, CA 91042
Email: lilianas818@gmail.com Phone: 818 564-2232

Additional Comments: lps lps lps lps

2018 Business Plan RECORD DETAIL

First Name : Brad

Last Name : Anderson

Stakeholder Comments/Issues :

Attachments : March Board Meeting Brad Anderson Written Public Comment 127.pdf (35 kb)

February 22, 2018

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Sincerely,

Signature: Brad Anderson Name: BRAD ANDERSON
Address: 10505 VAIL DR
Email: _____ Phone: 818-504-6262
Additional Comments: _____

2018 Business Plan RECORD DETAIL

First Name : Tiffany

Last Name : Shelten

Stakeholder Comments/Issues :

Attachments : Marcch Board Meeting Tiffany Shelten Written Public Comment 128.pdf (36 kb)

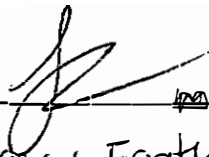
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Sincerely,

Signature:  Name: Tiffany Shelton
Address: 10161 Foothill Blvd (Lake View) Terrace CA 91362
Email: shelton25@yahoo.com Phone: (818) 281-4419
Additional Comments: Please, I don't want a train going through my house

2018 Business Plan RECORD DETAIL

First Name : Jake

Last Name : Shelton

Stakeholder Comments/Issues :

Attachments : March Board Meeting Jake Shelton Written Public Comment 129.pdf (39 kb)

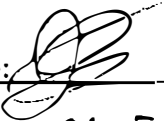
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Sincerely,

Signature:  Name: Jake Shelton (14) years old

Address: 10161 Foxhill Blvd lakeview terrace, ca 91392

Email: jakeread2003@yahoo.com Phone: (818) 7281-9119

Additional Comments: I'm 14 I love my house
and I don't want to have to move
because of a train going past and or through
my house

2018 Business Plan RECORD DETAIL

First Name : Dawn

Last Name : Phillips

Stakeholder Comments/Issues :

Attachments : March Board Meeting Dawn Phillips Written Public Comment 130.pdf (37 kb)

2018 Business Plan RECORD DETAIL

First Name : Carlos

Last Name : Torres

Stakeholder Comments/Issues :

Attachments : March Board Meeting Carlos Torres Written Public Comment 132.pdf (36 kb)

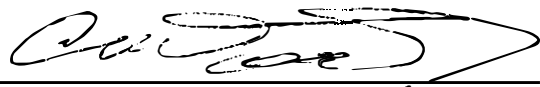
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Sincerely,

Signature:  Name: Carlos Torres
Address: 10516 Walden St. C.V.T. CA. 91342
Email: @Torres25@MSA.com Phone: 818 896-2611
Additional Comments: Stop the train - !

2018 Business Plan RECORD DETAIL

First Name : Candyce

Last Name : Binzley

Stakeholder Comments/Issues :

Attachments : March Board Meeting Candyce Binzley Written Public Comment 133.pdf (41 kb)

February 22, 2018

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Sincerely,

Signature Candyce Binzley Name: Candyce Binzley

Address: 11066 Felder Dr. Kagel Canyon CA 91242

Email: b2candu@sbcglobal.net Phone: 818.378.3221

Additional Comments: We voted for it, understanding it would travel along existing channels of transportation, never thru the neighborhoods, mountains & forests here;

2018 Business Plan RECORD DETAIL

First Name : Sheri

Last Name : Thompson

Stakeholder Comments/Issues :

Attachments : March Board Meeting Sheri Thompson Written Public Comment 134.pdf (36 kb)


February 22, 2018

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Sincerely,

Signature:  Name: Sheri Thompson
Address: 8614 Foothill Bl, #109, Sunland, CA. 91040
Email: jewlsmadmax@yahoo.com Phone: 818.527-0154
Additional Comments: _____

2018 Business Plan RECORD DETAIL

First Name : Susie

Last Name : Brooks

Stakeholder Comments/Issues :

Attachments : March Board Meeting Susie Brooks Written Public Comment 135.pdf (35 kb)

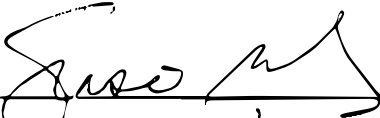
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Sincerely,

Signature:  Name: Susie Brooks
Address: 9945 Shadow Hills Dr 91040
Email: sbrooks24@gmail.com Phone: 818 273 4797
Additional Comments: _____

2018 Business Plan RECORD DETAIL

First Name : George

Last Name : Poole

Stakeholder Comments/Issues :

Attachments : March Board Meeting George Poole Written Public Comment 136.pdf (35 kb)


February 22, 2018

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Sincerely,

Signature:  Name: George C. Poole
Address: 10630 KURT ST, Lake View Terrace, CA 91342
Email: Calpoole@ca.vrr.com Phone: 818-590-8741
Additional Comments: _____

2018 Business Plan RECORD DETAIL

First Name : N

Last Name : Poole

Stakeholder Comments/Issues :

Attachments : March Board Meeting N. Poole Written Public Comment 137.pdf (33 kb)

February 22, 2018

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Sincerely,

Signature: NPose Name: N. P. Pose

Address: 10430 Kent St WT

Email: _____ Phone: 818 810 2089

Additional Comments: _____

2018 Business Plan RECORD DETAIL

First Name : Michael

Last Name : McGuithis

Stakeholder Comments/Issues :

Attachments : March Board Meeting Michael McGuithis Written Public Comment 139.pdf (35 kb)

February 22, 2018

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Sincerely,

Signature: Michael S. McGinnis Name: Michael McGinnis
Address: 1116 Alleyway St. San Valley, Ca. 91352
Email: mmcginnis@yahoo.com Phone:
Additional Comments:

2018 Business Plan RECORD DETAIL

First Name : Luis

Last Name : Garrillo

Stakeholder Comments/Issues :

Attachments : March Board Meeting Luis Garrillo Written Public Comment 140.pdf (35 kb)

February 22, 2018

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Sincerely,

Signature:  Name: LUIS CARRILLO

Address: 11240 DOMINICA AVE

Email: LU.OLDERS@VERIZON.NET Phone: 818-399-1693

Additional Comments: ~~XXXX~~ ~~XXXX~~ ~~XXXX~~

2018 Business Plan RECORD DETAIL

First Name : Wil

Last Name : Behrens

Stakeholder Comments/Issues :

Attachments : March Board Meeting Wil Behrens Written Public Comment 141.pdf (35 kb)

February 22, 2018

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Sincerely,

Signature: W. L. Behrens Name: W. L. Behrens

Address: 11260 DOMINICA, Lake View Terr, CA 91342

Email: wbehrens@msn.com Phone: 818-378-1534

Additional Comments: _____

2018 Business Plan RECORD DETAIL

First Name : Christi

Last Name : O'Connor

Stakeholder Comments/Issues :

Attachments : March Board Meeting Christi O'Connor Written Public Comment 142.pdf (36 kb)

February 22, 2018

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 - Now that the geotechnical testing has been completed in the Angeles Forest, ample evidence exists to remove the E-1 Route given the hydro static pressure, the fractured nature of the rock, the "over burden", and the dewatering risks of such tunnels.
3. The 2018 Business Plan should address the inability of the Authority to propose suitable alternatives for the northeast San Fernando Valley and, if the Authority is not committed to identifying new alternatives, ought to abandon plans for high speed train service from Palmdale to Burbank. The responsibility to identify suitable alternatives is on the Authority and it should not remain, in the form of delay, on the backs of stakeholders in the northeast San Fernando Valley any longer.

Sincerely,

Signature: Christi O'Leary Name: CHRISTI O'Connor
Address: 10310 anna Ave Sunland CA 91040
.com Phone: 818 714 1167

2018 Business Plan RECORD DETAIL

First Name : Patricia

Last Name : Hao

Stakeholder Comments/Issues :

Attachments : March Board Meeting Patricia Hao Written Public Comment 143.pdf (35 kb)

February 22, 2018

Dear CHSRA Board of Directors:

I live in the Palmdale to Burbank project section of the purposed High Speed Train Routes. The 2018 Business Plan is now being prepared and is to be released in the upcoming weeks. I have the following requests related to the content and process for the Business Plan. In essence, I will call upon my legislators to not support approval of the Business Plan unless the routes E1 and E2 in the Burbank to Palmdale project section are removed permanently from consideration.

1. The Authority has long promised a public meeting in the northeast San Fernando Valley. When the 2018 Business Plan is released and its public comment period begins, please hold a public meeting at a suitably large and convenient venue in the northeast San Fernando Valley so that the people most impacted may attend and engage directly with the Board, management and consultants.
2. The 2018 Business Plan must eliminate proposed routes E1 and E2.
 - The 2018 Business Plan should acknowledge that the E-3 route was eliminated in the 2016 Business Plan because of "over burden" and that the E-2 route, which has a similar over burden, must be eliminated.
 - Now that the geotechnical testing has been completed in the Angeles Forest, ample evidence exists to remove the E-1 Route given the hydro static pressure, the fractured nature of the rock, the "over burden", and the dewatering risks of such tunnels.
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Sincerely,

Signature:  Name: PATRICIA J. HAO

Address: 10557 MATONEY DR. SHADOW HILLS, CA. 91040-1215

Email: MARMEYSFREE@AOL.COM Phone: (818) 352-8283

Additional Comments: _____

2018 Business Plan RECORD DETAIL

First Name : Martha
Last Name : Hankins
Stakeholder Comments/Issues :
Attachments : March Board Meeting Martha Hankins Written Public Comment 144.pdf (35 kb)

2018 Business Plan RECORD DETAIL

First Name : Roberta

Last Name : Cole

Stakeholder Comments/Issues :

Attachments : March Board Meeting Roberta Cole Written Public Comment 145.pdf (35 kb)


February 22, 2018

Dear CHSRA Board of Directors:

I live in the Palmdale to Burbank project section of the purposed High Speed Train Routes. The 2018 Business Plan is now being prepared and is to be released in the upcoming weeks. I have the following requests related to the content and process for the Business Plan. In essence, I will call upon my legislators to not support approval of the Business Plan unless the routes E1 and E2 in the Burbank to Palmdale project section are removed permanently from consideration.

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 - Now that the geotechnical testing has been completed in the Angeles Forest, ample evidence exists to remove the E-1 Route given the hydro static pressure, the fractured nature of the rock, the "over burden", and the dewatering risks of such tunnels.
3. The 2018 Business Plan should address the inability of the Authority to propose suitable alternatives for the northeast San Fernando Valley and, if the Authority is not committed to identifying new alternatives, ought to abandon plans for high speed train service from Palmdale to Burbank. The responsibility to identify suitable alternatives is on the Authority and it should not remain, in the form of delay, on the backs of stakeholders in the northeast San Fernando Valley any longer.

Sincerely,

Signature:  Name: Roberta C. Cole
Address: 10040 Wentworth St, Shadow Hills, CA 91040-1246
Email: _____ Phone: (818) 353-4633
Additional Comments: ~~_____~~ ~~_____~~

2018 Business Plan RECORD DETAIL

First Name : Frank

Last Name : Biedinger

Stakeholder Comments/Issues : I currently live at Parkway Lake RV Park in Morgan Hill. I am told by management we have two years before we are displaced from our sites to build the train. Bringing in a high speed train that will cost tax payers millions of dollars each year to run and maintain not to mention the building cost has more than doubled. This will displace over 100 RV's mostly retired and low income. With the homeless problem this county already faces but never seems to talk about. I can not grasp why Santa Clara County's homeless problem would not be a number one priority instead of a high speed train that will take 200 years to pay for itself. What is your plan for the displacement of these 100 plus campers who can not afford to pay the high rents in the area? Why couldn't the current train track on the west side of Monterey Road be utilized to build your additional track next to it. Why jump the road?

Sincerely,

Frank Biedinger

2018 Business Plan RECORD DETAIL

First Name : Vanessa

Last Name : May

Stakeholder Comments/Issues : Good day 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 shortsightedly 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 the Santa Clarita area and into the San Fernando Valley, Los Angeles and all points south is 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 Southern California.

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

*The Refined SR 14 route comes too close to the methane gas producing Lopez Canyon Landfill site. The construction and operation of high speed rail anywhere near this location poses a risk of eliciting a dangerous methane gas leak.

*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 May

2018 Business Plan RECORD DETAIL

First Name : Terri

Last Name : King

Stakeholder Comments/Issues : Thank you for the opportunity to comment.

Page 9, Table 5 of the Capital Cost Basis of Estimate Report, identifies the Madera Acres to Poplar section cost with only two stations at Madera and Fresno. However, it does not include reference to the planned Kings/Tulare station.

Page 26, Table 17 of the same report reiterates the cost of stations, terminals and intermodal, with only the Madera and Fresno stations and does not include reference to the planned Kings/Tulare station.

However, Page A-1 of Appendix A- High Speed Rail Operating Plans, in the Ridership and Revenue Forecasts technical supporting document, shows that ridership from a Kings/Tulare station is being accounted for in the operations.

It is imperative that the Capital costs include the addition of costs for the construction of the planned Kings/Tulare station, along with the Madera and Fresno stations. The HSRA cannot count the estimated ridership from the Kings/Tulare station in their operations analysis if there is no station.

Will the HSRA be funding and constructing a station at the Kings/Tulare location?

Thank you.

Attachments : 20180504120032263.pdf (182 kb)

Table 5 2016 Business Plan to Draft 2018 Business Plan Phase 1 Capital Cost Comparison

Environmental Section	2016 BP (2017 \$, Millions)	2018 BP (2017 \$, Millions)	Change (2017 \$, Millions)	Comments*
San Francisco to San Jose	\$3,281	\$2,380	\$(901)	Shared tracks with Caltrain. Includes temp 4 th and King, LMF at Brisbane and contribution of \$713M to Caltrain electrification and \$550M to Phase 2 of the DTX project
San Jose to Gilroy	\$4,579	\$2,820	\$(1,759)	Includes at-grade Diridon Station. Assumes use of UPRR ROW from Tamien to Gilroy Station
Gilroy to Carlucci Rd.	\$ 5,738	\$ 8,984	\$3,246	Per preliminary engineering for Alternative 2 including 13.4 miles of viaduct and 15.2 miles of tunnels
Merced to Wye Legs 1	\$ 1,080	\$ 797	\$(283)	Based on amended Hybrid Alternative from Merced to Ranch Road
Wye Legs 1	\$ 1,238	\$ 1,225	\$ (13)	Based on SR152 to Road 11 Wye Alternative
Carlucci Rd. to Madera Acres (Wye Leg 2)	\$ 1,005	\$ 2,097	\$1,092	Wye Leg 2 from Carlucci Road to Avenue 19. Includes 1.6 miles of viaduct and bridge structures and 15 grade separations
HMF	\$ 1,300	\$ 458	\$(842)	Includes HMF in the Central Valley; LMFs are accounted for in the geographic segments
Madera Acres to Poplar Ave.	\$ 7,229	\$ 9,982	\$2,753	Reflects scope of CP 1, CP 2-3, CP 4 and SR99 projects plus track and systems and 2 stations [Madera (temp) and Fresno]]
Poplar Ave. to Bakersfield	\$ 2,125	\$ 2,805	\$ 680	Based on LGA extending route from Poplar Ave to Oswell Street and high-speed rail station in Bakersfield
Bakersfield to Palmdale	\$10,198	\$12,290	\$2,091	Assumes preliminary engineering for Alternative 5. Includes a LMF/MOIF at Palmdale
Palmdale to Burbank	\$12,428	\$14,867	\$2,439	Reflects SAA Alternative E1a updated based on average cost growth assumptions.
Burbank to Los Angeles	\$ 1,667	\$ 1,252	\$(415)	Based on preliminary engineering for Alternative B but assuming temporary Burbank Station to be at-grade
Los Angeles to Anaheim	\$ 2,437	\$ 3,040	\$ 602	Preliminary engineering for Alternative 2R without high-speed rail station at Norwalk. Includes \$500M bookend contribution in Southern California
Trainsets	\$ 3,557	\$ 4,493	\$ 935	Assumes a total fleet of 72 trainsets for Phase 1
Total Phase 1**	\$57,863	\$67,490	\$9,626	

* Numerical values indicating cost increases/decreases are not representative of the total cost variances. Other costs including allowances based on percentages also contribute to the total difference but are not listed in this table.

** Figures may not sum due to rounding.

Madera Acres to Poplar Avenue (~119 miles)

Table 17 Madera Acres to Poplar Avenue Cost by SCC

Standard Cost Category	2016 BP Cost (2017\$, millions)	2018 BP Cost (2017\$, millions)
10 TRACK STRUCTURES & TRACK	\$ 1,553	\$ 2,483
20 STATIONS, TERMINALS, INTERMODAL	\$ 182	\$ 153
30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	—	—
40 SITEWORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS	\$2,623	\$ 4,765
50 COMMUNICATIONS & SIGNALING	\$ 280	\$ 344
60 ELECTRIC TRACTION	\$ 598	\$ 693
80 PROFESSIONAL SERVICES	\$1,514	\$ 970
90 UNALLOCATED CONTINGENCY	\$ 478	\$ 575
TOTAL:†	\$7,229	\$9,982

* Figures may not sum due to rounding

Assumptions:

Reflects the scope of CP 1, CP 2-3, CP 4 and SR99 projects in Central Valley between Madera Acres and Poplar Avenue as well as the balance of high-speed rail scope within these limits including track, systems and electrification. Passenger stations include high-speed rail station at Fresno, and a temporary station in Madera. Heavy Maintenance Facility (HMF) is also accounted for (however not yet located) within this section.

Appendix A. High-Speed Rail Operating Plans

A.1 Silicon Valley to Central Valley —2029

A.1.1 Dedicated Bus Connections—North

**Bay Area Bus
6 Peak Hours**

Pattern#	2
Frequency	30
Run times from start in minutes	
Sacramento	0
Elk Grove	10
Lodi	35
Stockton	60
Modesto	120
Turlock/Denair	155
Merced	200
Madera	240

of Buses 12

HSR-Bus Transfer Time 15

**Bay Area Bus
10 Off-Peak Hours**

Pattern#	2
Frequency	60
Run times from start in minutes	
Sacramento	0
Elk Grove	10
Lodi	35
Stockton	60
Modesto	120
Turlock/Denair	155
Merced	200
Madera	240

of Buses 10

HSR-Bus Transfer time 15

A.1.2 High-Speed Rail Patterns

**Train
6 Peak Hours**

Pattern #	10
Frequency	30
Run times from start in minutes	
San Francisco	0
San Jose	63
Gilroy	96
Madera	131
Fresno	145
Kings/Tulare	161
Bakersfield	190

of Trains 12

**Train
10 Off-Peak Hours**

Pattern#	10
Frequency	60
Run times from start in minutes	
San Francisco	0
San Jose	63
Gilroy	96
Madera	131
Fresno	145
Kings/Tulare	161
Bakersfield	190

of Trains 10

A.1.3 Dedicated Bus Connections—South

**LA Basin Bus
6 Peak Hours**

HSR-Bus Transfer Time 15 15 15			
Pattern#	1	2	3
Frequency	30	30	30
Run times from start in minutes			
Bakersfield	0	0	0
Burbank Airport	132		
Los Angeles Union Station	160		
Van Nuys	140		
West Los Angeles	160		
Santa Anita			160
# of Buses	12	12	12

**LA Basin Bus
10 Off-Peak Hours**

HSR-Bus Transfer Time 15 15 15			
Pattern#	1	2	3
Frequency	60	60	60
Run times from start in minutes			
Bakersfield	0	0	0
Burbank Airport	132		
Los Angeles Union Station	160		
Van Nuys	140		
West Los Angeles	160		
Santa Anita			160
# of Buses	10	10	10

2018 Business Plan RECORD DETAIL

First Name : William
Last Name : Warren c/o Michael Brady
Stakeholder Comments/Issues :
Attachments : Warren_Brady_Draft_2018_Biz_Plan.pdf (639 kb)

Attn: Draft 2018 Business Plan
California High-Speed Rail Authority (CHSRA)
770 L Street, Suite 620, MS-1
Sacramento, CA 95814

April 30, 2018

Subject – Comment Regarding Draft 2018 Business Plan

Topic – Analysis of Amtrak 2017 Data and HSR Projections on O & M Costs

Summary

The Draft version of the 2018 Business Plan is missing two vital pieces of information. First, there is no analysis of other HSR rail systems to understand their actual operations and maintenance costs. Second, there is no comparison in the Draft 2018 Business Plan of the Authority's operations and maintenance cost projections to the actual costs of these other HSR systems, using industry standard metrics such as revenues and costs per passenger mile and per seat mile. Given the credibility gap that now exists with any CHSRA financial projections, such a comparison is necessary.

Supporting Information

There is one document attached to this Comment.

Attachment 1 –

Amtrak Monthly Performance Report, September 2017 (Preliminary and Unaudited), dated December 27, 2017.

This Report can be found at:

<https://www.amtrak.com/content/dam/projects/dotcom/english/public/documents/corporate/monthlyperformancereports/2017/Amtrak-Monthly-Performance-Report-September-2017-Preliminary-Unaudited.pdf>

This monthly report of 7 pages replaces a much more detailed monthly report published up until 2017. The September report is especially valuable, as it provides data for the past 12 months, as the Amtrak Fiscal Year ends on September 30.

The critical performance metrics for all of the Amtrak rail services can be found on page 7. See "Route Level Results".

Findings

1. While the Authority's financial model produces high level revenue and cost projections, it appears there is sufficient information to structure their results into industry standard metrics. This Comment document incorporates these results.
2. The Amtrak financial results from their operations in the Northeast Corridor, for Washington DC through New York, to Boston, provides an interesting set of comparison to the Authority's projections.
3. While the Authority's projections highlight the importance of short distance commuter rail service in their Plan, it raises the question regarding trying to provide short distance frequent services and long haul services between Los Angeles and San Francisco with the same rail system. It appears that Amtrak is committed to two different types of services in the Northeast Corridor. There may be lessons to be learned here.
4. The Authority's projected Revenue per Passenger Mile, at about 50 cents, is similar to that of the Regional commuter service, not Acela.
5. The Authority's projected Operations and Maintenance costs per Passenger Mile are much less than the actual costs of Acela and the Regional services.

Analysis Of The Situation

The public is on the horns of a dilemma. Amtrak publishes tremendous amounts of operational data on all of its routes, whereas the CHSRA now publishes only summary projections of computer models that forecast passengers (ridership), revenues, and operating and maintenance costs. Over the past 6 years the amount of detailed projections has been intentionally removed for the Business Plans and its supporting documents. Now, comparative measurements, such as revenues and cost per passenger mile and per seat mile are dismissed by the CHSRA as not important and have no place in their Business Plans. The results is that the public is put in a "trust them" situation, with no way to gain any confidence that the financial projections make any operational sense and are based on operational metrics that are in the range of operational realism.

The 2018 CHSRA Business Plan

Given this lack of operational comparative data, this Comment will attempt to produce some realistic operational projections based on the 2018 CHSRA Business Plan, so that comparisons can be made to current Amtrak performance and to international data that has been collected over the past few years.

It would be beneficial if the CHSRA would publish such operational performance projections, but based on past actions, this is highly unlikely.

To present some operational metrics Figure 1 was developed from data from the Draft 2018 Business Plan and the Ridership and Revenue supporting document to this Plan.

Figure 1									
Projection of Draft 2018 Business Plan Revenue and O & M Costs									
Per Passenger Mile & Seat Mile									
Year	<u>Valley to Valley</u>				<u>Phase 1</u>				
	<u>2029</u>	<u>2030</u>	<u>2031</u>	<u>2032</u>	<u>2033</u>	<u>2034</u>	<u>2035</u>	<u>2045</u>	
Riders ,m	5.6	7.8	10.1	12.4	24.1	27.9	31.9	44.1	
Revenue, m	\$328	\$458	\$592	\$729	\$1,404	\$1,629	\$1,862	\$2,524	
O&M,tm	\$254	\$281	\$305	\$331	\$796	\$827	\$868	\$959	
Rev/Rider	\$58.6	\$58.7	\$58.6	\$58.8	\$58.3	\$58.4	\$58.4	\$57.2	Average \$58.4
O&M/Rev	77.4%	61.4%	51.5%	45.4%	56.7%	50.8%	46.6%	38.0%	
Miles, Avg	117.8	118.5	118.0	118.9	116.3	116.9	116.8	111.4	
Rev/PPM	\$0.50	\$0.50	\$0.50	\$0.49	\$0.50	\$0.50	\$0.50	\$0.51	
O&M/PPM	\$0.38	\$0.30	\$0.26	\$0.22	\$0.28	\$0.25	\$0.23	\$0.20	
O&M/PSM	\$0.25	\$0.20	\$0.17	\$0.15	\$0.18	\$0.16	\$0.15	\$0.13	Project 65% Load Factor
or									
O&M/PSM	\$0.29	\$0.23	\$0.19	\$0.17	\$0.21	\$0.19	\$0.17	\$0.15	Project 75% Load Factor
PMt,m	660	924	1,192	1,474	2,803	3,262	3,727	4,914	
SM, m at 65%	1,015	1,422	1,834	2,267	4,312	5,019	5,735	7,560	
SM, m at 75%	880	1,233	1,589	1,965	3,737	4,350	4,970	6,552	

The first 4 columns are the 4 years of the IOS Valley to Valley operational period shown on all of the Exhibit 7.1 to 7.6 of the Business Plan. The second set of 4 later years are sample years from the Phase 1 period on the same Exhibits.

The “Riders” row shows the Medium Ridership projections, in millions of passengers, in Exhibit 7.1.

The “Revenue” row shows the Medium Revenue projections, in millions of 2017 dollars, in Exhibit 7.2.

The “O&M” row shows the Medium Cost Estimate projections, in millions of 2017 dollars, in Exhibit 7.4.

The “Rev/Rider” row calculates the Revenue per Rider (Passenger), by dividing the Revenue by the Riders. The average revenue, over all these years, per rider is about \$58.

The “O&M/Rev” row calculates the annual percentage the Operational and Maintenance costs are, compared to the annual revenues. It is very high in the first year (2029), at 77%, and drops to 38% by 2045.

The row of “Miles, Avg” shows that the average number of miles traveled per rider is 118 miles in 2029 and declines to 111 in the Phase 1 period. This is computed by using the formula shown on page 2-5 of the Draft 2018 Ridership & Revenue Forecasting document for calculating the ticket fares for interregional travel. This formula of “\$33.89 plus \$0.2095 per mile”, yields 117.8 miles for an average ticket fare of \$58.60, in 2029. The other two fares on page 2-5 were not used, as the amount of revenue being generated by the intraregional fares inside the SCAG and MTC regions contribute only about 1% to 2% of the projected revenues on Table 5.3, pages 5-5 and 5-6 of the Draft 2018 Ridership & Revenue Forecasting document.

The “Rev/PPM” row shows that the Revenue per Passenger Mile is consistently at \$0.50 over all the different years. This is computed by dividing the “Revenue per Rider”, see above (Rev/Rider), by the average number of miles traveled (Miles, Avg.).

The “O&M/PPM” row shows that the O&M Per Passenger Mile costs can be computed by multiplying the Revenue per Passenger Mile (Rev/PPM) for each year times the ratio of total O&M Costs to Total Revenues (O&M/Rev) for that year. Note that the O&M/PPM declines from \$0.38 in 2029 to \$0.20 in 2045, as the ratio of total O&M Costs to Total Revenues (O&M/Rev) drops from 77% to 38%.

The question is often asked, “What are the costs per Seat Mile, as opposed to the cost per Passenger Mile?” The answer to this question is based on the ratio of total seats to occupied seats. In a perfect world, if every seat in every train in the period being measured is occupied, then the cost per Seat Mile would equal the cost per Passenger Mile. Reality

is that not all seats are always occupied. The CHSRA says they plan on achieving an 80% Load Factor; in other words, all of the seats are occupied 80% of the time. A worthy objective, but no one operating an HSR system achieves a system wide 80% Load Factor. Years ago, the French HSR organization told the CHSRA they were achieving about 70% across their HSR network.

The next two rows on Figure 1 show what the O&M costs per Seat Mile would be, if either a 65% or a 75% Load Factor is achieved.

The "PM" row shows the number of Passenger Miles, in millions, by multiplying the "Miles, Avg" (per rider) by the number of "Riders".

The two "SM" rows show the number of Seat Miles for the two different Load Factors, in millions, by dividing the "O&M" costs by the "O&M/PSM" costs for the two different Load Factors.

The 2017 Amtrak Operating Results

Figure 2
2017 Amtrak Route Level Results
Per Passenger Mile & Seat Mile

	<u>Acela</u>	<u>Regional</u>	<u>All of NEC</u>
Riders ,m	3.4	8.6	12
Revenue, m	\$615	\$667	\$1265
O&M, m	\$324	\$461	\$794
Rev/Rider	\$180.9	\$77.6	\$105.4
O&M/Rev	52.7%	69.1%	62.8%
Miles, Avg	191.5	160.5	165.35
Rev/PPM	\$0.94	\$0.48	\$0.64
O&M/PPM	\$0.50	\$0.33	\$0.40
O&M/PSM	\$0.30	\$0.19	\$0.22
PMem	651	1,380	1,984
SM, m at LF	1,068	2,480	3,554
Load Factor	61%	58%	57%

These 3 columns are the 2017 annual operational route results for the Acela “high speed” rail route in the Northeast Corridor, the Regional commuter service for the same Northeast Corridor and the combined results of all of the route traffic in the Northeast Corridor, including the Acela, the Regional and a very small number of special trains. The Northeast Corridor is defined as the Amtrak rail service from Washington DC, through New York, to Boston, a distance of about 440 miles. In comparison, the CHSRA’s Phase 1 will be about 385 miles between San Francisco and Los Angeles.

These operational results are from page 7 of Attachment 1, which is the Amtrak Monthly Performance Report, September 2017 (Preliminary and Unaudited), dated December 27, 2017.

The “Acela” and “Regional” results are from the first and second rows on page 7. The “All of NEC” results are from the 4th row on page 7, labeled “NEC”.

The “Riders” row shows the results from the “Ridership” column on page 7, in millions of passengers.

The “Revenue” row shows the results from the “Operating Revenue” column, in millions of dollars.

The “O&M” row shows the results from the “Operating Expense” column, in millions of dollars.

The “Rev/Rider” row calculates the Revenue per Rider (Passenger), by dividing the Revenue by the Riders. Note that the average revenue varies dramatically between the Acela service and the Regional service.

The “O&M/Rev” row calculates what the annual percentage the Operational and Maintenance costs are, compared to the annual Revenues. It is very high for the Regional service, and less for the Acela service.

The row of “Miles, Avg” shows that the average number of miles traveled per Acela rider is 192 miles, and 160 miles for the Regional service. This is computed by dividing the Passenger Miles, (PM), see below, by the “Riders”.

The “Rev/PPM” row shows that the Revenue per Passenger Mile is \$0.94 for Acela service and \$0.48 for the Regional service. This is computed by dividing the “Revenue”, see above (Revenue), by the number of Passenger Miles (PM), see below.

The “O&M/PPM” row shows that the O&M Per Passenger Mile is \$0.50 for Acela service and \$0.33 for the Regional service. This is computed by dividing the “O&M”, see above (Operating Expenses), by the number of Passenger Miles, “PM”.

Note that the O&M/PPM at \$0.50 for Acela Service is equal to the projected CHSRA Revenue Per Passenger Mile, "Rev/PPM" on Figure 1.

The "O&M/PSM" row shows that the O&M Per Seat Mile is \$0.30 for Acela service and \$0.19 for the Regional service. This is computed by dividing the "O&M", see above (Operating Expense), by the number of Seat Miles, "SM", see below.

The "PM" row shows the results from the number of "Passenger Miles" column, in millions.

The "SM" row shows the results from the number of "Seat Miles" column, in millions. This Seat Mile result leads to a resulting Load Factor, as shown in "Load Factor".

The "Load Factor" row shows the results from the "Average Load Factor" column.

Conclusion

If the Authority's future actual operating costs are more like the costs of the Acela and the Regional services, the Authority's low Revenue per Passenger Mile (Rev/PPM) pricing strategy, of about 50 cents PPM, will make the positive Operating Margins disappear, and will probably require an Operating Subsidy.

That would be a far cry from the Authority's projections where the forecasted positive Operating Margin would be available to help pay construction costs.

William H. Warren
williamhwarren@sbcglobal.net
c/o Michael J. Brady
1001 Marshall Street, Suite 500
Redwood City, CA 94063-2052

Attachment 1



MONTHLY PERFORMANCE REPORT

SEPTEMBER FY 2017

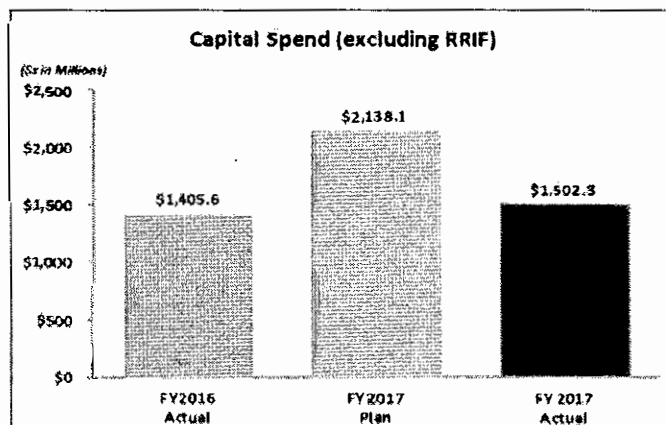
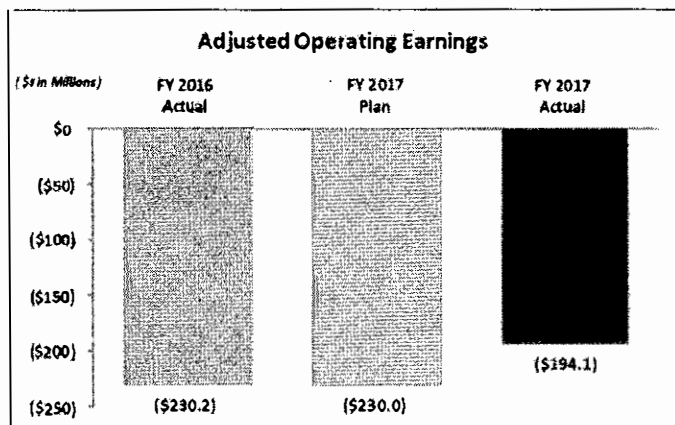
(PRELIMINARY AND UNAUDITED)

Financial Summary



Operating finishes off strong: Adjusted Operating Earnings for FY 2017 is a loss of **(\$194.1 million)**, \$35.9 million favorable to Plan, and \$36.1 million better than prior year. Adjusted ticket revenue beat budget by \$16.1 million or 0.7%, resulting in the best year ever for system-wide ticket revenues. Total expenses were favorable \$84.0 million or 2.4% to Plan largely due to lower Ancillary expense, salaries, train operations, and fuel expenses, partially offset by higher wages and overtime and other expenses.

Capital remains below planned spend: Capital Spend (excluding RRIF) is **\$1,502.3 million**, \$415.1 million or 19.4% favorable to Plan, as Federal Capital is below planned spend. Compared to prior year, total capital was \$96.7 million or 6.9% higher, due to more third party work.



Note: Going forward, Amtrak will report Adjusted Operating Earnings as the key financial measure to evaluate results, Net Income/(Loss) will continue to be reported for reference. Adjusted Operating earnings represents Amtrak's cash funding needs and is a reasonable proxy for Federal Operating Support needed in line with the appropriation. Route level results (reported on page 7) will reflect the change to Adjusted Operating Earnings, in line with consolidated financials.

Operating Results



(\$s in Millions)	FY 2017 vs Prior Year				FY 2017 vs Plan			
	Prior Year	Actual	Y/Y Growth		Plan	Actual	Fav/(Unfav) vs Plan	
	FY 2016	FY 2017	\$	%	FY 2017	FY 2017	\$	%
Ticket Revenue (Adjusted)	\$ 2,136.1	\$ 2,185.5	\$ 49.4	2.3%	\$ 2,169.4	\$ 2,185.5	\$ 16.1	0.7%
Food & Beverage	132.3	139.1	6.8	5.1%	134.7	139.1	4.4	3.2%
State Supported Train Revenue	227.0	224.0	(3.0)	(1.3%)	242.7	224.0	(18.7)	(7.7%)
Subtotal Passenger Related Revenue	2,495.3	2,548.5	53.2	2.1%	2,546.8	2,548.5	1.7	0.1%
Other Core Revenue	225.5	260.2	34.7	15.4%	254.8	260.2	5.4	2.1%
Ancillary Revenue	425.0	370.6	(54.4)	(12.8%)	425.7	370.6	(55.1)	(13.0%)
Total Revenue	3,145.9	3,179.3	33.4	1.1%	3,227.3	3,179.3	(48.0)	(1.5%)
Salaries, Wages & Benefits	1,995.7	2,002.9	7.2	0.4%	2,038.8	2,002.9	36.0	1.8%
Train Operations	297.8	285.0	(12.8)	(4.3%)	305.5	285.0	20.4	6.7%
Fuel, Power & Utilities	223.5	231.4	7.9	3.5%	251.1	231.4	19.7	7.9%
Materials	110.1	120.9	10.8	9.8%	117.2	120.9	(3.6)	(3.1%)
Facility, Communication & Office	153.5	158.3	4.8	3.1%	162.0	158.3	3.7	2.3%
Advertising and Sales	104.2	106.7	2.5	2.4%	107.7	106.7	1.0	0.9%
Casualty and Other Claims	72.8	71.1	(1.8)	(2.4%)	73.4	71.1	2.4	3.2%
Professional Fees & Data Processing	215.2	230.2	15.0	7.0%	229.5	230.2	(0.7)	(0.3%)
All Other Expense	113.9	103.7	(10.3)	(9.0%)	71.9	103.7	(31.7)	(44.1%)
Transfer to Capital & Ancillary	(252.4)	(241.7)	10.7	4.2%	(254.2)	(241.7)	(12.5)	(4.9%)
Core Expense	3,034.4	3,068.4	34.0	1.1%	3,103.1	3,068.4	34.6	1.1%
Ancillary Expense	341.7	305.0	(36.7)	(10.7%)	354.3	305.0	49.3	13.9%
Total Expense	3,376.0	3,373.4	(2.7)	(0.1%)	3,457.3	3,373.4	84.0	2.4%
Adjusted Operating Earnings	\$ (230.2)	\$ (194.1)	\$ 36.1	15.7%	\$ (230.0)	\$ (194.1)	\$ 35.9	15.6%
OPEB's and Pension	98.5	115.3	16.8	17.1%	125.1	115.3	(9.8)	(7.8%)
Projects	(124.1)	(122.4)	1.7	1.4%	(43.1)	(122.4)	(79.2)	(183.7%)
Depreciation	(818.2)	(790.6)	27.7	3.4%	(799.0)	(790.6)	8.5	1.1%
Office of Inspector General	(19.9)	(21.6)	(1.7)	(8.4%)	(23.2)	(21.6)	1.6	6.8%
State Capital Payment Amortization	(59.8)	(61.9)	(2.2)	(3.6%)	(56.6)	(61.9)	(5.4)	(9.5%)
Non-Operating Inc/(Exp)	63.3	83.7	20.4	32.3%	51.4	83.7	32.3	62.9%
Net Income/(Loss)	\$ (1,080.5)	\$ (985.8)	\$ 94.7	8.8%	\$ (975.5)	\$ (985.8)	\$ (10.3)	(1.1%)

Revenues: Total revenues were unfavorable (\$48.0 million), or (1.5%), compared to Plan and increased \$33.4 million, or 1.1%, compared to the prior year. Despite challenges from the Penn Station renewal project and the impact of Hurricanes, strong demand, market growth, and close monitoring resulted in all-time record revenue in the NEC and State Supported business lines.

Expenses: Total expenses were favorable \$84.0 million, or 2.4%, compared to Plan and decreased (\$2.7 million), or (0.1%), compared to the prior year. The favorability to Plan was due to lower Ancillary expense, salaries, train operations, and fuel expenses, partially offset by higher wages and overtime and other expenses. The decrease versus the prior year was due to lower Ancillary expense, partially offset by higher professional fees and wages and overtime.

Note: Going forward, Amtrak will report Adjusted Operating Earnings as the key financial measure to evaluate results, Net Income/(Loss) will continue to be reported for reference. Adjusted Operating earnings represents Amtrak's cash funding needs and is a reasonable proxy for Federal Operating Support needed in line with the appropriation. Route level results (reported on page 7) will reflect the change to Adjusted Operating Earnings, in line with consolidated financials.

Note: Adjusted Operating Earnings is defined as GAAP Net Loss excluding: (1) certain non-cash items (depreciation, income tax expense, non-cash portion of pension and other post retirement employment benefits, and state capital payment amortization); and (2) GAAP income statement items reported with capital or debt results or other grants (project related revenue/costs reported with capital results, expense related to Inspector General's office, and interest expense, net).

Capital Results



(\$ In Millions)	Division	FY 2017 vs Prior Year				FY 2017 vs Plan			
		Prior Year	Actual	Y/Y Growth		Plan	Actual	Fav/(Unfav) vs Plan	
		FY 2016	FY 2017	\$	%	FY 2017	FY 2017	\$	%
	Infrastructure	\$ 383.4	\$ 428.7	\$ 45.3	11.8%	\$ 577.5	\$ 428.7	\$ 148.8	25.8%
	Stations and Real Estate	104.3	129.2	25.0	23.9%	210.9	129.2	81.7	38.7%
	Fleet	310.9	281.5	(29.4)	(9.4%)	442.8	281.5	161.3	36.4%
	Information Technology	142.9	112.6	(30.4)	(21.2%)	167.5	112.6	54.9	32.8%
	ADA	37.4	42.5	5.2	13.8%	75.6	42.5	33.1	43.7%
	Support	9.9	7.1	(2.8)	(28.4%)	22.9	7.1	15.9	69.2%
	ELTCapital	-	-	-	N/A	220.7	-	220.7	100.0%
	Total Amtrak Federal Capital & PRIA	\$ 988.7	\$ 1,001.6	\$ 12.9	1.3%	\$ 1,718.0	\$ 1,001.6	\$ 495.7	28.9%
	Total State Local and Other	416.9	295.0	(121.9)	(29.2%)	420.1	295.0	125.1	29.8%
	Total Capital (Excluding RRIF)	\$ 1,405.6	\$ 1,296.6	\$ (109.0)	(7.8%)	\$ 2,138.1	\$ 1,296.6	\$ 620.8	29.0%
	Moynihan Capitalization	\$ -	\$ 205.7	\$ 205.7	N/A	\$ -	\$ 205.7	\$ (205.7)	N/A
	RRIF	\$ 189.9	\$ 405.5	\$ 215.6	113.6%	\$ 495.9	\$ 405.5	\$ 90.4	18.2%

FY 2017 vs. Plan: Total capital spend was lower than plan and finished the year at **\$1,502.3 million**, \$415.1 million favorable to plan, as Federal Capital is below planned spend.

FY 2017 vs. Prior Year compared to FY 2016, total capital was \$96.7 million higher, largely due to more third party work.

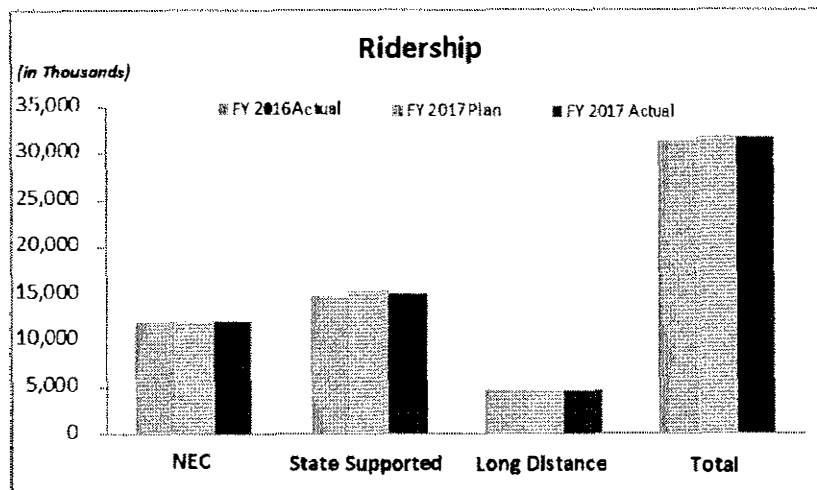
Note: Moynihan Capitalization is excluded from FY 17 Actuals due to third party work performed and paid for by an outside company on an Amtrak Asset. Although we did not accrue expenses for the work performed, Amtrak must recognize the additional value added to that asset on Amtrak's balance sheet.

Key Performance Indicators



	Prior Year	Plan	Actual	Fav/(Unfav) vs Plan		Y/Y Growth		
	FY 2016	FY 2017	FY 2017	#	%	#	%	
Key Performance Indicators								
<i>Ridership (in thousands):</i>								
Northeast Corridor	11,909.8	12,062.8	12,027.3	(35.5)	(0.3%)	117.5	1.0%	
State Supported	14,709.3	15,213.7	15,012.8	(200.9)	(1.3%)	303.5	2.1%	
Long Distance	4,655.6	4,641.8	4,698.5	56.6	1.2%	42.9	0.9%	
Total Ridership	31,274.8	31,918.4	31,738.6	(179.8)	(0.6%)	463.8	1.5%	
RASM (in cents)	20.85	20.15	20.13	(0.02)	(0.1%)	(0.72)	(3.4%)	
CASM (in cents)	21.50	21.93	21.12	0.81	(3.7%)	(0.38)	(1.8%)	
Cost Recovery Ratio (NTS)	97%	92%	95%	N/A	3.4%	N/A	(1.7%)	
Ridership (in thousands)	31,274.8	31,918.4	31,738.6	(179.8)	(0.6%)	463.8	1.5%	
Customer Satisfaction Index (eCSI)	81.3	82.3	80.1	(2.2)	(2.7%)	(1.2)	(1.5%)	
Other Indicators (in millions)								
Seat Miles	12,800.7	12,899.7	12,737.2	(162.6)	(1.3%)	(63.5)	(0.5%)	
Passenger Miles	6,519.6	6,261.0	6,520.7	259.8	4.1%	1.2	0.0%	
Train Miles	37.7	38.3	37.6	(0.7)	(1.7%)	(0.1)	(0.3%)	

Note: Customer Satisfaction Index (eCSI) Plan is for the full fiscal year, not a monthly goal.



Ridership finished the year at (0.18 million) or (0.6%) below Plan, and 0.46 million or 1.5% higher than the prior year. Although slightly unfavorable to budget, system-wide ridership hit an all-time record.

FY 2017 Sources and Uses data is currently being updated and will be provided upon completion.

Route Level Results



(\$ in Millions)	Operating			Passenger						
	Revenue	Expense	Adjusted Operating Earnings	Gross Ticket Revenue	Ridership (in Thousands)	Seat Miles (in Millions)	Miles (in Millions)	eCSI	Average Load Factor	OTP
NEC:										
Acela	\$ 614.7	\$ 324.1	\$ 290.5	\$ 597.2	3,442	1,068.2	651.1	75.6	61%	75.8%
Regional	667.4	460.7	206.7	638.7	8,570	2,480.3	1,330.3	78.9	56%	77.3%
NEC Special Trains & Adjustments	(16.7)	8.8	(25.6)	2.3	15	5.8	2.8	N/A	0%	N/A
NEC	\$ 1,265.3	\$ 793.6	\$ 471.7	\$ 1,238.3	12,027	3,554.3	1,984.2	77.9	57%	76.7%
State Supported:										
Ethan Allen Express	\$ 5.8	\$ 5.9	\$ (0.1)	\$ 2.8	50	23.9	9.4	85.3	40%	81.2%
Vermont	10.4	10.3	0.1	6.4	96	51.1	24.8	76.9	50%	70.3%
Maple Leaf	28.3	32.7	(4.4)	21.8	353	226.1	105.3	80.8	44%	74.7%
The Downeaster	12.9	17.3	(4.4)	9.0	526	134.1	41.8	89.7	33%	71.8%
New Haven - Springfield	20.1	22.0	(1.9)	9.3	245	51.5	21.1	75.8	0%	N/A
Keystone Service	52.2	55.5	(3.2)	43.0	1,506	299.0	130.5	86.1	38%	85.9%
Empire Service	48.5	64.9	(16.4)	50.3	1,159	372.6	139.0	83.4	45%	81.2%
Chicago-St.Louis	38.6	34.4	4.2	15.4	590	240.3	106.9	84.0	45%	67.9%
Hawthas	23.9	23.3	0.6	18.6	829	175.3	66.6	88.9	37%	95.0%
Wolverines	28.5	34.0	(5.5)	20.4	459	182.5	97.0	82.3	54%	61.5%
Illini	17.8	17.9	(0.2)	7.2	251	116.0	45.1	74.6	40%	22.7%
Illinois Zephyr	16.3	16.3	0.1	5.3	204	85.1	33.4	91.4	41%	94.2%
Heartland Flyer	6.7	7.5	(0.8)	1.8	71	25.8	12.5	90.9	48%	78.1%
PacificSurfliner	104.8	126.9	(22.1)	76.9	2,990	788.2	259.2	80.2	30%	68.7%
Cascades	55.7	65.1	(9.4)	32.5	810	203.0	120.5	80.1	57%	55.4%
Capitol	58.4	73.1	(14.8)	31.3	1,607	368.3	108.6	88.2	31%	91.2%
San Joaquins	79.2	97.0	(17.8)	35.6	1,120	456.1	155.2	85.6	32%	76.6%
Adirondack	12.3	14.5	(2.1)	6.4	116	48.9	34.0	72.8	51%	61.2%
Blue Water	11.2	13.7	(2.5)	6.6	186	83.5	36.4	86.5	44%	67.7%
Washington-Lynchburg	12.8	8.8	4.0	12.5	190	61.2	41.1	85.3	0%	74.2%
Washington - Newport News	24.7	18.7	6.1	22.2	331	113.2	72.5	80.6	0%	73.2%
Washington - Norfolk	11.0	9.1	1.9	9.1	155	70.9	29.0	85.5	0%	73.2%
Washington - Richmond	11.9	9.4	2.5	9.4	175	66.6	26.4	82.6	0%	73.2%
Hoosier State	3.8	4.6	(0.8)	1.0	30	13.2	4.6	85.9	34%	73.3%
Kansas City-St.Louis	14.6	14.8	(0.1)	5.4	174	76.9	32.2	87.8	42%	81.0%
Pennsylvanian	14.3	17.1	(2.7)	11.9	221	80.6	52.1	87.2	55%	81.4%
Pere Marquette	6.5	7.3	(0.8)	3.2	93	27.0	14.0	89.3	51%	84.2%
Carolinian	22.2	18.4	3.7	17.8	278	120.8	78.7	72.9	52%	48.1%
Piedmont	6.7	5.8	0.9	3.2	148	33.1	16.2	91.9	49%	64.8%
Non Nec Special Trains & Adjustments	3.7	15.4	(11.7)	3.3	47	10.8	6.0	N/A	0%	N/A
State Supported	\$ 764.0	\$ 861.7	\$ (97.7)	\$ 499.7	15,013	4,625.8	1,920.1	83.8	40%	67.7%
Long Distance:										
Silver Star	\$ 33.4	\$ 64.9	\$ (31.5)	\$ 30.5	373	301.2	179.0	71.0	62%	38.6%
Cardinal	9.3	26.9	(17.6)	8.3	112	85.3	43.3	70.8	54%	52.7%
Silver Meteor	40.5	72.0	(31.5)	37.3	341	329.2	199.1	72.4	65%	44.0%
Empire Builder	59.5	113.1	(53.6)	54.1	454	599.6	325.7	75.3	56%	59.4%
Capitol Limited	22.0	48.8	(26.8)	20.3	231	160.7	104.0	78.9	66%	47.3%
California Zephyr	60.4	118.8	(58.4)	54.2	415	526.3	308.4	76.9	59%	49.0%
Southwest Chief	49.9	104.0	(54.1)	44.4	363	495.5	304.6	73.5	63%	53.8%
City of New Orleans	20.4	40.6	(20.2)	18.9	255	177.4	106.8	79.4	39%	68.3%
Texas Eagle	27.0	59.3	(32.2)	24.3	346	260.8	168.2	77.1	54%	60.7%
Sunset Limited	12.4	47.2	(34.8)	10.8	99	162.0	75.8	79.6	49%	68.3%
Coast Starlight	45.7	93.0	(47.4)	40.4	439	364.9	204.2	71.7	56%	56.6%
Lake Shore Limited	32.6	66.1	(33.5)	30.2	389	301.6	173.9	69.2	63%	47.6%
Palmetto	31.0	32.7	(1.6)	29.4	392	197.2	97.4	73.9	48%	45.8%
Crescent	31.1	69.5	(38.4)	28.8	259	281.7	129.0	69.8	49%	42.2%
Auto Train	73.6	78.1	(4.5)	72.5	229	333.7	197.1	73.4	64%	53.3%
Long Distance Adjustments	(14.0)	(0.0)	(14.0)	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Long Distance	\$ 534.8	\$ 1,055.0	\$ (500.3)	\$ 504.4	6,698	4,577.0	2,616.4	73.9	56%	52.1%
Ancillary	397.9	388.4	9.5							
Infrastructure	217.3	294.6	(77.3)							
Amtrak	\$ 3,179.3	\$ 3,373.4	\$ (194.1)	\$ 2,242.3	31,788	12,737.2	6,520.7	80.1	52%	74.6%

Note: Going forward, Amtrak will report Adjusted Operating Earnings as the key financial measure to evaluate results. Adjusted Operating earnings represents Amtrak's cash funding needs and is a reasonable proxy for Federal Operating Support needed in line with the appropriation. Route level Adjusted Operating Earnings will replace the previously reported "Fully Allocated Contribution/(Loss)" which was based on Net Income/(Loss)

Adjusted Operating Earnings is defined as GAAP Net Loss excluding: (1) certain non-cash items (depreciation, income tax expense, non-cash portion of pension and other post retirement employment benefits, and state capital payment amortization); and (2) GAAP income statement items reported with capital or debt results or other grants (project related revenue/costs reported with capital results, expense related to Inspector General's office, and interest expense, net).

Operating Revenue is defined as GAAP revenue excluding: 1) non-cash revenue items (state capital payment amortization); and (2) GAAP income statement items reported with capital results (project related revenue).

Gross Ticket Revenue is defined as unadjusted revenues from ticket purchases.

Special Trains & Adjustments ("NEC Special Trains & Adjustments", "Non NEC Special Trains & Adjustments", and "Long Distance Adjustments" include non-train revenue & expenses allocated across the National Train Service, these typically include items that cannot be allocated to a specific route but affect all routes in the National Train Service.

Due to the individual PRIIA Sec. 209 contract requirements, the State Supported route view will not match invoices to the states or agencies.

2018 Business Plan RECORD DETAIL

First Name : Gerri

Last Name : Summe

Stakeholder Comments/Issues : Hello CHSRA, I had every intention of attending your recent Board Meeting in Los Angeles, but a family emergency came up. Here are the remarks I had hoped to say:
Good Morning Chairman Richard and Board Members,
My name is Gerri Summe. I am one of the founding members of the SAFE Coalition and sit on the Board of the Shadow Hills Property Owners Association. Thank you for hearing our thoughts today.
When this train was originally approved by Prop 1A in 2008, I understood there was about \$10B funded by the bond issue, with expected matching funds from the Feds and private investment. But any private investor with a brain has run from this project, as has the federal government, but you continue on.
The cost started at around 30 Billion, and has risen to \$45B, then \$64B, now \$77 BILLION dollars, with no end in sight to the expansion of your irresponsible budget. To date there has been no consideration of the HUGE gap in funding for this project, and no realization by CHSRA that there is NO feasible way to fund this train. Nothing about the ever-rising budget for this train resembles what was originally approved by the voters. This project needs to be returned to the electorate of this state for a new vote.
I have family in the Bay Area. If you're going alone on a quick trip, you fly. You're there in an hour. If you're making a longer trip, taking the husband and the dogs, you want your car. Please wake up. No one is ever going to want to ride this train! By 2033, after your budget has risen further still, it will cost far more than either flying or driving.
Enough is enough! This project has morphed into something far different than what the voters approved in 2008. It's time to stop the fantasy that funding will come out of nowhere, or that Cap & Trade funds will ever be enough to pay for this train. If there are any representatives or staffers from the California Legislature in the room today, PLEASE be responsible, whether Democrat or Republican. Do NOT approve this ridiculous \$77 BILLION Business Plan.
STOP the TRAIN!! Thank you.

2018 Business Plan RECORD DETAIL

First Name : Stephen

Last Name : Webb

Stakeholder Comments/Issues : I think this is a great step forward to introducing the wider community to the challenges, requirements, but most importantly, the benefits to the wider audience of such a tremendous project. Having played a role in several 'community changing infrastructure projects' in my career, it is often easy to focus on the short-term and mundane easy to establish facts, such as CAPEX, OPEX, Financial, Legal and Risk items. But the real benefits, though not always easy to quantify, are the true goals upon which such societal changes are established.

This will enable a significant change in the quality of life for anyone travelling between these great cities. As someone who was an early member of the Eurotunnel project between Paris and London (some 100 years in the making!), the change in battling 3-4 hours on roads, airport lounges, on and off a plane etc. versus 3 hours in comfort, online and comfortably fed, truly is a quantum leap and increase in productivity and lifestyle.

In addition, a project such as this is not at all about "build and they will use", but part of a complete change in approach to the development of the cities, their communities, bring all much closer together, and enhancing the economic creativity, dynamism and potential that economics has proven, reducing the perception of distance can generate and reward.

Furthermore, infrastructure such as this, carefully directed and managed, will evolve into the spine of the merging communities, the core of developments, and a catalyst for expansion and growth. All of which, given the complexities of economic expansion, are difficult to enunciate. However, will need to be tracked, measured and reported, in order to support the local secondary benefits among the routes.

Which comes to my last point, to ensure all of the State derives benefit from such a development, inter-operability away from the spine to further communities and regions needs to be developed in tandem. Only through such strategic thinking can both the Transit Orientated Developments and wider community benefits be maximised, Light Rail, Bus Rapid Transit and commercial interchange and other developments.

My very best wishes on such a step-change in approach and investment for the State. I am sure, correctly implemented, it will act as both a stimulus to the State and the wider communities, but also a model for other such possibilities in other suitable regions across North America.

2018 Business Plan RECORD DETAIL

First Name : Victor

Last Name : Urzi

Stakeholder Comments/Issues : There is no need for the High Speed Rail System Proposed. As someone who commuted every week to Los Angeles from San Jose, the options at my disposal were reasonable and convenient. High Speed Rail is a waste of taxpayer money.

2018 Business Plan RECORD DETAIL

First Name : Roland

Last Name : Keffer

Stakeholder Comments/Issues : Take your losses now and scrap the bullet train project

2018 Business Plan RECORD DETAIL

First Name : Alfred

Last Name : Hazle

Stakeholder Comments/Issues : The high speed rail going through South San Jose on Monterey Highway needs to be in a tunnel underground. IF YOU CAN'T DO IT RIGHT DON'T DO IT AL ALL!

2018 Business Plan RECORD DETAIL

First Name : Sorin

Last Name : Florea

Stakeholder Comments/Issues : NO TO HIGH SPEED RAIL; THIS IS A BAD IDEA AND SHOULD HAVE BEEN STOPPED A LONG TIME AGO. WE NEED WATER RESERVOIRS, GOOD ROADS AND MEDICAL CARE IN CALIFORNIA; THESE ARE IN MY VIEW PRIMARY PRIORITIES

2018 Business Plan RECORD DETAIL

First Name : Connie

Last Name : Rogers

Stakeholder Comments/Issues : In February, 2018 we submitted a letter to CHSR Board of Directors urging you to choose the downtown alignment. That letter explains our reasoning more fully. This comment supports that letter. We think that by concentrating on electrifying the Caltrain line to Gilroy this will probably mean that HSR will effectively choose the downtown alignment and believe this to be the best option for locating the station downtown also. Below is the final paragraph from our February letter:
"We urge you to choose the Gilroy Downtown Station Viaduct Alignment when you make your final decision. We also ask that you implement measures to protect our downtown merchants and community from construction impacts, and compensate them for properties or businesses that are taken or lose business during the construction period. "

2018 Business Plan RECORD DETAIL

First Name : Vaughn

Last Name : Wolffe

Stakeholder Comments/Issues : I would like to encourage your efforts to expand electrification of the Caltran Corridor to Gilroy. This would significantly enhance mobility and provide significant opportunities for the whole Bay Area to have easy access to truly modern rail service. It would be a very good way for people from the Northern California mega-region and even Southern California to come to San Jose to experience at least higher speed rail service. The majority of Californians still support High Speed Rail. This would allow many of them to at least get a taste of what their tax money can do while at the same time providing real alternative modern rail service in a highly congested region of the state.

2018 Business Plan RECORD DETAIL

First Name : Tess

Last Name : Chapman

Stakeholder Comments/Issues : No! No! I am for protecting the wildlife we still have!

2018 Business Plan RECORD DETAIL

First Name : Jerry

Last Name : Bro

Stakeholder Comments/Issues : I favor HSR in California.
Page 7 - Should reference Amtrak travel time from San Jose to Los Angeles is ELEVEN hours.
Page 9 - California is now the FIFTH-largest economy in the world.

2018 Business Plan RECORD DETAIL

First Name : Doug

Last Name : Verboon

Stakeholder Comments/Issues : The 2018 Business Plan

1. Does not comply with Prop. 1;
2. Omits a Kings/Tulare Station, but includes its ridership;
3. Omits a Kings/Tulare Station despite including it in the FEIR;
4. Omits a Kings/Tulare Station despite regular assurance from Authority and/or Executive level Authority staff and documents that it would be there.
5. It causes huge concern that the plan is to omit the Amtrak station in Hanford which is the second highest ridership in the Central Valley;
6. If both the Hanford Station and HSR Kings/Tulare Station are omitted, it harms a huge population that you are using to boost your ridership numbers;
7. If HSR fails and the alignment still has utility, it omits the Corcoran station which has high dependency and ridership numbers;
8. HSR gave Tulare County Association of Governments and City of Visalia \$500,000 to plan for the Kings/Tulare Station.

Specifically:

Page 9, Table 5 of the Capital Cost Basis of Estimate Report, identifies the Madera Acres to Poplar section cost with only two stations at Madera and Fresno. However, it does not include reference to the planned Kings/Tulare station.

Page 26, Table 17 of the same report reiterates the cost of stations, terminals and intermodal, with only the Madera and Fresno stations and does not include reference to the planned Kings/Tulare station.

However, Page A-1 of Appendix A- High Speed Rail Operating Plans, in the Ridership and Revenue Forecasts technical supporting document, shows that ridership from a Kings/Tulare station is being accounted for in the operations.

It is imperative that the Capital costs include the addition of costs for the construction of the planned Kings/Tulare station, along with the Madera and Fresno stations. The HSRA cannot count the estimated ridership from the Kings/Tulare station in their operations analysis if there is no station.

If you build the HSR through Kings County, you must include a Kings/Tulare station.

2018 Business Plan RECORD DETAIL

First Name : neil

Last Name : peterson

Stakeholder Comments/Issues : attached is comment letter from the High Desert Corridor Joint Powers Authority.

Attachments : HDCJPALettertoCHSRA002.pdf (335 kb)



High Desert Corridor Joint Powers Authority



E-220 HIGH DESERT CORRIDOR

May 7, 2018

Mr. Brian P. Kelly
Chief Executive Officer
California High-Speed Rail Authority
770 L Street, Suite 620
Sacramento, CA 95814

Dear Mr. Kelly:

The High Desert Corridor Joint Powers Authority (HDCJPA) hereby respectfully submits its comments on the 2018 Draft Business Plan (2018 Draft Plan) prepared by the California High-Speed Rail Authority (CHSRA). HDCJPA was formed in 2006 by the County of Los Angeles, and the County of San Bernardino with participation from the cities of Adelanto, Victorville, Apple Valley, Lancaster, and Palmdale to pursue funding and expedite the planning, design, construction, financing, operation and maintenance of a multi-purpose corridor, including a high-speed rail line connecting Palmdale and Victorville.

The High Desert Corridor Rail Project (HDC Rail Project) is a proposed 57-mile new grade-separated dedicated high-speed rail line between Palmdale, in Los Angeles County and Victorville, in San Bernardino County. The HDC Rail Project will provide a critical connection for high speed rail service between Los Angeles/Anaheim and Las Vegas as well as the Central Valley, projected to carry over 11 million round-trip passengers a year.

LA/Anaheim to Las Vegas HSR Ridership Study

CHSRA recently participated in the investment grade ridership and revenue study (SDG Study) sponsored by the HDCJPA that was conducted by the internationally recognized consulting firm Steer Davies Gleave (SDG). The SDG Study was published in March 2017 and is available on the HDCJPA website. The SDG Study examined potential high-speed rail ridership from Los Angeles and Anaheim to Las Vegas over the California HSR System, the HDC Rail Project and XpressWest HSR from Victorville to Las Vegas. In addition, it measured potential ridership to Las Vegas from Northern California stations on the California HSR System. Because this study included riders traveling over the California High-Speed Rail System, CHSRA contributed \$250,000 of the cost of the SDG Study, and its staff and CHSRA ridership consultant Cambridge Systematics, Inc. actively participated in its development.

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Jim Kennedy

Council Member, City of Victorville





High Desert Corridor Joint Powers Authority



E-220 HIGH DESERT CORRIDOR

The SDG Study projects that a high-speed rail system from Los Angeles/Anaheim to Las Vegas would capture 27% of the market for high-speed rail service, equivalent to 10.2 million annual round-trips, and to induce a further 1.1 million round-trips. In total, this would result in 11.3 million round-trips, generating \$1.3 billion in annual revenues.

Of the 11.3 million roundtrips, 63% or 7.2 million roundtrip passengers would start or end their journey in Anaheim, Los Angeles or Burbank. An additional 10.5 percent, or an additional 1.2 million passengers would come over the California HSR System from stations up to San Francisco. (See SDG Ridership Study, Section 10.11).

CHSRA Draft 2018 Business Plan

Given CHSRA’s extensive participation in our ridership study, we were surprised that the CHSRA Draft Business Plan appears to ignore the potential contribution of approximately 8.3 million roundtrips to the CHSRA System from development of a high-speed rail line from Palmdale to Las Vegas. These millions of additional riders on the California HSR System are nowhere referenced in the projections prepared by Cambridge Systematics as a Technical Supporting Document appended to the CHSRA Draft 2018 Business Plan. Even more disturbing, their map of the stations for the Phase 1 System does not even show the city of Palmdale, where the CHSRA System would connect to high speed rail service to Las Vegas.

As a result of this omission, it is impossible to assess how the Draft 2018 Business Plan might have changed if the 7.2 million roundtrips that the HDC Rail Project together with XpressWest would contribute to the California HSR System in Southern California were included in the forecasted projections. The 7.2 million roundtrips equate to 14.3 million one-way trips, which exceeds the 14.0 base one-way ridership projected for the Central Valley to Silicon Valley initial phase.

The 2018 Draft Business Plan prioritizes completion by 2027 of two initial unconnected segments-- in the Central Valley (Madera to Bakersfield), and San Francisco to Gilroy. It states that the subsequent completion of the Pacheco Pass connecting these two segments will then permit operation of San Francisco to Bakersfield in 2029. In the intervening years, CHSRA proposes to “partner with Metro” for certain improvements between Los Angeles and Anaheim. However, the 2018 Draft Plan contemplates that construction of the line from Bakersfield to Burbank would be the final segment built to complete Phase 1 of the System. The Draft 2018 Business Plan assumes this segment would not open until at least 2033.

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High Desert Corridor Joint Powers Authority



E-220 HIGH DESERT CORRIDOR

The 2018 Draft Plan does acknowledge that Phase 1 of the high-speed rail system “will offer tremendous opportunity for connecting to additional transformative transportation projects across the state, specifically in Los Angeles and Southern California.” It also specifically calls out the HDC Rail Project as an example of short term project investments detailed in the State Rail Plan that will interact with Phase 1:

The State Rail Plan supports investments connecting privately operated high-speed rail service to Las Vegas and planned service in the High Desert Corridor with the California high-speed rail system at Palmdale.

In preparing its final 2018 Business Plan, CHSRA should actively consider the revenue and ridership potential of completing Anaheim to Palmdale prior to 2033, where over 7.2 million round-trip passengers a year would ride HSR from Anaheim, Los Angeles and Burbank to Las Vegas, continuing over the High Desert Corridor and XpressWest. In this consideration, it is important to note that capital costs associated with both the HDCJPA Rail Project and XpressWest project would not in any way burden the CHSRA capital budget and the forecasted ridership and revenue of the Burbank to Palmdale line are anticipated to cover operating expenses as required by Proposition 1A.

Although we are disappointed in the Authority’s tentative plans to postpone service to Southern California for 15 years, the HDCJPA will not have to wait on the California HSR Project to advance the HDC Rail Project. With over a billion dollars in funds programmed for the project under Los Angeles County’s Measure M and a connection to the XpressWest Project, we expect to be able to inaugurate high speed rail service from Palmdale to Las Vegas years before 2033. We therefore urge the CHSRA to amend its final 2018 Business Plan to leverage these investments to advance the completion of the high-speed rail system in Southern California in a similar timeframe.

Respectfully submitted,

Robert Lovingood
Chairman
High Desert Corridor Joint Power Authority

BOARD OF DIRECTORS

Robert A. Lovingood
Supervisor, San Bernardino County First District (Chairman)

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Supervisor, Los Angeles County Fifth District (Vice-Chair)

Scott Nassif
Mayor, Town of Apple Valley

Richard Kerr
Mayor, City of Adelanto

Jim Kennedy
Council Member, City of Victorville



2018 Business Plan RECORD DETAIL

First Name : JOHN

Last Name : SANDERS

Stakeholder Comments/Issues : My comments/questions relate to Table 12 San Jose to Gilroy Costs by SCC and the HSR section through San Martin (Middle Avenue to Masten Avenue).

1 Do the costs include fencing on both sides of the tracks through San Martin?

2 Do the costs include sound walls on both sides of the tracks through San Martin?

3 For which cross streets in San Martin have you included the cost of crossing quad gates or other improvements?

4 Confirm the costs assume all at-grade street crossings and no embankments/under crossings in San Martin.

5 What will be the highest HSR speed through San Martin? Will this require the realignment of the existing UPRR and new HSR tracks across Llagas Creek and the current track curve north of California Avenue in San Martin?

6 How many HSR trains are assumed in the Draft Business Plan, in each direction, through San Martin in the peak hour and daily?

7 Will the two new tracks be to the east or west of the existing UPRR track through San Martin?

8 When will details of this alternative be presented to the public in San Martin?

9 When will the public know if HSR has an agreement with UPRR or HSR has to go back to the previous alternatives?

2018 Business Plan RECORD DETAIL

First Name : Mike

Last Name : Azimi

Stakeholder Comments/Issues : Dear High Speed Rail Authority,
I am very concerned about the traffic disruptions and noise along the Monterey Corridor section if the new blended alignment is chosen. The worse option is Viaduct. There has not been enough public information to our neighborhood near Monterey residents, most of our neighbors are not aware of this project, I learned this website from one of my neighbors who has been involved in CWG meetings but not nearly any outreach to our residents in Metcalf and our neighborhood. It is not fair for our neighborhood to go through this project without being actively involved and active participation of decision making; we deserve to be treated with better and more informative way for such a huge project.

Highway 101 it would have been the best option, going through Monterey it will be the worse option for the residents, and if this the case, the HSR should provide damages and compensate the residents for loss of home values and the stress of moving out of area it is really up to HSR how to address these issues fairly. I appreciated very much for looking into these issues, Thank you.

2018 Business Plan RECORD DETAIL

First Name : Jacqueline

Last Name : Allen

Stakeholder Comments/Issues : This affects my home-I live right behind the tracts. I'm asking for Putting underground verses over our homes. Not only will the construction will cause dust(bad for asthmatics or anyone with breathing problems), noise . I'm sure this will be a long term project with construction equipment left overnight/overnights.

2018 Business Plan RECORD DETAIL

First Name : Patricia

Last Name : Leyva

Stakeholder Comments/Issues : We do not want this in our neighborhood

2018 Business Plan RECORD DETAIL

First Name : Patricia

Last Name : Geyer

Stakeholder Comments/Issues : I live in the metcalf area of south San Jose. I live 120 feet from the proposed alignment. To have anything other than the city generated option of a trench or tunnel would be devastating to our quality of life. I am a member of the CWG for the metcalf area

2018 Business Plan RECORD DETAIL

First Name : Mark

Last Name : Powell

Stakeholder Comments/Issues :

Attachments : 05.07.2018 Mark Powell BP Comment 1.pdf (2 mb)

Mark R. Powell
27840 Mount Triumph Way
Yorba Linda, CA 92887

May 4, 2018

California High-Speed Rail Authority
Attn: Draft 2018 Business Plan
770 L Street, Suite 620 MS-1
Sacramento, CA 95814

To Whom it May Concern:

Attached for the Authority's consideration are five Word documents submitted as five separate comments on their Draft 2018 Business Plan .

This same document was also submitted by e-mail on May 4, 2018 to the Authority at:

2018businessplancomments@hsr.ca.gov

It was sent via email as a Word document because it is heavily footnoted with links to my sources making it easy for anyone to check my facts.

Sincerely,


M R. Powell

enclosures: 5

Comment 1 on Draft 2018 Business Plan

THE AUTHORITY'S DRAFT 2018 BUSINESS PLAN PREDICTS RIDERSHIP ALONG AN OPERATING SEGMENT BETWEEN BAKERSFIELD AND SAN FRANCISCO ROUGHLY SIX TIMES GREATER THAN THE RIDERSHIP PREDICTED BY THEIR FIRST RIDERSHIP CONSULTANT TWENTY YEARS EARLIER IN THE ONLY RIDERSHIP STUDY SAID TO BE "INVESTMENT GRADE".

Prepared May 3, 2018 by:
Mark R. Powell
27840 Mount Triumph Way
Yorba Linda, CA 92887
markrpowell@pacbell.net

DISCUSSION:

The perceived need for a statewide high-speed rail system was conceived shortly following the issuance of a grossly inaccurate May 1993 report by the California Department of Finance’s Demographic Research Unit (DRU) projecting that the state’s population would rise from 30 million in 1990 to 49 million in 2020 and more than double to over 63 million by 2040. The Intercity High-Speed Rail Commission, established in 1993, and its successor agency, the California High-Speed Rail Authority, established in 1996, were charged with developing and implementing a 20 year plan for a statewide high-speed rail system to meet the needs of California’s rapidly growing projected population.

Both the Commission and the Authority used the services of Charles River Associates (CRA) to conduct ridership studies on the proposed statewide HSR system. CRA’s first study was completed in July 1996, *Independent Ridership and Passenger Revenue Projections for High Speed Rail Alternatives in California* (1996 CRA Study). Writing about their study, CRA said, “these forecasts and sensitivity analyses represent the most advanced state-of-the-art, comprehensive HSR ridership and passenger revenue forecasts and analyses ever carried out in California, and possibly anywhere.”¹ The Commission added, “to ensure investment grade results, the forecasts were subjected to extensive peer review.”² To date, the 1996 CRA Study is the only ridership and revenue study that either the Commission or the Authority has dubbed “investment grade”.

In making their forecast CRA first broke up the path along the proposed HSR alignment into Origin/Destination Pairings (O/D Pairings). Origin and Destination Areas are referred to as “Catchment Areas” in the following table.

Area	Geographic Definition of Catchment Area
Los Angeles	Los Angeles-Riverside-Orange County, CA CMSA
San Francisco	San Francisco-Oakland-San Jose, CA CMSA
Sacramento	SACOG Planning Area
San Diego	San Diego, CA MSA
Bakersfield	Bakersfield, CA MSA
Fresno	Fresno, CA MSA
Merced	Merced, CA MSA
Modesto	Modesto, CA MSA
Monterey	Salinas, CA MSA
Stockton	Stockton-Lodi, CA MSA
Visalia	Visalia-Tulare-Porterville, CA MSA

Areas of ● Origin or Destination for Potential Users of a High-Speed Train

CMSA is a Combined Metropolitan Statistical Area
MSA is a Metropolitan Statistical Area

¹ *Independent Ridership and Passenger Revenue Projections for High Speed Rail Alternatives in California*, July 1996 by Charles River Associates, Executive Summary, page E-2. Copy of report located in Davis Transportation Library at UC Berkeley

² *Intercity High Speed Rail Summary Report and Action Plan*, December 1996 by ICHSR Commission, page 4-1. Copy of report located in Davis Transportation Library at UC Berkeley

CRA then estimated the annual number of person-trips by various modes between the O/D Pairings along the route of the high-speed train and then factored in expected growth rates to arrive at an estimate of total person-trips between these O/D Pairings in 2015, a year when they believed the entire statewide system would have been in service for a few years. When making their forecast CRA was working with DRU's May 1993 population forecast predicting that California's population would be 45.7 million in 2015. In their most recent forecast, dated January 2018³, the DRU now predicts that a population of 45.7 million will not be reached until 2036. In other words, the table below, assembled from O/D Pairings found in the 1996 CRA Study, might have been labeled "Forecast Trips in 2036" if CRA had been working with a more accurate population projection. Results from the 1996 CRA Study are shown below.

Forecast Trips in 2015					
O/D Pairing	Person Trips by Private Vehicle	Local Air Trips	Connect Air Trips	Amtrak Rail Trips	O/D Pairing Total
SFBA - Merced	1,618,146	3,704	17,345	16,291	1,655,487
SFBA - Fresno	3,734,266	64,636	216,051	53,965	4,068,918
SFBA - Visalia	167,460	1,723	7,005	19,192	195,380
SFBA - Bakersfield	850,206	9,900	43,671	31,827	935,604
Total SFBA to CV	6,370,079	79,963	284,071	121,276	6,855,388
Within Central Valley	3,492,123	249	-	59,438	3,551,810
Total	9,862,202	80,212	284,071	180,713	10,407,198

1996 CRA Study of Forecast Travel by Mode in 2015 w/o High-Speed Rail

CRA forecast a percentage of travel from each existing mode diverted to the high-speed train and then added induced travel to arrive at a forecast of HST ridership. Results are shown below.

O/D Aggrigated Pairings	2015 Ridership (M)
LA Basin - Bay Area	6.4
San Joaquin Valley - LA Basin	1.7
San Joaquin Valley - SF Bay Area	1.4
Within San Joaquin Valley	0.5
Other	1.2
Total Base System SFBay Area - LABasin	11.2

CRA Forecast Ridership on Basic System
Millions of Riders in 2015

Note: Valley-LA Basin and Valley-SF Bay Area Prorated per Authority's Split in 2008 Business Plan as only a single figure for LA Basin/SF Bay Area to the Central Valley was contained in the 1996 CRA Report.

³ Projections Prepared by Demographic Research Unit, California Department of Finance, January 2018
http://www.dof.ca.gov/Forecasting/Demographics/Projections/documents/Pl_County_1yr_interim.xlsx

The Authority's Draft 2018 Business Plan forecast of 12.4 million riders on the Silicon Valley to Central Valley Operating Segment (Bakersfield to San Francisco) in 2032⁴ is 10% higher than the forecast ridership along the entire LA Basin to SF Bay Area alignment as forecast in the investment grade 1996 CRA Study. It is more than six times CRA's forecast ridership of 1.9 million for a stretch of track running from the San Joaquin Valley to the SF Bay Area (i.e. Valley to Valley). Moreover, it is 2 million annual riders higher than CRA's forecast ridership for ALL modes of travel forecast for 2015 (a reasonable proxy for 2032 given new population growth data) along the route of the Authority's Bakersfield to San Francisco initial operating segment.

CONCLUSION:

The Authority needs to investigate and explain to the public why its current ridership forecasting methods are so clearly at odds with the earlier forecast, the only forecast ever dubbed "investment grade". When analyzing the potential success of a statewide high-speed rail program, few things are more important than what the ridership will be because revenue (potential profitability) is directly dependent on ridership.

⁴ Draft 2018 Business Plan, page 90, Exhibit 7.1, Valley-Valley Ridership in 2032, Medium Ridership case.
http://www.hsr.ca.gov/docs/about/business_plans/Draft_2018_Business_Plan.pdf

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2018 Business Plan RECORD DETAIL**First Name :** Mark**Last Name :** Powell**Stakeholder Comments/Issues :****Attachments :** 05.07.2018 Mark Powell BP Comment 2.pdf (1 mb)

Mark R. Powell
27840 Mount Triumph Way
Yorba Linda, CA 92887

May 4, 2018

California High-Speed Rail Authority
Attn: Draft 2018 Business Plan
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Sacramento, CA 95814

To Whom it May Concern:

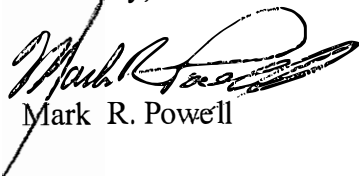
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2018businessplancomments@hsr.ca.gov

It was sent via email as a Word document because it is heavily footnoted with links to my sources making it easy for anyone to check my facts.

Sincerely,



Mark R. Powell

enclosures: 5

Comment 2 on Draft 2018 Business Plan

THE AUTHORITY'S 2018 BUSINESS PLAN PREDICTS PHASE 1 RIDERSHIP GROWING IN THE YEARS 2040 THROUGH 2060 AT A RATE ROUGHLY TWO TIMES THE RATE OF THE STATE'S PROJECTED POPULATION GROWTH.

Prepared May 3, 2018 by:
Mark R. Powell

DISCUSSION:

The California Department of Finance Demographic Research Unit (DRU) is designated as the single official source of demographic data for state planning and budgeting¹. The DRU routinely issues projections of the state’s population out to the year 2060. The DRU report issued immediately prior to the Authority issuing its Draft 2018 Business Plan was DRU’s January 2018 Report. Predictions of the state’s population contained in this report is shown in Table 1 alongside the Authority’s predicted Phase 1 ridership as presented in the Draft 2018 Business Plan. Ridership is not shown for the years 2032-2039 because these are years where ridership is expected to ramp up due to the newness of the system.

Year	Phase 1 Ridership (millions)	DRU January 2018 Population Forecast (millions)
2040	42	46.8
2045	44.1	48.2
2050	46.3	49.1
2055	48.7	50
2060	51.2	51
20-Year % Increase	21.90%	12.3%

Table 1

Comparison of Rail Authority’s Ridership Predictions on Phase 1 to Growth in State Population
Ridership is the Medium Ridership case for the Draft 2018 Business Plan

Table 1 shows that the Authority’s Draft 2018 Business Plan predicts ridership on Phase 1 growing at nearly twice the rate of the state’s population growth as predicted in DRU’s January 2018 Report.

A closer look at either of the DRU reports shows that the state’s population is currently growing annually at a rate of approximately 0.8%. According to DRU’s January 2018 Report, by 2035 this growth rate will have slowed to about 0.6%. Annual growth is expected to slow to less than .4% by 2055 and to continue declining out to 2060. In spite of this slowing population growth the Authority’s 2016 Business Plan predicts annual ridership growth of 1.0% for the entire 20 year period from 2040 to 2060.

¹ The Demographic Research Unit (DRU) of the California Department of Finance makes this statement on their official website.

<http://www.dof.ca.gov/Forecasting/Demographics/>

Table 2 illustrates how the growth rate of California’s population has been trending downward for more than 28 years and how this trend is expected to continue for the next 42 years.

Year	Population (thousands)	Population	
		5-Year % Increase	Annual % Increase During 5-Year Period
1980	23,775,000	-	-
1985	26,365,000	10.89	2.09
1990	29,942,000	13.57	2.58
1995*	31,989,000	6.84	1.33
2000	34,001,000	6.29	1.23
2005	35,830,000	5.38	1.05
2010	37,335,085	4.20	0.83
2015	39,059,415	4.62	0.91
2020	40,639,392	4.05	0.80
2025	42,326,397	4.15	0.82
2030	43,939,250	3.81	0.75
2035	45,440,735	3.42	0.67
2040	46,804,202	3.00	0.59
2045	48,007,817	2.57	0.51
2050	49,077,801	2.23	0.44
2055	50,044,172	1.97	0.39
2060	50,975,904	1.86	0.37

Table 2
Historical and Predicted Population Growth Rate for California
Years 2020-2060 are per DRU’s January 2018 Report

The Authority’s growth in ridership should match the growth in the state’s population. If it does not, then the Draft 2018 Business Plan should at least explain the discrepancy.

CONCLUSION:

The Authority’s current ridership forecasting methods are predicting ridership growth far exceeding the rate of population growth. When analyzing the potential success of a statewide high-speed rail program, few things are more important than what the ridership will be because revenue (potential profitability) is directly dependent on ridership. The Authority needs to take a critical look at the methods its ridership consultant is using to forecast ridership growth.

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2018 Business Plan RECORD DETAIL

First Name : Mark

Last Name : Powell

Stakeholder Comments/Issues :

Attachments : 05.07.2018 Mark Powell BP Comment 3.pdf (1 mb)

Mark R. Powell
27840 Mount Triumph Way
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May 4, 2018

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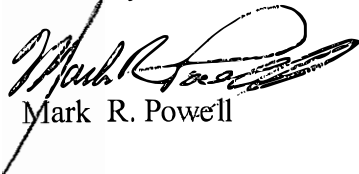
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It was sent via email as a Word document because it is heavily footnoted with links to my sources making it easy for anyone to check my facts.

Sincerely,



Mark R. Powell

enclosures: 5

Comment 3 on Draft 2018 Business Plan

THE CALIFORNIA HIGH-SPEED RAIL AUTHORITY IN ITS 2009 REPORT TO THE LEGISLATURE AND IN ITS THREE SUBSEQUENT BUSINESS PLANS HAS STATED IN EACH REPORT/PLAN THAT IT EXPECTED TO COMPLETE ALL PERMITTING EFFORTS ALONG THE ROUTE OF PHASE 1 WITHIN ROUGLY TWO YEARS. HOWEVER, EVERY TWO YEARS, EACH NEWLY ISSUED PLAN PUSHES THE COMPLETION DATES OUT ANOTHER TWO YEARS. THE 2016 BUSINESS PLAN PROMISED THAT ALL EIGHT OF THE OUTSANDING PERMITTING EFFORTS WOULD BE COMPLETED IN 2017. NONE WERE COMPLETED. NOW THE DRAFT 2018 BUSINESS PLAN CLAIMS ALL PHASE 1 PERMITTING EFFORTS WILL BE COMPLETE BY THE END OF 2020, BUT PLACES AN ASTERISK BY EACH DATE SAYING THE DATE IS SUBJECT TO CHANGE. THE AUTHORITY'S BUSINESS PLANS SHOULD TRUTHFULLY TELL CALIFORNIANS WHEN THE PERMITTING EFFORT WILL BE COMPLETE. IF THE AUTHORITY AND ITS CONSULTANTS HAVE NO CLUE WHEN PERMITTING WILL BE COMPLETED, THEN THEY SHOULD CLEARLY SPELL THIS OUT IN THEIR BUSINESS PLANS.

Prepared May 3, 2018 by
Mark R. Powell

DISCUSSION:

The California High-Speed Rail Authority’s December 2009 Report to the Legislature and its subsequent 2012, 2014, and 2016 Business Plans consistently promise completion of the project level permitting of each Phase 1 segment within roughly the next two years. See table below. But each subsequent report pushes the completion dates out another two years. In their 2016 Business Plan the Authority said that every project level permitting effort would be complete by the end of 2017. In the more than 12 years since certifying their *Final Program Environmental Impact Report/Environmental Impact Statement (EIR/EIS)* the Authority has completed only the Merced to Fresno Project Level EIR/EIS. Even the project level permitting effort for the Fresno to Bakersfield segment is not truly “Completed” as claimed in Exhibit 6.0 of the 2018 Business Plan because the Authority is still working on the final alignment into the City of Bakersfield.

Segment	Dec. 2009 Report to Legislature	2012 Business Plan	2014 Business Plan	2016 Business Plan	Draft 2018 Business Plan
San Francisco to San Jose	Oct. 2011	Dec. 2014	Summer 2017	2017	2020*
San Jose to Merced	Mar. 2012	Dec. 2013	Fall 2016	2017	2019*
Central Valley Wye	Mar. 2012	Dec. 2013	Fall 2016	2017	2019*
Merced to Fresno	Nov. 2011	June 2012	Completed	Completed	Completed
Fresno to Bakersfield	Nov. 2011	Dec. 2012	Spring 2014	Completed	Completed
Bakersfield F Street Alignment	Nov. 2011	Dec. 2012	Spring 2014	2017	2018*
Bakersfield to Palmdale	Dec. 2012	Feb. 2014	Fall 2015	2017	2019*
Palmdale to Burbank	Dec. 2011	Oct. 2013	Summer 2015	2017	2020*
Burbank to Los Angeles	Dec. 2011	Oct. 2013	Summer 2015	2017	2019*
Los Angeles to Anaheim	June 2011	Dec. 2014	Spring 2017	2017	2019*
Los Angeles to San Diego	-	-	TBD	TBD	TBD
Merced to Sacramento	-	-	TBD	TBD	TBD

Table 1
Promised Completion Dates for Project Level EIR's Per Authority Plans

One tactic the Authority is using in an effort to complete project level EIR’s is to break their proposed system into smaller projects. For instance, at the time of the December 2009 Report to the Legislature there were nine uncompleted project level EIR’s. In the ensuing eight years, three projects were broken into smaller projects. San Jose to Merced was broken into San Jose to Merced and the Central Valley Wye. Fresno to Bakersfield was broken into Fresno to Bakersfield and Bakersfield F Street Alignment. Palmdale to Los Angeles was broken into Palmdale to Burbank and Burbank to Los Angeles. This tactic has not resulted in the more rapid completion of project level EIR’s. Today, the Authority’s Draft 2018 Business Plan, itemizes ten uncompleted project level EIR’s and no project level EIR has been completed since issuance of the 2016 Business Plan where the Authority promised that all remaining project level EIR’s along the route of Phase 1 would be complete by the end of 2017. Worse, the Authority in their

Draft 2018 Business Plan places an asterisk next to every completion date signifying the “Projected dates are subject to change. In other words, the Authority and its environmental consultant have no idea when or if they will ever successfully gain environmental clearance to build Phase 1 from San Francisco to Anaheim. The Authority should state this fact clearly in the Final 2018 Business Plan.

CONCLUSION:

Either the Authority’s contractors are totally incompetent at estimating completion dates, or the Authority is coercing its contractors to provide unrealistic completion dates. Each of these possibilities puts the public’s tax dollars at risk. The public deserves to hear the truth and the Legislature deserves to know when construction might begin on the various segments before appropriating any more construction funds and risking any more of the public’s tax dollars.

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2018 Business Plan RECORD DETAIL**First Name :** Mark**Last Name :** Powell**Stakeholder Comments/Issues :****Attachments :** 05.07.2018 Mark Powell BP Comment 4.pdf (2 mb)

Comment 4 on Draft 2018 Business Plan

PROponents of high-speed rail have claimed for a quarter century that, because of California's growing population, the cost of expanding the current network of highways and airports to meet future transportation needs would be prohibitive. The California High-Speed Rail Authority claimed this in their 2005 statewide program EIR and continues to claim it to be true in recent business plans and in their statements to the media. However, circumstances and knowledge change with the passage of a quarter century and this claim is now likely to be false.

Prepared May 3, 2018 by:
Mark R. Powell

DISCUSSION:

“The need for the (California high-Speed rail) project is undiminished. As the state's economy and population grows, it will need more transportation than highways and airlines alone can provide.”

Brian Kelly, CEO of California High-Speed Rail Authority
as quoted by Ralph Vartabedian in the LA Times, February 28,2018

This type of statement has been a talking point for high-speed rail proponents going back a quarter century to 1993.

Population Growth:

Two months following publication of a California Department of Finance Demographic Research Unit (DRU) May 1993 Report predicting that California's population would more than double by the year 2040, Senate Concurrent Resolution 6 (Kopp) *Transportation: Intercity high-speed rail network*, citing that the “population of the state and the travel demands of its citizens are expected to continue to grow at a rapid rate”, was approved by the State's Assembly and Senate in July 1993 giving birth to the Intercity High-Speed Rail Commission. In the quarter century that has passed since 1993 the DRU has continually refined their model and brought downward the predicted population in the decades to come. For instance, the May 1993 model's prediction of 49.0 million and 63.3 million persons residing in California in the years 2020 and 2040 respectively has plummeted by more than 8 million in 2020 and by more than 16 million in 2040.¹

California's population growth rate today is unremarkable and predicted to trend downward out to the year 2060. A March 8, 2017 press release² accompanying the release of a DRU report made these points:

- In the years 2016-2036 California is projected to grow at an annualized rate of 0.76 percent, adding 6.5 million people. More than three-quarters of this increase will be in section of the population over the age of 65.
- By the year 2051 California is projected to join the ranks of Japan and many European countries which have more deaths than births, while migration is expected to keep California's population growth rate positive.
- The number of Californians age 18-64 is expected to grow by less than 4 million over the next 44 years; an annualized rate of increase of only 0.3%.

And this is not the only new data that diminishes the case for building high-speed rail.

¹ Projection Prepared by Demographic Research Unit, California Department of Finance, January 2018
http://www.dof.ca.gov/Forecasting/Demographics/Projections/documents/PI_County_1yr_interim.xlsx

² Press Release, California Department of Finance, March 8,2017
http://www.dof.ca.gov/Forecasting/Demographics/Projections/documents/P_PressRelease.pdf

Automobile Driving Trends:

Per Capita Vehicle Miles Traveled (VMT) by automobile has been declining in the United States since 2004³; one year before the California High-Speed Rail Authority (Authority) released its *California High-Speed Train Final Program EIR/EIS* (Statewide Program EIR) citing a need for nearly 3000 miles of new highway lanes by January 1, 2019 with 2100 miles of these needed by January 1, 2016 if their proposed statewide high-speed rail system was not built. Moreover, the decline in Per Capita VMT for the entire United States has caused Total VMT to remain flat for this same time period as shown in Figure 1 below. This situation has been duplicated in California over the last decade where Total VMT on the state's highways has also been essentially flat as shown in Figure 2 below. This is a fact that the Authority continually refuses to acknowledge in its ridership forecasts and in its overall justification for building the largest transportation infrastructure project in the United States.

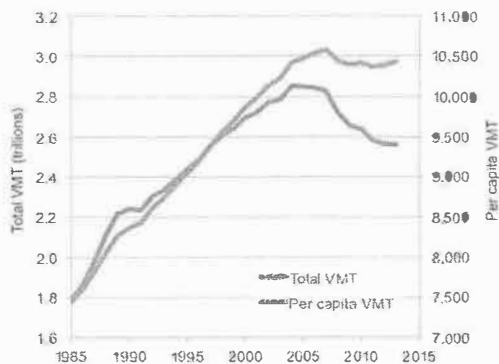


Figure 1. VMT trends for the United States through 2013
Source: FHWA and Census Bureau.

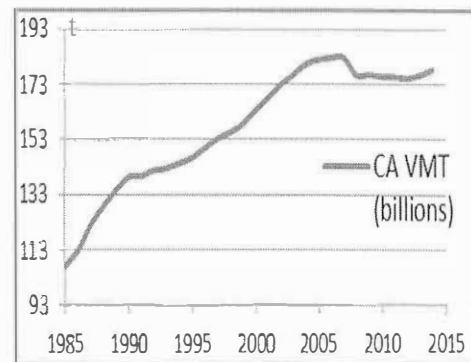


Figure 2 VMT trends for California highways through 2014
Source: Caltrans⁴

The article accompanying Figure 1 found on the State Smart Transportation Initiative (SSTI) website explains the observed phenomena as follows:

“Unlike other past dips in driving, this recent downward shift has had no clear, lasting connection to economic trends or gas prices. Evidence suggests that the decline is likely due to changing demographics, saturated highways, and a rising preference for compact, mixed-use neighborhoods, which reduce the need for driving. Some key factors that pushed VMT upward for decades – including a growing workforce and rising automobile ownership – have also slowed considerably.”

³ State Smart Transportation Initiative (SSTI) website citing data collected by the Federal Highway Administration and the United States Census Bureau

<http://www.ssti.us/2014/02/vmt-drops-ninth-year-dots-taking-notice/>

⁴ Caltrans Traffic Census Program, Historical Monthly VMT, Official Numbers only available thru 2014.

<http://www.dot.ca.gov/trafficops/census/docs/VMTHIST1.xls>

Although under-reported or not reported on at all in the mainstream media which prefers to report automobile chases, crashes, and instances of “carmageddon”, this observed phenomena has been extensively written about by transportation professionals and academia. Writing about this phenomena in a paper published in July of 2015 entitled *Climbing Mount Next: The Effects of Autonomous Vehicles on Society*, David Levinson, Professor and RP Braun/CTS Chair in Transportation, Department of Civil, Environmental, and Geo-Engineering, University of Minnesota, wrote:⁵

“Both car and transit (the passenger trains preceding the automobile) follow the classic lifecycle model or S-curve of birth, growth, maturity, and decline. The S-curve allows us to mathematically approximate the process of growth and decline of technologies.”

“History will tell us for sure, but the evidence for “Peak Travel” has been mounting. This does not mean there will never be a year in which per capita car travel again rises. The economy and gas prices still fluctuate, and a boom year with low gas prices following a recession with high gas prices might very well temporarily bump traffic upward, but that is really short-term noise. In the absence of external events (technological shifts, demographic shifts, social shifts), the curve appears to have peaked.”

The traffic trends illustrated by Figures 1 and 2 are mirrored by the data collected by Caltrans along Interstate 5. Figure 3 below shows the annual average daily traffic (cars and trucks) summed in both directions along Interstate 5 in the Central Valley just north of the Kern/Kings County Line. Traffic volume at this point has been relatively constant, except for a noticeable downturn in 2008, since 2003.

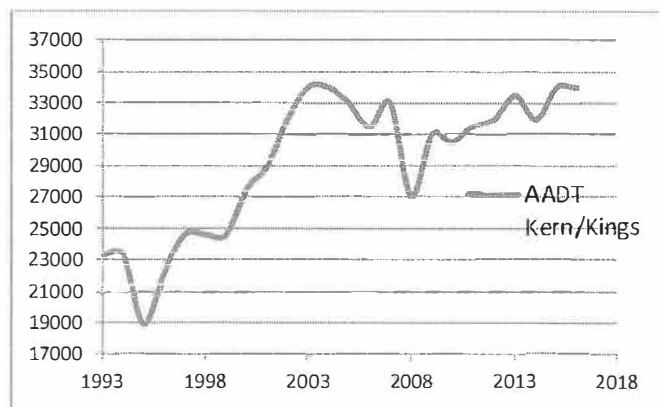


Figure 3
Annual Average Daily Traffic⁶
on Interstate 5 at Kern/Kings County Line

⁵ Minnesota Journal of Law, Science and Technology, *Climbing Mount Next: The Effects of Autonomous Vehicles on Society*, Professor David Levinson, Civil Engineering Dept., University of Minnesota https://conservancy.umn.edu/bitstream/handle/11299/172960/6%20M.JLST_v162_Levinson_787-810.pdf?sequence=1&isAllowed=y

⁶ Caltrans Traffic Census Program, pdf files for years 1993-2016 <http://www.dot.ca.gov/trafficops/census/>

Traffic Volume on Interstate 5 in the Central Valley and High-Speed Rail Ridership:

Aside from illustrating constant traffic volume for more than a decade, traffic counts on Interstate 5 at the Kern/Kings County Line can be used to dispute the Authority's projected high-speed rail ridership numbers. The Kern/Kings County Line is the point on Interstate 5 in the Central Valley with the lowest traffic volume. Passengers in cars at this point represent the maximum possible number of automobile travelers traveling between population centers south of the Tehachapis (LA Basin and San Diego) and the population centers of the Bay Area and Sacramento who desire to make their trip in the shortest possible time and could be potentially diverted to long distance high-speed rail passengers. Of course many of these passenger vehicles are merely traveling locally within the Central Valley, or are destined for locations north or east of Sacramento and the Bay Area, or are destined for Mexico or for points east of Los Angeles (i.e. Phoenix). However, for the sake of illustration, let us assume all of these passengers might be diverted someday to high-speed rail traveling up the Central Valley.

Truck traffic accounts for approximately 28.7% of the traffic⁷ at this location. The passenger count in automobiles and light trucks (vans and trucks with only 4 wheels are not counted as trucks) has been assumed in the Authority's previous studies to be 1.4 occupants. Therefore, there are at the very most approximately 12 million⁸ potential automobile passengers who could be diverted to high-speed rail. A more realistic estimate would involve assuming that no more than half of the 12 million passengers at this point on Interstate 5 are actually traveling between south of the Tehachapis and the Bay Area/Sacramento and that high-speed rail might capture at most 20% of these riders or a little over 1 million riders. This is in stark contrast to the 40 million passengers the Authority expects to ride Phase 1 Blended when "ramp-up" is complete in 2035. Of course the Authority expects a large percentage of riders to be diverted from the airlines.

⁷ Caltrans Traffic Census Program, Truck Traffic, average percentage of trucks on Interstate 5 for years 2013-2016 counted at northern most point in Kern County.

<http://www.dot.ca.gov/trafficops/census/>

⁸ Author calculation: 34,000 Total Vehicles/Day X .713 Non-Trucks/Total Vehicles X 365 Days/Year X 1.4 passengers/Non-Truck = 12 million passengers/year

Airport Utilization Trends:

Aside from predicting the thousands of miles of freeway lanes needed by 2016 if high-speed rail were not built, the Authority's Statewide Program EIR predicted that airport expansions involving 5 new runways and almost 100 new gates at a cost of \$16 billion⁹ would also be needed by 2016¹⁰. The following table illustrates the change in enplanements at California's 10 largest airports serving the Bay Area, the Los Angeles Basin, and San Diego from the base year 2000.

Airport Name	CY 2000	CY 2010	CY 12	CY 13	CY 14	CY 15	CY 16	% Change 2000-2016	Change 2000-2016
Los Angeles International	32,167,896	28,857,755	31,326,268	32,425,892	34,314,197	36,351,272	39,636,042	23.2	7,468,146
San Francisco International	19,556,795	19,359,003	21,284,236	21,704,626	22,770,783	24,190,560	25,707,101	31.4	6,150,306
San Diego International	7,898,360	8,430,509	8,666,621	8,878,772	9,333,152	9,985,763	10,340,164	26.4	2,441,804
Metropolitan Oakland International	5,196,451	4,673,417	4,926,683	4,770,716	5,069,257	5,506,687	5,969,705	14.9	773,254
John Wayne Airport-Orange County	3,914,051	4,278,623	4,381,172	4,540,628	4,584,147	4,945,209	5,217,242	33.3	1,303,191
Norman Y Mineta San Jose International	6,170,384	4,056,167	4,077,654	4,315,839	4,621,003	4,822,408	5,321,603	-13.8	-848,781
Sacramento International	3,979,043	4,424,279	4,357,899	4,255,145	4,384,616	4,714,729	4,969,366	24.9	990,323
Ontario International	3,197,795	2,380,881	2,142,393	1,970,538	2,037,346	2,089,801	2,104,625	-34.2	-1,093,170
Bob Hope	2,380,531	2,239,804	2,027,203	1,918,011	1,928,491	1,973,897	2,077,892	-12.7	-302,639
Long Beach /Daugherty Field/	335,225	1,451,404	1,554,846	1,438,756	1,368,923	1,220,937	1,386,357	313.6	1,051,132
Total	84,796,531	80,151,842	84,764,975	86,218,923	90,411,915	95,801,263	102,790,097	21.1	17,933,566

Table 1

Summary of Enplanements at California's 10 Major Airports Calendar Year (CY) 2000-2016

Source: FAA Passenger Boarding (Enplanement) and All-Cargo Data for U.S. Airports

Total Enplanements are up when comparing CY-2016 to CY-2000, but not up at every airport. Total Enplanements in CY-2016 at San Jose, Ontario, and Burbank are down 2,243,000 from their totals in CY-2000. Yet these three airports are the same three airports mentioned in the Statewide Program EIR as needing more than \$12 billion of the \$16 billion cited in the Modal Alternative (to building high-speed rail) for airport infrastructure improvements .

The figures cited in this paper prove there must today be surplus capacity in existing infrastructure to accommodate over 2.2 million additional enplanements between southern and northern California. To this unused capacity one still needs to consider the unused capacity of Palmdale Regional Airport, a facility shut down to commercial aviation in

⁹ Final Program Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the Proposed California High-Speed Train System, Certified Nov. 2005, Appendix 4-B, CAPITAL COST: AVIATION COMPONENT OF MODAL ALTERNATIVE

http://www.hsr.ca.gov/docs/programs/eir-eis/statewide_final_EIR_vol3appendix4.pdf

¹⁰ Final Program Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the Proposed California High-Speed Train System, Certified Nov. 2005, Chapter 5, page 5-5
http://www.hsr.ca.gov/docs/programs/eir-eis/statewide_final_EIR_vol1ch5.pdf

January of 2009 due to “difficulty developing air service in the high-desert city, where eight airlines have come and gone since 1971”¹¹ and the unknown surplus capacity at the other seven major California airports.

Airline Travel and Diversion to High-Speed Rail:

While no additional airline capacity problem exists today, the question of how many current airline passengers might divert to high-speed rail requires some estimate. The Authority’s 2012 Business Plan itemized 16 million¹² in-state passenger airline boardings in the year 2000 and included 3.4 million boardings in San Diego and Sacramento; two cities not served by Phase 1 Blended. Removing these boardings and scaling up the remainder by the 21% increase in total boardings at all California airports since 2000 yields 15 million boardings. This represents the passengers flying today who might be diverted to Phase 1 Blended. The 2012 Business Plan projected a 36% diversion¹³ from airline to high-speed rail. Multiplying 15 million by 36% yields a little over 5 million passengers diverted to Phase 1 Blended if it were in operation today. 2035 is still 17 years in the future, but one has to wonder where the Authority’s 40 million¹⁴ Phase 1 Blended riders will come from.

CONCLUSION:

Changes in population growth trends, automobile driving trends, and enplanement trends at California’s airports have resulted in the Modal Alternative with its massive freeway and airport infrastructure investments by January 1, 2016 being unnecessary. The “No Project Alternative” is what Californians have been living with and it has proven quite feasible at least out to the current date. Moreover, given today’s population growth trends and changes in the traveling habits of the public, the Authority needs to make a case that high-speed rail will at least be necessary someday. They cannot be allowed to spend taxpayer dollars and proclaim that “the need for the (California high-Speed rail) project is undiminished.” Current data and trends show the need for high-speed rail is much diminished and one doubts that Sacramento’s politicians would even propose a statewide high-speed rail system today if one was not already being considered. The 2018 Business Plan should tell Californian’s what future additional highway and airport infrastructure will be avoided, and at what dollar savings to the taxpayer, if high speed rail is built.

¹¹ Los Angeles Times, January 27, 2009, *Commercial operations to close at Palmdale Regional Airport*
<http://articles.latimes.com/2009/jan/27/local/me-palmdale27>

¹² Ridership and Revenue Model, Chapter 3, Table 3-12: California Airport Demand for In-State Travel
http://www.hsr.ca.gov/docs/about/business_plans/BPlan_2012RidershipModel.pdf

¹³ Ridership and Revenue Model, Chapter 4 – MODEL CALIBRATION AND VALIDATION, Ridership and Revenue Forecasts, page 85

¹⁴ 2016 Business Plan, EXHIBIT 7.3 RIDERSHIP
http://www.hsr.ca.gov/docs/about/business_plans/2016_BusinessPlan.pdf

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First Name : Mark

Last Name : Powell

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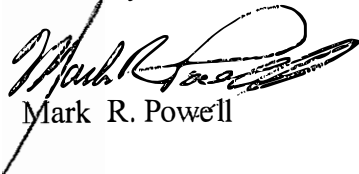
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Sincerely,



Mark R. Powell

enclosures: 5

Comment 5 on Draft 2018 Business Plan

THE CALIFORNIA HIGH-SPEED RAIL AUTHORITY CLAIMS THAT THEY WILL CREATE THE GREENEST INFRASTRUCTURE IN THE NATION IN ITS CONSTRUCTION AND OPERATION AND THAT THEIR TRAINS WILL RUN ON 100% RENEWABLE ENERGY. THE AUTHORITY HAS BEEN ALLOWED TO PAY FOR A SIGNIFICANT PORTION OF CONSTRUCTION COSTS WITH CAP AND TRADE FUNDS LARGELY BECAUSE OF THESE FALSE CLAIMS.

Prepared May 3, 2018 by:
Mark R. Powell

DISCUSSION:

According to the California High-Speed Rail Authority there will be “zero net greenhouse gas (GHG) emissions during construction” and the Authority is making a “commitment to (use) 100% renewable energy during operations”¹⁸.

The millions of tons of CO₂e (carbon dioxide equivalent) in GHG emissions resulting from construction of high-speed rail and the actual use of coal and other fossil fuels to power the trains’ operation are currently being hidden from the public. The Authority’s 2005 *Final Program EIR/EIS for the Proposed California High-Speed Train System* predated California’s Global Warming Initiative (AB 32). As a result, this important aspect of the high-speed rail program was never studied in a thorough and transparent way. This has opened the door for the Authority to make wild claims about its project’s “greenness” that to date have largely gone unchallenged and have led to the misuse of Cap and Trade Funds to pay for a large share of high-speed rail construction costs.

Net Construction Emissions:

The Authority has provided only limited information regarding construction emissions. Its June 2013 report, *Contribution of the High-Speed Rail Program to Reducing California’s Greenhouse Gas Emission Levels* (2013 Emissions Report), itemized 30,107 metric tons CO₂e² of direct emissions for the first 29 mile construction segment. However, this figure did not include indirect GHG emissions associated with the manufacture and transport to the construction site of construction materials, primarily concrete, steel, and ballast, because, according to the Authority, precise quantities, sources, and suppliers were not known³.

Regardless of what the Authority knew in June 2013, more recent testimony by the Authority’s CEO clearly indicates that indirect emissions could now be tallied. Speaking before the Assembly Budget Committee responsible for High-Speed Rail Oversight on January 27, 2016 the Authority CEO, Jeff Morales, spoke at length on how cost estimates are arrived at. He described the assemblage of 200,000 individual line items including concrete, steel, dirt, electrical, etc. and said each includes a unit cost which is multiplied by the units required to build the system⁴. Concrete and steel rails were specifically cited by Mr. Morales.

Total GHG construction emissions would be still unknown today were it not for the work of professors Chester and Horvath working in UC Berkeley’s Department of Civil and Environmental Engineering. They studied this issue and published their findings in 2010. Chester and Horvath estimated that 9.7 million metric tons of GHG would be emitted during the construction of the statewide system, primarily because of the production of massive amounts of

¹ *Contribution of the High-Speed Rail Program to Reducing California’s Greenhouse Gas Emission Levels*, June 2013, page 6

http://www.hsr.ca.gov/docs/programs/green_practices/HSR_Reducing_CA_GHG_Emissions_2013.pdf

² *Contribution of the High-Speed Rail Program to Reducing California’s Greenhouse Gas Emission Levels*, June 2013, page 13

³ *Contribution of the High-Speed Rail Program to Reducing California’s Greenhouse Gas Emission Levels*, June 2013, page 14

⁴ Authority CEO Jeff Morales testimony before the Assembly Budget Committee responsible for High-Speed Rail Oversight on January 27, 2016, YouTube Video 25-27 minutes into the video

<https://www.youtube.com/watch?v=gg-IRSn-0Vg>

concrete and steel⁵. Moreover, using mid-level occupancy for the three competing modes of travel (high-speed train, auto, and airplane) the authors estimated it would take 71 years of train operation to mitigate the project's construction emissions⁶. California's Legislative Analyst Office came to a similar conclusion in a 2012 report critical of using GHG reduction funds to pay for Phase 1 (Los Angeles to San Francisco) of the statewide system because "if the high-speed rail system met its ridership targets and renewable electricity commitments, construction and operation of the system would emit more GHG emissions than it would reduce for approximately the first 30 years"⁷. Here, the LAO appears to be citing an updated Chester and Horvath study published in July 2012⁸ focusing on only Phase 1 of the high-speed rail project as outlined in the Authority's Revised 2012 Business Plan and took into account additional highway infrastructure that could be avoided as well as claims that "a future CAHSR system will likely see improved train performance and an opportunity for increased renewable electricity usage".

The Authority promised "zero net greenhouse gas emissions during construction". A reduction in California's GHG emissions due to the trains' operation were to help reduce the state's future GHG emissions, not merely mitigate construction releases. The Authority's zero construction emissions promise relies heavily on a tree planting program⁹. If so, then how many trees and when? The Authority does not answer the question: How many trees is "enough"? However, the Authority does cite the California Air Resources Board, *Compliance Offset Protocol for Urban Forest Projects 2011*.

The cited protocol provides an example of the gross carbon sequestered by a 15.6m (51 foot) hackberry (*Celtis occidentalis*) tree; .477 metric tons of carbon¹⁰. Converting carbon to carbon dioxide yields 1.749 metric tons CO₂e. Therefore, the gross carbon sequestration of 5.5 million fifty-one foot tall hackberry trees would be "enough trees" to sequester the 9.7 million metric tons CO₂e of direct and indirect construction emissions calculated by the Chester and Horvath for the statewide HST system. Of course more trees would still be needed because against "gross sequestration" the protocol mandates that CO₂ emissions from motor vehicles related to tree planting, care, and monitoring as well as CO₂ emissions from equipment related to tree planting and care be subtracted from the amount of gross carbon sequestered. Lastly, more trees must be continually planted to account for the mortality of trees so that the Authority's forest of 5.5 million 51 foot tall hackberry trees could live in perpetuity. The Authority has made no promises as to when these trees will be planted. However, in a December 8, 2015 interview

⁵ Life-cycle assessment of high-speed rail: the case of California
Mikhail Chester and Arpad Horvath, January 2010, pages 5 and 6
<http://iopscience.iop.org/article/10.1088/1748-9326/5/1/014003/pdf>

⁶Life-cycle assessment of high-speed rail: the case of California
Mikhail Chester and Arpad Horvath, January 2010, Table 2, page 7
<http://iopscience.iop.org/article/10.1088/1748-9326/5/1/014003/pdf>

⁷ The 2012-13 Budget: Funding Requests for High-Speed Rail, April 17, 2012, page 8
<http://www.lao.ca.gov/analysis/2012/transportation/high-speed-rail-041712.pdf>

⁸ High-speed rail with emerging automobiles and aircraft can reduce environmental impacts in California's future
<http://iopscience.iop.org/article/10.1088/1748-9326/7/3/034012/pdf>

⁹ Contribution of the High-Speed Rail Program to Reducing California's Greenhouse Gas Emission Levels, June 2013, Diagram entitled GHG EMISSIONS SOURCES FOR HIGH-SPEED RAIL SYSTEM, page 9
http://www.hsr.ca.gov/docs/programs/green_practices/HSR_Reducing_CA_GHG_Emissions_2013.pdf

¹⁰ *Compliance Offset Protocol for Urban Forest Projects 2011*, Appendix B, page 35
<http://www.arb.ca.gov/regact/2010/capandtrade10/copurbanforestfin.pdf>

televised on KCRA News in Sacramento CEO Morales did provide the exact number of trees planted since construction activities began the previous year...ZERO.¹¹

Certainly the planting of trees is an absurd means to mitigate total construction emissions and so the Authority has other plans to augment its tree planting program. Its *Voluntary Emissions Reduction Agreement* with the San Joaquin Air Pollution Control District involves the Authority providing funds for the “replacement of fossil fuel burning irrigation pumps with electric pumps, and the replacement of, or retrofit of, vehicles with more efficient engines (that) have a GHG emissions benefit”.¹² The number of engines to be replaced is of course not specified.

A larger question left unanswered involves the funds the Authority will use to pay for tree planting and engine replacement. Private industry must mitigate the environmental impact of a given project with the profits derived from that project. If mitigation makes the project unprofitable, then the project is not built. The Authority’s mitigation efforts must be treated in the same fashion. Therefore, the only legitimate funds spent on mitigation efforts would be those derived from its anticipated operating profits, capitalized and provided upfront by private investment; a source of funds that does not exist. Instead, the Authority seeks to spend funds on mitigation that are derived from Cap-and-Trade fees whose sole purpose in the first place is to provide funds for the very same type of projects (i.e. GHG reduction projects) that the Authority claims it will provide. There is no reason to pass these funds through the hands of the Authority and then allow the Authority to claim it has mitigated its GHG emissions...even if it could.

The Illusion of a Train Powered by Renewable Energy Sources:

Chester and Horvath generously assumed the trains would run on a power mix relatively high in renewable sources¹³. However, high-speed electric trains would replace fossil fueled propelled automobiles and airplanes. When Phase 1 is completed the trains would place a new demand on the electric grid that must be met immediately by a power provider. Some electric generator, idle at that moment, must come on line. It may be a peaking unit in California powered by natural gas or a coal burning plant in Utah. The exact source is unknowable. But it will not be a wind or solar powered electric plant. These plants are always running when wind or sunshine is available because they operate at low cost. Wind and solar sources will already be generating all the power they can produce when the first trains require power.

The Authority’s business plans are constantly changing direction as are their assumptions on energy consumption and energy cost. Here, the 2012 Business Plan is cited, a plan that referred to paying 15.2 cents/kWh for electrical energy, inclusive of a 3 cent premium for renewable energy. Energy consumption was established at 63 kWh/mile¹⁴. Train miles traveled between

¹¹ KCRA New Sacramento YouTube video, December 8, 2015

https://www.youtube.com/watch?v=lclcPa9z5_E

¹² *Contribution of the High-Speed Rail Program to Reducing California’s Greenhouse Gas Emission Levels*, June 2013, page 15

¹³ Life-cycle assessment of high-speed rail: the case of California

Mikhail Chester and Arpad Horvath, January 2010, page 2

<http://iopscience.iop.org/article/10.1088/1748-9326/5/1/014003/pdf>

¹⁴ Estimating High-Speed Train Operating and Maintenance Cost for the CHSRA 2012, pages 7-8

http://www.hsr.ca.gov/docs/about/business_plans/BPlan_2012EIREstimateOperatMaintCost.pdf

2022 and 2030 was projected to be 99 million¹⁵ resulting in an energy use of 6,300 million kWh¹⁶. See Attachment 1. To make good on its claim that it will power its trains with 100% renewable energy, The Authority needs to fund the construction of the necessary renewable power plants. California Valley Solar Ranch¹⁷, a 250MW facility producing 650 million kWh/year recently built at a cost of a \$1.63 billion (\$1.2 billion financed at a 3.5% interest rate using a federal loan guarantee coupled with a check from the U.S. Treasury for \$430 million)¹⁸ serves as a proxy for the needed capital. The Authority's trains would be consuming 1,200 million kWh in 2030 and needing the output of 1.85 Solar Ranches; 460MW of capacity costing \$3 billion. A premium of 42 cent/kWh¹⁹, fourteen times the Authority's offer, would be needed to raise the necessary capital by 2030. More than 20% of this capacity, costing half a billion dollars, must be constructed before the first trains run. Otherwise, those trains will be totally powered by fossil fuels and the GHG emissions per passenger mile for train travelers will be no better than for passengers traveling in an automobile meeting the federal fuel efficiency standards scheduled to be in place in 2022.

CONCLUSION:

The Authority's contractors have a vested interest, perhaps even more of an interest than the Authority Board Members themselves, in keeping this project alive and the accompanying cash flow that fills their corporate coffers. The high-speed train has been their gravy-train for nearly 2 decades. It is time for the Authority to ask their contractors some hard questions. What are the estimated direct and indirect CO₂e construction emissions that will result from one of the largest infrastructure projects undertaken in the United States? A program that "includes installing potentially up to 2,200 miles of rail weighing 276,000 tons; 3.5 million square feet of buildings and facilities; 6,500 miles of electrical wires and cables; and approximately 190 grade separations. A significant portion of the project—approximately 190 miles—may be constructed on elevated structures or in tunnels."²⁰ And this is merely the scope of Phase 1 Blended.

Additionally, the Authority's contractors need to spell out where all the green energy to power the train will be sourced and when, or if, it will become available. They know that the electrical power demand of high-speed trains will result in an immediate incremental supply of new power and they know that incremental source cannot be green.

¹⁵ Estimating High-Speed Train Operating and Maintenance Cost for the CHSRA 2012, pages 8 and 12, Operations and Maintenance of Equipment Costs for Medium Ridership Case was divided by their variable costs to arrive at Trainset Miles.

http://www.hsr.ca.gov/docs/about/business_plans/BPlan_2012EIREstimateOperatMaintCost.pdf

¹⁶ Estimating High-Speed Train Operating and Maintenance Cost for the CHSRA 2012, 99 million trainset miles are multiplied by 63kWh/mile.

http://www.hsr.ca.gov/docs/about/business_plans/BPlan_2012EIREstimateOperatMaintCost.pdf

¹⁷ Energy.Gov Loan Programs Office, California Valley Solar Ranch

<http://energy.gov/lpo/california-valley-solar-ranch>

¹⁸ A Gold Rush of Subsidies in Clean Energy Search, New York Times, November 11, 2011

<http://www.nytimes.com/2011/11/12/business/energy-environment/a-cornucopia-of-help-for-renewable-energy.html>

¹⁹ Author calculation: \$3.0 billion/6,300 million kWh less \$.05/kWh due to solar's lower operating costs compared to fossil fuel plants. See Penn State Engineering Department study.

<https://www.e-education.psu.edu/eme801/node/530>

²⁰ Revised 2012 Business Plan, page 3-3

http://www.hsr.ca.gov/docs/about/business_plans/BPlan_2012_rpt.pdf

The Draft 2018 Business Plan is silent on how construction emissions will be mitigated and equally silent on where the renewable power will come from to run their trains. These defects need to be addressed in the Final 2018 Business Plan if the Authority is to continue using Cap-and Trade Fees to finance their railroad.

attachments (1)

Attachment 1

Ridership, Revenue and O&M Costs taken from Medium Ridership Case - PB April 2012 Estimated Cost for CHSRA 2012 Business Plan

Year	2022	2023	2024	2025	2026	2027	2028	2029	2030	
Ridership (millions)	4	5.4	6.7	8.1	9.6	12.9	14.2	19.3	21.4	
Revenue (millions 2010\$)	278	372	467	564	663	941	1040	1242	1380	
O&M Costs (millions 2010\$)	196	247	258	334	358	480	503	568	627	
Ops. and Maint. of Equipment (See Note 1)	82	124	133	196	216	265	280	344	391	
Variable Costs/TSM (2009\$)	20	20	20	20	20	20	20	20	20	
Variable Costs/TSM (2010\$) (See Note 2)	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	
TSM (Millions) (See Note 3)	4.0	6.0	6.5	9.6	10.5	12.9	13.7	16.8	19.1	
Trainset Elec. Consumption (millions of kWh) (See Note 4)	236	357	383	564	622	763	806	990	1125	5845.3
Station Electrical Consumption (millions of kWh) (See Note 5)	17	25	27	39	44	53	56	69	79	409.2
Total Yearly Electrical Consumption (millions of kWh)	253	382	410	604	665	816	862	1059	1204	6254.5
Capital Cost to Generate Needed millions of kWh in Millions of 2010\$ (See Note 6)	618	934	1002	1477	1627	1997	2110	2592	2946	2946
Equivalent California Valley Solar Ranch Facilities	0.39	0.59	0.63	0.93	1.02	1.26	1.33	1.63	1.85	
Incremental Use of Electric Power (Millions of kWh)	253	129	28	194	62	151	46	197	145	
Incremental Capitalization Costs in Millions (2010\$)	618	316	68	475	151	369	113	482	354	2946
Average Green Charge Needed to Build Solar Generating Capacity (\$/kWh)										0.47
Average Green Charge Needed After Adjusting for Variable Cost Differential Between Solar and Fossil Fuels (See Note 7)										0.42

Notes:

1. Authority treats Ops. and Maint. of Equipment as a variable cost at \$20/Trainset Mile (TSM) in Tables 5 and 7 of April 2012 PB report *Estimating High-Speed Train Operating and Maintenance Cost for the CHSRA 2012 Business Plan*
2. Adjust Variable Costs upward by 2.5% to convert from 2009\$ to 2010\$
3. Dividing Ops. And Maint. Of Equipment costs by total variable costs yields the driver of Ops. And Maint. Of Equipment Costs, Trainset Miles.
4. Electrical Consumption of 59 kWh/TSM found on page 7 of April 2012 PB report *Estimating High-Speed Train Operating and Maintenance Cost for the CHSRA 2012 Business Plan*
5. 7% allowance for station and maintenance facilities electricity consumption found on page 7 of April 2012 PB report: *Estimating High-Speed Train Operating and Maintenance Cost for the CHSRA 2012 Business Plan*
6. Use California Valley Solar Ranch as Proxy. A \$1.63 billion facility built with \$1.2 billion federal loan guarantee awarded in 2011 and cash grant of \$430,000 adjusted downward by 2.5% to reflect 2010\$. Facility expected to generate 650 million kWh per year.
7. Solar has a lower variable cost than fossil fuel of approximately \$05/kWh according to a Penn State Engineering Department study. <https://www.e.education.psu.edu/eme801/notes/530>

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2018 Business Plan RECORD DETAIL**First Name :** Egon**Last Name :** Terplan**Stakeholder Comments/Issues :****Attachments :** SPUR letter to CAHSRA - Business Plan - May 4 2018.pdf (1 mb)

May 7, 2018

California High-Speed Rail Authority
770 L Street, Suite 620 MS-1
Sacramento, CA 95814

Re: California High-Speed Rail Draft 2018 Business Plan

Dear California High-Speed Rail Authority,

Thank you for the opportunity to provide comments on the Authority's *Draft 2018 Business Plan*. **SPUR strongly supports the direction articulated in the Draft 2018 Business Plan and the vision of a future California it helps achieve.** The state's investment in a high-speed rail system is key to achieving important goals like reducing the state's greenhouse gas emissions, capturing growth within existing communities, revitalizing downtowns, tying economic centers together, and shifting more intercity travel to a comprehensive and space-efficient statewide rail network.

SPUR, the San Francisco Bay Area Planning and Urban Research Association, is a non-profit, member-supported organization that promotes good planning and good government. We have been following, commenting on, and supporting the high-speed rail project for several decades, including producing numerous reports and policy papers. In the coming years, SPUR looks forward to remaining a thought partner and key participant in the implementation of the state's high-speed rail program at both the statewide and local levels.

Over the past several years, we have been particularly focused on how **high-speed rail can support urban development and become integrated within existing urban communities**. Last Fall, we released *Harnessing High-Speed Rail*, a report focused on the economic development and land-use opportunity of high-speed rail in station cities (particularly in the San Joaquin Valley). In San Jose, SPUR has been a leading advocate working to shape the development around San Jose's Central Station - Diridon. Based on an analysis of international precedents, we released a set of guiding principles for remaking Diridon Station. We also brought a dozen key South Bay decision-makers to visit major multi-modal high-speed rail stations in The Netherlands and France. Each person invited on our study trip represented an agency or institution with a stake in the future of Diridon Station.

After reviewing the draft 2018 Business Plan, SPUR offers the following comments to the California High-Speed Rail Authority:

- 1. Continue with the vision in the draft business plan to complete Phase I construction and connect the early interim service sections.**

SPUR supports the strategy to finish construction on the “Early Interim Services” in the Central Valley and the Bay Area. These are discrete projects that provide independent utility to two key regions in the state. The proposed 2027 timeline for improved rail services between San Francisco and Gilroy (in the Bay Area) as well as between Madera and Bakersfield (in the Central Valley) will improve mobility within each region respectively as well as help to grow public confidence in the overall high-speed rail program.

In the Bay Area, the Authority’s investments reinforce intercity rail services that are either already running and or that are under construction. Investments in the Peninsula Corridor electrification will offer a more reliable, sustainable and competitive solution to auto travel for trips along the Peninsula. In San Jose, the Santa Clara Valley Transportation Authority has committed to bringing an operative BART service by 2026 that will connect to high-speed rail at Diridon Station and link the South Bay to the East Bay. The addition of early interim service by 2027 reinforces these investments and supports a more comprehensive and efficient regional rail service in the Bay Area.

In the San Joaquin Valley, connecting Madera to Bakersfield by 2027 is critical to providing a fast and clean alternative to driving and to supporting a more compact pattern of development. The presence of high-speed rail is an opportunity for each station city and its surrounding metropolitan region to shift more growth toward existing communities, thereby preserving valuable agriculture lands while also revitalizing downtowns and urban centers.

SPUR also supports the plan’s proposed investments within Southern California. The draft high-speed rail business plan proposes investments along the Burbank to Anaheim corridor that will improve the regional rail corridor capacity. For example, the Rosecrans-Marquardt grade separation project is making the most hazardous grade crossing in California safer. In addition, investments in Los Angeles Union Station will improve regional rail service by removing a bottleneck that reduces the number of trains that can go through the station.

- 2. Ensure that the California High-Speed Rail project gets the funding it needs to successfully complete the entire Phase I as soon as possible.**

The costs estimated in the Draft 2018 business plan for the first phase of the system (\$77.3 billion) remain a bargain relative to the \$170 billion or more that it would cost in road and airport expansions to meet the needs of California’s growing population.

Yet for too long, the high-speed rail project has been limited in its funding and hampered by uncertainty in being able to carry out what was necessary to plan and build a project of this scale. Since the passage of Proposition 1A in 2008, important progress towards sustainable funding includes the legislature’s provision of cap and trade auction revenues. These funds have bolstered the project’s finances, raising the available funding from a fifth to a third of the entire Phase I program cost. However, looking forward it will be necessary for the state to consider additional resources to ensure the project can be completed in a timely manner.

Increases and uncertainties in the cost and schedule for the overall project should not bar the legislature from considering additional resources to ensure the rail system can be completed in a timely manner. The sooner the project is completed, the sooner the state can begin realizing the return on its investment. For example, the Silicon Valley to Central Valley line is forecast to generate enough farebox revenue in 2029 to cover the operations and maintenance costs of the system and to begin providing additional revenue that could be used toward system expansion.

3. **Strengthen partnerships with local and regional governments and commit to well-integrated land use and transportation planning around stations in order to realize the full benefits of high-speed rail in station cities.**

SPUR has argued that **high-speed rail has the potential to change the way California grows and develops** in a way that is more space-efficient and environmentally-sustainable while also bringing significant economic opportunity to underperforming parts of California. SPUR recommends that **the Authority, the Governor's Office and the State legislature explore all possible tools to help realize the full economic and land use opportunity of high-speed rail.** We made numerous recommendations in our *Harnessing High-Speed Rail* report, including establishing development corporations and modifying tax increment financing rules. It will be key to combine the state's state investment or creation of new economic development tools with an expectation that local plans meet statewide criteria. Overall, concentrating urban growth around high-speed rail and other transit is not only essential to ensuring high ridership on the system, but also to enable transit in general to become a better option than driving a car.

SPUR also supports the Authority's partnerships with transit agencies and local cities for integrated multi-modal station area planning. Implementation of these plans will require the Authority and each of the other partners to bring resources and expertise to the table. The goal is to create a well-designed station district that combines compact development (particularly employment and other destinations adjacent to the station) with multi-modal designs that encourage biking, walking and taking transit. International best practices demonstrate that the best station area development occurs when all parties (state and local transit, cities, etc.) work in a clear and organized partnership for delivering the station and surrounding infrastructure (including new transit lines, infrastructure and adjacent development).

In conclusion, SPUR supports the direction of the draft 2018 Business Plan and looks forward to working with the Authority and the State legislature to ensure its successful implementation.

Sincerely,



Egon Terplan
SPUR Regional Planning Director

2018 Business Plan RECORD DETAIL

First Name : Anthony

Last Name : Portantino

Stakeholder Comments/Issues :

Attachments : 05.07.2018 Senator Anthony J. Portantino Comment on Draft Business Plan 2018.pdf (209 kb)

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California State Senate

ANTHONY J. PORTANTINO
SENATOR
TWENTY-FIFTH SENATE DISTRICT



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May 4, 2018

Dan Richard
Chair, California High Speed Rail Authority
770 L Street, Suite 620
Sacramento, CA 95814

Dear Chairman Richard,

As the Senator for the 25th District, which includes a portion of the San Fernando Valley, I am writing to reiterate comments I made previously with legislative colleagues regarding a High Speed Rail alignment proposal between Palmdale and Burbank that would affect my constituents.

It is important to improve connectivity between Northern California and Southern California while reducing greenhouse gases and creating much-needed construction jobs. However, I urge you to consider the negative impacts an above-ground train through Shadow Hills would have on the environment and the equine community.

While I understand the legal necessity of maintaining a range of alternatives for the Authority to analyze during the EIR process, I continue to strongly oppose the inclusion of the Refined E2 alternative and request that it be removed from all consideration. As I stated previously, the impacts of this route on the 25th Senate District are unacceptable to me.

As you evaluate the 2018 Draft Business Plan, please take these comments into account. Thank you in advance for your consideration.

Sincerely,

A handwritten signature in cursive script that reads 'Anthony J. Portantino'.

Anthony J. Portantino
SENATOR
District 25

2018 Business Plan RECORD DETAIL**First Name :** Mark**Last Name :** Zabaneh**Stakeholder Comments/Issues :****Attachments :** 05.07.2018 Transbay Joint Powers Authority Comments on CHSRA Draft
2018 Business Plan.pdf (74 kb)



TRANSBAY JOINT POWERS AUTHORITY

Mark Zabaneh • Executive Director

May 4, 2018

Via U.S. Mail and Email
Mr. Brian Kelly, CEO
California High-Speed Rail Authority
770 L Street, Suite 620 MS-1
Sacramento, CA 95814

Subject: TJPA Comments on CHSRA Draft 2018 Business Plan

Dear Mr. Kelly,

Thank you for the opportunity to review the California High-Speed Rail Authority's (CHSRA) Draft 2018 Business Plan (the "Draft Plan"). The Transbay Joint Powers Authority (TJPA) commends the CHSRA for completing the Draft Plan and continuing to advance this important project.

The TJPA would like to offer the following comments on the Draft Plan:

- 1) The TJPA commends the CHSRA for revising the Central Valley to Silicon Valley Line (the "Valley-to-Valley Line") and extending it to San Francisco. We firmly believe that recognizing San Francisco as the terminus of this segment of the CHSRA Phase 1 System will provide enormous benefits to CHSRA riders as well as the San Francisco Bay Area and Central Valley regions.
- 2) The Draft Plan suggests that the San Francisco terminus of the Valley-to-Valley line is expected to the 4th and King Caltrain station in 2029, and the Salesforce Transit Center in 2033. Thus, the Draft Plan suggests a four-year delay in CHSRA's delivery of high speed rail service to downtown San Francisco as compared to the 2016 Business Plan.

We respectfully advocate that the CHSRA make the Salesforce Transit Center the northern terminus of the Valley-to-Valley Line in 2029. Construction of the Salesforce Transit Center and the start of bus operation revenue service is scheduled to be completed this summer. With this milestone, the focus of the TJPA and the San Francisco Bay Area Region will be the implementation of Downtown Rail Extension (DTX), which includes extending the Caltrain and CHSRA line from the 4th and King Station into the Salesforce Transit Center. The TJPA has been coordinating implementation schedules with CHSRA on a monthly basis for several years. While the DTX is funding dependent, it can be completed and ready to receive CHSRA trains by as early as 2027. Therefore, CHSRA's final Business Plan should identify the Salesforce Transit Center as the northern terminal station for the Valley-to-Valley Line in 2029, with the 4th and King Station identified as the contingency station should the transit center not be timely available because of

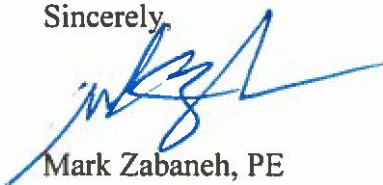
- 3) We are surprised about the Draft Plan's general lack of mention of the status of the Salesforce Transit Center and DTX, particularly when compared with the level of information provided on other components of the CHSRA Phase 1 System—for example, Caltrain electrification and Los Angeles Union Station. The Salesforce Transit Center is the Proposition 1A-designated northern terminus of the system. As the northern bookend, it would be appropriate to provide more detailed discussion in the final Business Plan. We believe the Plan's audience, particularly the investment community, would likewise expect the final Business Plan to give more attention to the Transbay Program, given its vital role in connecting CHSRA's Phase 1 System from Los Angeles/Anaheim to downtown San Francisco.
- 4) The Capital Cost Basis of Estimate Report recognizes that the costs for the Valley-to-Valley Line include a \$550 million contribution from the CHSRA towards the DTX. As construction of the DTX is expected to be ongoing between 2020 and 2027, the final Business Plan should confirm that the agreed \$550 million in funding will be timely available to the TJPA for that work (that is, the CHSRA contribution will not be delayed until 2029 or later).

Also, when CHSRA made its commitment of \$550 million in its 2016 Business Plan, the arrival of CHSRA service at the Salesforce Transit Center was planned for 2029. As discussed above, the TJPA is optimistic that CHSRA can still achieve revenue service at the transit center in 2029 and that CHSRA will make the funds available for construction to meet that schedule. But if CHSRA is now planning for service at the transit center to begin in 2033 or CHSRA is otherwise planning to delay its \$550 million contribution to the DTX, the amount of the contribution should be escalated from the Base Year 2015 dollars reported in the 2016 Business Plan along with the year of expenditure dollars to account for the delay.

Finally, we recommend that the final version of the Business Plan cite the \$550-million contribution to the DTX in the main report, not just in the Capital Cost Basis of Estimate Report.

Please give these comments appropriate consideration, and incorporate any changes required by the comments into the final 2018 Business Plan to improve the information provided to the public. If you have any questions regarding these comments, please do not hesitate to contact me.

Sincerely,



Mark Zabaneh, PE
Executive Director

cc: TJPA Board
2018businessplancomments@hsr.ca.gov

2018 Business Plan RECORD DETAIL

First Name : Andy

Last Name : Vidak

Stakeholder Comments/Issues : May 7, 2018
The Honorable Dan Richard
Chair, California High-Speed Rail Authority
770 L Street, Suite 620
Sacramento, CA 95814

Dear Chairman Richard,

As we have discussed, I remain opposed to the High-Speed Rail Project because I believe it is bad for the Central Valley and bad for California. However, I will always support my constituents in their need for an accurate reporting of HSR financial and logistical decisions, and it is for this reason that I reach out to you today.

A number of folks in my district have raised concerns over the most recent High-Speed Rail Business Plan with regard to the data and resulting cost estimates projected in the report. They have cited that your report, although not funding a Kings/Tulare station, assumes ridership totals as though a Kings/Tulare station will be built. It is their belief, and mine, that you should either account for the construction and maintenance cost of a proposed Kings/Tulare station in your report, or else remove the estimated ridership the station is expected to generate.

Thank you for your consideration.

Sincerely,

Andy Vidak
Senator, 14th District

Attachments : HSR-Kings-TulareStation.pdf (34 kb)

STATE CAPITOL
SACRAMENTO, CA 95814
TEL (916) 651-4014
FAX (916) 651-4914

DISTRICT OFFICES

113 COURT ST, STE. 205
HANFORD, CA 93230
TEL (559) 585-7161
FAX (559) 585-7187

2550 MARIPOSA MALL, STE. 2016
FRESNO, CA 93721
TEL (559) 264-3070
FAX (559) 445-6506

1201 E. CALIFORNIA AVE., STE. A
BAKERSFIELD, CA 93307
TEL (661) 395-2620
FAX (661) 395-2622

California State Senate

SENATOR
ANDY VIDAK

FOURTEENTH SENATE DISTRICT



COMMITTEES
BANKING AND
FINANCIAL INSTITUTIONS
VICE CHAIR
EDUCATION
ENERGY, UTILITIES
AND COMMUNICATIONS
GOVERNMENTAL
ORGANIZATION
NATURAL RESOURCES
AND WATER
TRANSPORTATION
AND HOUSING

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Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Andy Vidak", written over a large, stylized, hand-drawn outline of a signature.

Andy Vidak
Senator, 14th District

2018 Business Plan RECORD DETAIL

First Name : Colin

Last Name : Sprinkle

Stakeholder Comments/Issues : First, let me say I support the construction of the high speed rail system enthusiastically. However, the snail's pace of progress over the years is disheartening to say the least. I feel like every year, it is delayed by another 3 or 4 years.

Might I suggest, instead of spending all the time and money upfront on the big projects like the viaducts, trench and pergola, perhaps you should spend some time and money constructing the ordinary tracks along the route as well. That way, you can say things like, "25 miles of high speed rail are complete". It'll give the illusion that more progress is being made quicker, and real or not, that will help bolster support for the high speed rail, which I'm sorry to say is not great.

Just something to consider.

2018 Business Plan RECORD DETAIL

First Name : Pat

Last Name : Kramer

Stakeholder Comments/Issues : The Burbank to Palmdale routes are totally infeasible due to environmental complexity, unjust location of routes that divide communities and change community character, and exorbitant costs. The CHSRA's own geotechnical studies back that point up and admit flaws in the plan. If a major project section is fatally flawed, then the Business Plan, itself, is seriously flawed and cannot be approved.

2018 Business Plan RECORD DETAIL

First Name : Arlan

Last Name : Jewell

Stakeholder Comments/Issues :

Attachments : [March Board Meeting Arlan Jewell Written Public Comment 146.pdf \(35 kb\)](#)

February 22, 2018

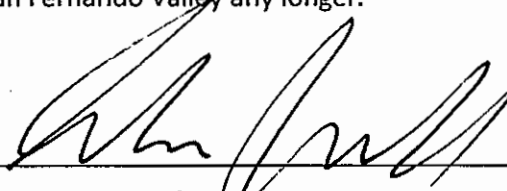
Dear CHSRA Board of Directors:

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Sincerely,

Signature:



Name:

ARLAN JEWELL

Address:

10541 JOHANNA AVE, SHADOW HILLS, CA 91040

Email:

~~lps lps~~

Phone:

818-353-5078

Additional Comments:

~~lps lps lps~~

~~lps lps~~

~~lps~~

2018 Business Plan RECORD DETAIL

First Name : Nicole

Last Name : Ahlen

Stakeholder Comments/Issues :

Attachments : March Board Meeting Nicole Ahlen Written Public Comment 147.pdf (36 kb)

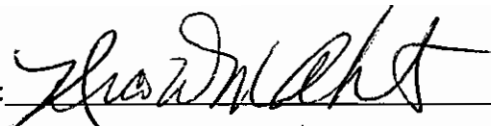
February 22, 2018

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Sincerely,

Signature:  Name: Nicole M. Akten
Address: 10249 Wheatland Ave Shadow Hills CA 91040
Email: inakougi1@hotmail.com Phone: /// /// ///
Additional Comments: /// /// ///

2018 Business Plan RECORD DETAIL

First Name : Andrea

Last Name : Ahton

Stakeholder Comments/Issues :

Attachments : March Board Meeting Andrea Ahton Written Public Comment 148.pdf (34 kb)

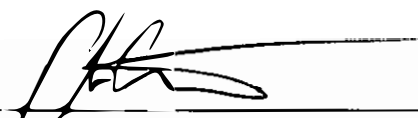
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Sincerely,

Signature:  Name: Andrew Anton

Address: 10249 Whittier Ave, Shadow Hills CA 91090

Email: ~~andrew@shadowhills.com~~ Phone: 918-273-4384

Additional Comments:

2018 Business Plan RECORD DETAIL

First Name : Iniguez

Last Name : Jonathan

Stakeholder Comments/Issues :

Attachments : March Board Meeting Iniguez Jonathan Written Public Comment 149.pdf (37 kb)

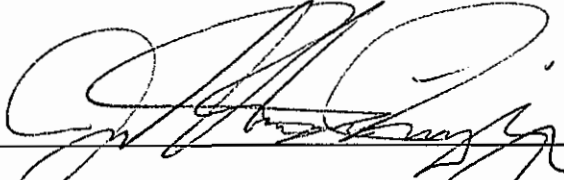
February 22, 2018

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Sincerely,

Signature:  Name: INIGUEZ, JONATHAN

Address: 13550 VEA SANTA MARIA, SYLMAR CA 91342

Email: JONATHAN.INIGUEZ@GMAIL.COM Phone: 818 966 9983

Additional Comments: _____ 

2018 Business Plan RECORD DETAIL

First Name : Kelly

Last Name : Herold

Stakeholder Comments/Issues :

Attachments : March Board Meeting Kelly Herold Written Public Comment 150.pdf (36 kb)

2018 Business Plan RECORD DETAIL**First Name :** Param**Last Name :** Sharma**Stakeholder Comments/Issues :****Attachments :** March Board Meeting Param Sharma Written Public Comment 151.pdf (35 kb)


February 22, 2018

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Sincerely,

Signature:  Name: PARAM SHARMA
Address: 11305 Goleta St, LVT CA 91342
Email: PARAMSHARMA@outlook.com Phone: 818-890-1056

Additional Comments: ~~_____~~

2018 Business Plan RECORD DETAIL

First Name : Marry

Last Name : Walters

Stakeholder Comments/Issues :

Attachments : March Board Meeting Marry Walters Written Public Comment 152.pdf (51 kb)

February 22, 2018

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Sincerely,

Signature: Mary Ellen Waters Name: MARY ELLEN WATERS
 Address: 11235 Allegany St. S.V 91352-1105
 Email: mariae.waters@gmail.com Phone: 818-679-1949
 Additional Comments: DO NOT RAILROAD US.

NO HIGH SPEED RAIL

SAVE OUR FOREST & NATURED BEAUTY
DO NOT BE GREEDY, ARROGANT, CORRUPT
WHAT ARE YOU THINKING? ONLY GREED,
ARROGANT, CORRUPT WANT TO DESTROY
OUR BEAUTIFUL COMMUNITY. YOU ARE DISGUSTING

2018 Business Plan RECORD DETAIL

First Name : David

Last Name : Barron

Stakeholder Comments/Issues :

Attachments : March Board Meeting David Barron Written Public Comment 153.pdf (36 kb)


February 22, 2018

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Sincerely,

Signature:  Name: DAVID BARRON

Address: 10110 SAMOA AVE

Email: DAVID2STEP@YAHOO.COM Phone: 918.974.5054

Additional Comments: THIS HSR IS NOT WHAT THE BALLOT SPECIFIED.

2018 Business Plan RECORD DETAIL

First Name : Mary

Last Name : Hughes

Stakeholder Comments/Issues :

Attachments : March Board Meeting Mary Hughes Written Public Comment 154.pdf (35 kb)

2018 Business Plan RECORD DETAIL

First Name : Richard

Last Name : Teasley

Stakeholder Comments/Issues :

Attachments : March Board Meeting Richard Teasley Written Public Comment 155.pdf (35 kb)

February 22, 2018

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Sincerely,

Signature: Richard R. Teasley Name: Richard Teasley
Address: 10904 Meseta Ave Sunland CA 91060
Email: RT91352@aol.com Phone: 818 535-5719
Additional Comments: Shut it down!

2018 Business Plan RECORD DETAIL

First Name : Janene

Last Name : Jackman

Stakeholder Comments/Issues : Dear High Speed Rail Authority,
I am writing to ask that you include all of The City of San Jose Community
Generated Options in your Final 2018 Business Plan.

It is important that you look at all possible options before choosing one.

Janene Jackman

2018 Business Plan RECORD DETAIL

First Name : Mary

Last Name : Noble

Stakeholder Comments/Issues :

Attachments : March Board Meeting Mary Noble Written Public Comment 156.pdf (34 kb)

February 22, 2018

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Sincerely,

Signature: Mary W. Noble Name: Mary Noble

Address: 11305 Sheldon ST. Sun Valley, CA 91357

Email: papawnoBke@Gmike.com Phone: 818 5267-7639

Additional Comments: t t t t t t

2018 Business Plan RECORD DETAIL

First Name : Rich

Last Name : Crowtherjr

Stakeholder Comments/Issues :

Attachments : March Board Meeting Rich Crowtherjr Written Public Comment 157.pdf (36 kb)

February 22, 2018

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Sincerely,

Signature:  Name: Richard Crowther

Address: 10550 McBRROOM ST. SHADOW HILLS, CA

Email: richardcrowtherjr@gmail.com Phone: 818-640-2808

Additional Comments: _____

2018 Business Plan RECORD DETAIL

First Name : Autmn

Last Name : Shaw

Stakeholder Comments/Issues :

Attachments : March Board Meeting Autmn Shaw Written Public Comment 158.pdf (36 kb)

February 22, 2018

Dear CHSRA Board of Directors:

I live in the Palmdale to Burbank project section of the purposed High Speed Train Routes. The 2018 Business Plan is now being prepared and is to be released in the upcoming weeks. I have the following requests related to the content and process for the Business Plan. In essence, I will call upon my legislators to not support approval of the Business Plan unless the routes E1 and E2 in the Burbank to Palmdale project section are removed permanently from consideration.

1. The Authority has long promised a public meeting in the northeast San Fernando Valley. When the 2018 Business Plan is released and its public comment period begins, please hold a public meeting at a suitably large and convenient venue in the northeast San Fernando Valley so that the people most impacted may attend and engage directly with the Board, management and consultants.
2. The 2018 Business Plan must eliminate proposed routes E1 and E2.
 - The 2018 Business Plan should acknowledge that the E-3 route was eliminated in the 2016 Business Plan because of "over burden" and that the E-2 route, which has a similar over burden, must be eliminated.
 - Now that the geotechnical testing has been completed in the Angeles Forest, ample evidence exists to remove the E-1 Route given the hydro static pressure, the fractured nature of the rock, the "over burden", and the dewatering risks of such tunnels.
3. The 2018 Business Plan should address the inability of the Authority to propose suitable alternatives for the northeast San Fernando Valley and, if the Authority is not committed to identifying new alternatives, ought to abandon plans for high speed train service from Palmdale to Burbank. The responsibility to identify suitable alternatives is on the Authority and it should not remain, in the form of delay, on the backs of stakeholders in the northeast San Fernando Valley any longer.

Sincerely,

Signature:  Name: Autumn Shaw
Address: 12612 Trail 2, Kagel Canyon, CA 91342
Email: leafytum@gmail.com Phone: 323-401-3998
Additional Comments: _____

2018 Business Plan RECORD DETAIL**First Name :** Yole**Last Name :** Anguliano**Stakeholder Comments/Issues :****Attachments :** March Board Meeting Yole Anguliano Written Public Comment 159.pdf (35 kb)


February 22, 2018

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Sincerely,

Signature:  Name: Yolie Anguiano

Address: 1412

Email: Yolie.Anguiano@comcast.net Phone: (818) 523-7330

Additional Comments: NO E2 or E1, stop the project.

2018 Business Plan RECORD DETAIL

First Name : Unknown

Last Name : Ineligible Writing

Stakeholder Comments/Issues :

Attachments : March Board Meeting Ineligible Written Public Comment 160.pdf (34 kb)

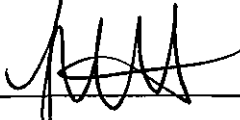
February 22, 2018

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Sincerely,

Signature:  Name: 2.22.18
Address: 7845 Saneola Ave Sun Valley CA 91352
Email: _____ Phone: _____

Additional Comments: _____

2018 Business Plan RECORD DETAIL

First Name : Susan
Last Name : MacAdams
Stakeholder Comments/Issues : May 7, 2018

*COMMENT FOR CHSRA BUSINESS PLAN: *

*ADDITIONAL UTILITY RELOCATION COSTS ARE MISSING FROM THE ESTIMATE. *

*HIGH VOLTAGE TOWERS THAT CARRY ELECTRICITY ACROSS THE STATE OF CALIFORNIA INTERSECT WITH HIGH SPEED RAIL (HSR) IN MANY LOCATIONS. WHERE THESE TWO SYSTEMS OVERLAP, THE HIGH VOLTAGE TOWERS (HVT) MUST BE RAISED HIGHER OVER THE TRACKS TO MEET CLEARANCE REQUIREMENTS, OR THE WIRES MUST BE RELOCATED UNDERGROUND; THE AUTHORITY STATES THEY WILL BE RELOCATING THE HIGH VOLTAGE WIRES UNDERGROUND. *

*THE COSTS OF BURYING HIGH VOLTAGE WIRES IS TEN TIMES HIGHER THAN RAISING THE WIRES ABOVE THE TRACKS. THESE ADDITIONAL EXPENSES WILL BE PAID FOR BY THE CONSUMERS. *

*THESE RELOCATION COSTS ARE NOT ACCOUNTED FOR IN THE NEW BUSINESS PLAN. *

In 2008, when Proposition 1A passed, voters approved of using the Union Pacific Railroad (UPRR) corridor between Merced and Fresno for High Speed Rail; the monies were to be spent to improve the existing rail corridor.

After 2011, a track alignment alternative called the Hybrid was chosen by the Authority that veers from the UPRR corridor and wanders to and fro across open farmland. The sixty mile straight route now has an additional 20 miles of high speed curves and spirals adding considerable length of track to the corridor. The California High Speed Rail Authority (CHSRA) officials continue to state that this route between Merced and Fresno is the backbone of the high speed rail system, yet this backbone has developed scoliosis, or curvature of the spine.

See Attachments 1, 2, and 3, High Speed Rail Maps. The Statewide map has not been updated to show the new curvature between Merced and Fresno.

Many electric transmission lines cross the state. These lines intersect with the high speed rail tracks in multiple locations. See Attachment 4, Electric Transmission Lines. Where these two systems overlap has not been identified by the Authority on their maps or in their environmental impact reports.

Along the HSR route, the small farming community of Fairmead is located between Merced and Fresno. The High Speed Rail (HSR) tracks curve

through
the region and the focus will be a set of High Voltage Towers that cross the high speed rail tracks near the Valley State Prison. See Attachment 5A, Google map of the region.

A critical set of 125 Kilovolt High Voltage Towers (HVT) travels from Merced and Fresno between State Route 99 and the BNSF railroad. The line of towers appears as a dash/dot line on Google maps because the PG&E clears the farmland underneath of all fruit trees; the dash lines are the areas underneath the wires where the land is a barren yellow, the towers are the dots. Further magnification will show the shadows of the towers.

Where high voltage transmission lines cross over electrified rail tracks, there could be interference between the two systems which could result in arching of electrical power between the two lines, not unlike when you drove down the highway under a high voltage line and your radio goes out. The HSR system could lose signaling.

See Attachment 5B, CHSRA Key Map and Attachment 5C, New Tower locations needed to cross HSR tracks. These attachments provide one example of the lack of oversight in the HSR budget.

The Authority did not mark this series of high voltage towers on their map of High-Risk Utilities in their Draft Environmental Impact Report (DEIR) or the Final (FEIR). On the EIR maps, there is a notation that the electrical transmission lines will be shown, but this set of HVTs is not shown. See Attachment 6, Public Utilities and Energy.

See Attachment 7, Overhead Contact System (OCS) for High Speed Rail.

See Attachment 8, METRO Green Line near Los Angeles International Airport. The transit system's OCS wires can be seen underneath a series of high voltage towers. Two sets of towers had to be raised higher to accommodate the catenary system of the trains. The process took seven years.

In the State of California, when a set of power lines cross over an electrified railroad track, the rules governing the distance between the two sets of lines are found in the California Public Utilities Commission (CPUC) General Order 95 (GO95). These rules were established during the era of trolley car lines, when trolley cars ran at a maximum of sixty miles an hour. These rules have not been updated for speeds of 220 miles per hour.

See Attachment 9 and 10, General Order 95, clearances for overhead wires above a trolley car OCS.

In order to raise the lowest line of a high voltage tower, all the lines on the tower must be raised incrementally. There is a cascading affect and the high voltage towers on either side of the HSR tracks will have to be re-built, approximately three towers on each side of the HSR tracks (See again Attachment 5C for locations of new towers).

Power lines will have to be lengthened and nearby towers will require wires cut and adjusted using precise calculations. During construction,

electricity will have to be diverted and re-routed in stages. HVT relocations would have to be staggered in scheduling. For each case there will be road closures, detours, CPUC public participation hearings, EIR/EIS, community outreach, eminent domain legal fees, right-of-way agreements, rental fees established, permits and contractor review and supervision. The Federal Aviation Administration (FAA) will require a formal review of the new height of the towers; much crop dusting occurs in the Central Valley. The FAA may take ten years to approve new airspace altitude restrictions.

In contrast to this standard approach to the problem: re-building and raising the high voltage towers over the catenaries, the CHSRA states in their documents that they will work with the utility owners to put the high voltage wires underground. See Attachment 11 from the EIR.

For the consumer, this is not economically feasible. The Transmission Agency of Northern California (TANC) estimates that underground utility lines would cost 10 to 30 times greater than overhead construction. See Attachment 12 from their web site, Problems of Underground Transmission Lines.

Burying high voltage lines will require a vault. These vaults are typically 20' x 30' structures, roughly the size of a living room. These vaults must be air conditioned. This will require an additional power line to the vault. The vault must be secured against vandalism. This vault will be built in a flood zone and must be protected with additional drainage details that have not been provided. There are significant environmental hazards. There will be additional property needed from the owners of the farmland and will require permanent take, not just an easement.

The San Francisco Chronicle published an article about the high cost of under-grounding power lines after the wildfires in Northern California. See Attachment 13A & 13B.

After the alignment through Fairmead was chosen, Pacific Gas and Electric, Southern California Edison, San Diego Gas & Electric, Southern California Gas Company, East Bay Municipal Utility District, Sacramento Municipal Utility District and the Los Angeles Department of Water and Power began evidentiary hearings with the CPUC about the various critical interfaces with high speed rail.

See Attachment 14, California High-Speed Rail Safety. From that document:

"In March 2013, the California High Speed Rail Authority petitioned the CPUC to create regulations governing safety standards for the use of 25 kilovolt (kV) electric lines to power high-speed trains. The CPUC opened a proceeding (R13-03-009) to establish uniform safety requirements governing the design, construction, operation, and maintenance of overhead 25 kV railroad electrification systems and the specific safety challenges the system presents. Evidentiary hearings are scheduled to commence in December 2014."

The rules for governing the clearances between the high speed rail catenary and the high voltage towers were to be discussed and revisions were to be made. The CPUC was well aware that the clearances had not been updated since the era of trolley cars. But it appears the meetings did not change that distance and it is still the same as it was for the trolley car era;

there are many documents on the matter that can be found here:

https://apps.cpuc.ca.gov/apex/f?p=401:57:0::NO:RP,58,RIR:P5_PROCEEDING_SELECT:R1303009

The CHSRA representative's response to the collective energy agencies, was, literally, "I don't have to answer you," and no further response was provided. See Attachment 15. Here is the document on the need for further evidentiary hearings by the CPUC. The quote can be found at the top of page 3:

<http://docs.cpuc.ca.gov/PublishedDocs/Efile/G000/M089/K025/89025450.PDF>

The bottom wire of the High Voltage Tower should be raised higher above the High Speed rail catenaries than a trolley car wire; the high speed trains will be going 220 miles per hour. The CPUC stated they were going to change these rules, but did not change General Order 95 to accommodate high speed trains.

Further investigation was denied. See the Administrative Law Judge's ruling denying motions for additional evidentiary hearings:

<http://docs.cpuc.ca.gov/PublishedDocs/Efile/G000/M089/K640/89640945.PDF>

Moving the High Voltage Towers will cost billions of dollars, yet these costs are missing from the budget.

Please see all attachments for further information.

Thank you for your cooperation in this matter.

Susan MacAdams

Track and Alignment Expert

Former High Speed Rail Planning Manager,

Los Angeles County Metropolitan Transportation Authority (Metro)

Track Design and Manager: Metro Red, Blue and Green Lines, Los Angeles

Light & Heavy Rail Track Design and Construction: Baltimore, Boston, Washington DC

susan.macadams@gmail.com

Attachments

Attach 1 HSR State Map.pdf (295 kb)

Attach 2 HSR Merced To Fresno map.pdf (467 kb)

Attach 3 HSR Hybrid Merced To Fresno map.pdf (427 kb)

Attach 4 Elec Transmission Lines.pdf (495 kb)

Attach 5A Google Map Fairmead.pdf (859 kb)

Attach 5B CHSRA Key map.pdf (503 kb)

Attach 5C New HVT locations.pdf (560 kb)
Attach 6 HVT not shown on maps.pdf (274 kb)
Attach 7 Catenaries OCS diagram.pdf (346 kb)
Attach 8 Metro Green under HVTs.pdf (469 kb)
Attach 9 General Order 95 Clearances.pdf (314 kb)
Attach 10 General Order 95 Clearances.pdf (286 kb)
Attach 11 Placing Transmission Lines underground.pdf (823 kb)
Attach 12 Problems of underground transmission lines.pdf (488 kb)
Attach 13 Article on expense of burying HV lines.pdf (1 mb)
Attach 14 CHSRA and CPUC rulemaking.pdf (502 kb)
Attach 15 CHSRA quote to Utility Companies.pdf (515 kb)
Fairmead Missing Utility Costs Comment to Business Plan.pdf (87 kb)



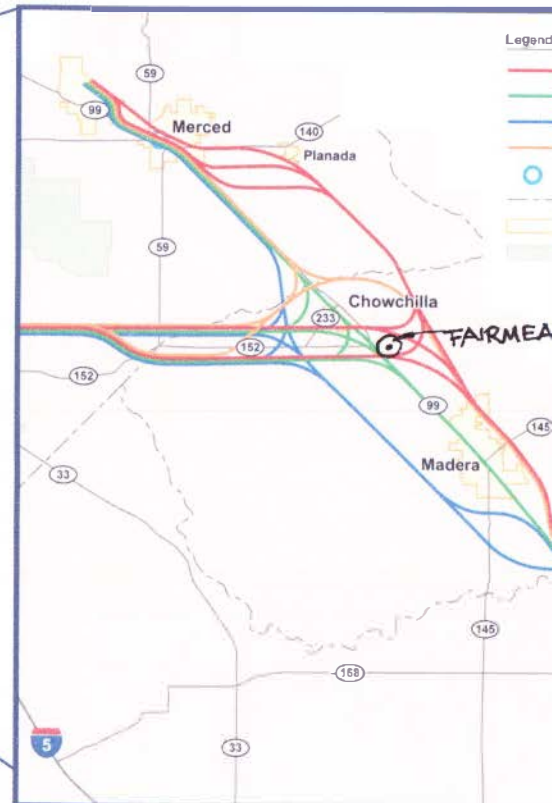
LEGEND

- Phase 1
- Phase 2
- Proposed Station

Merced-to-Fresno Section

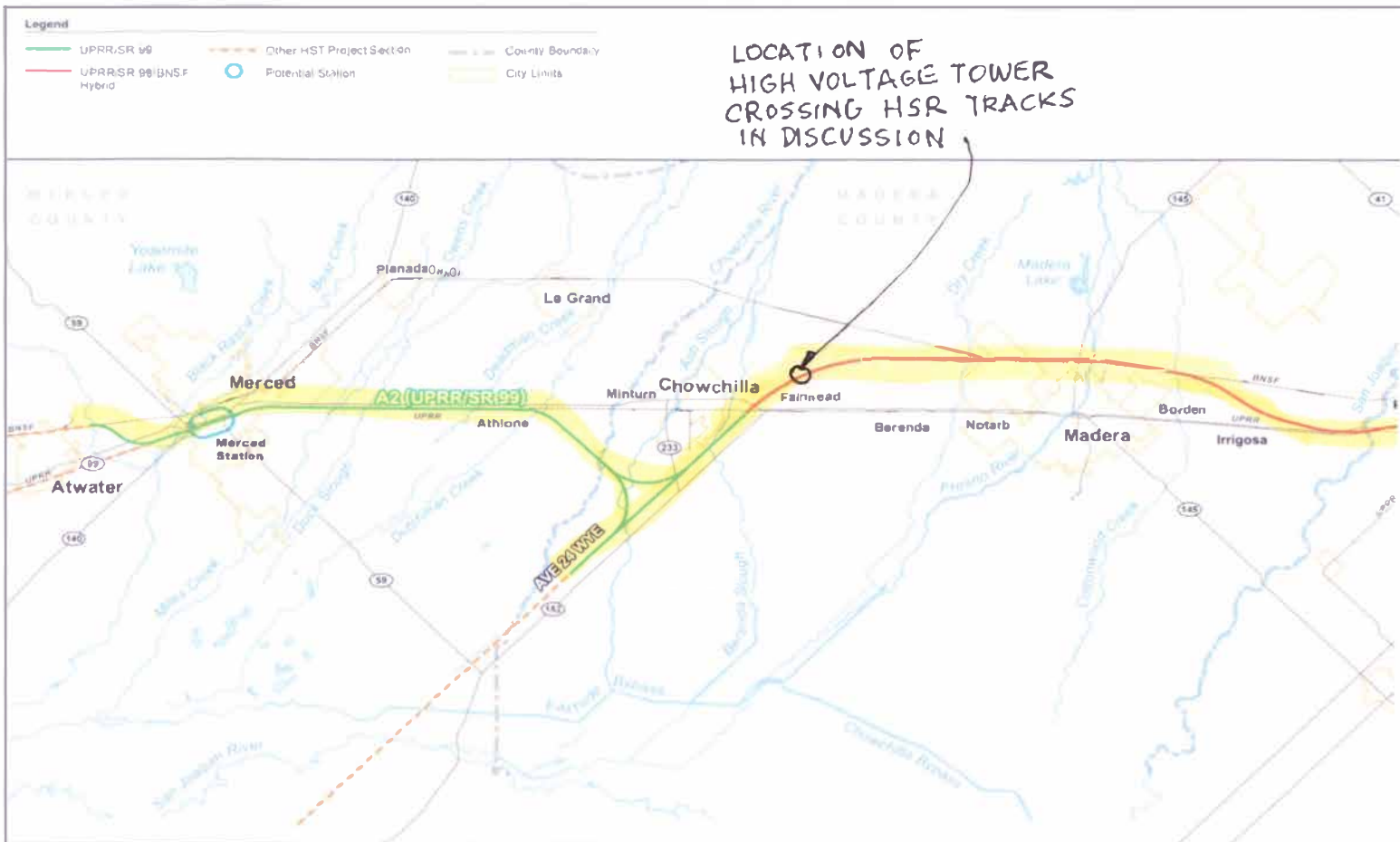


Statewide Map



Project Vicinity

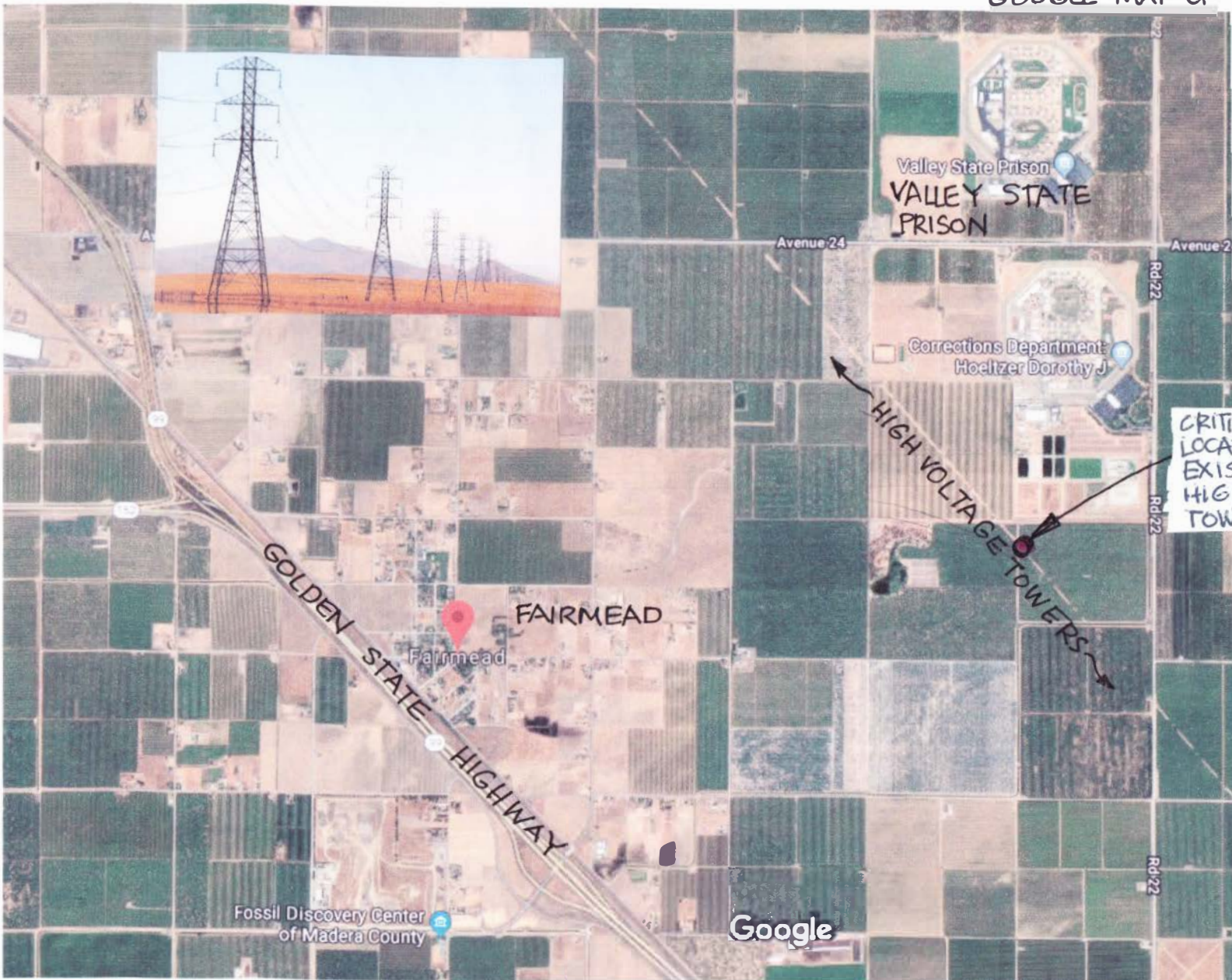
A2 (UPRR) / A1 (BNSF) – Ave 24 Wye West Chowchilla Design Option



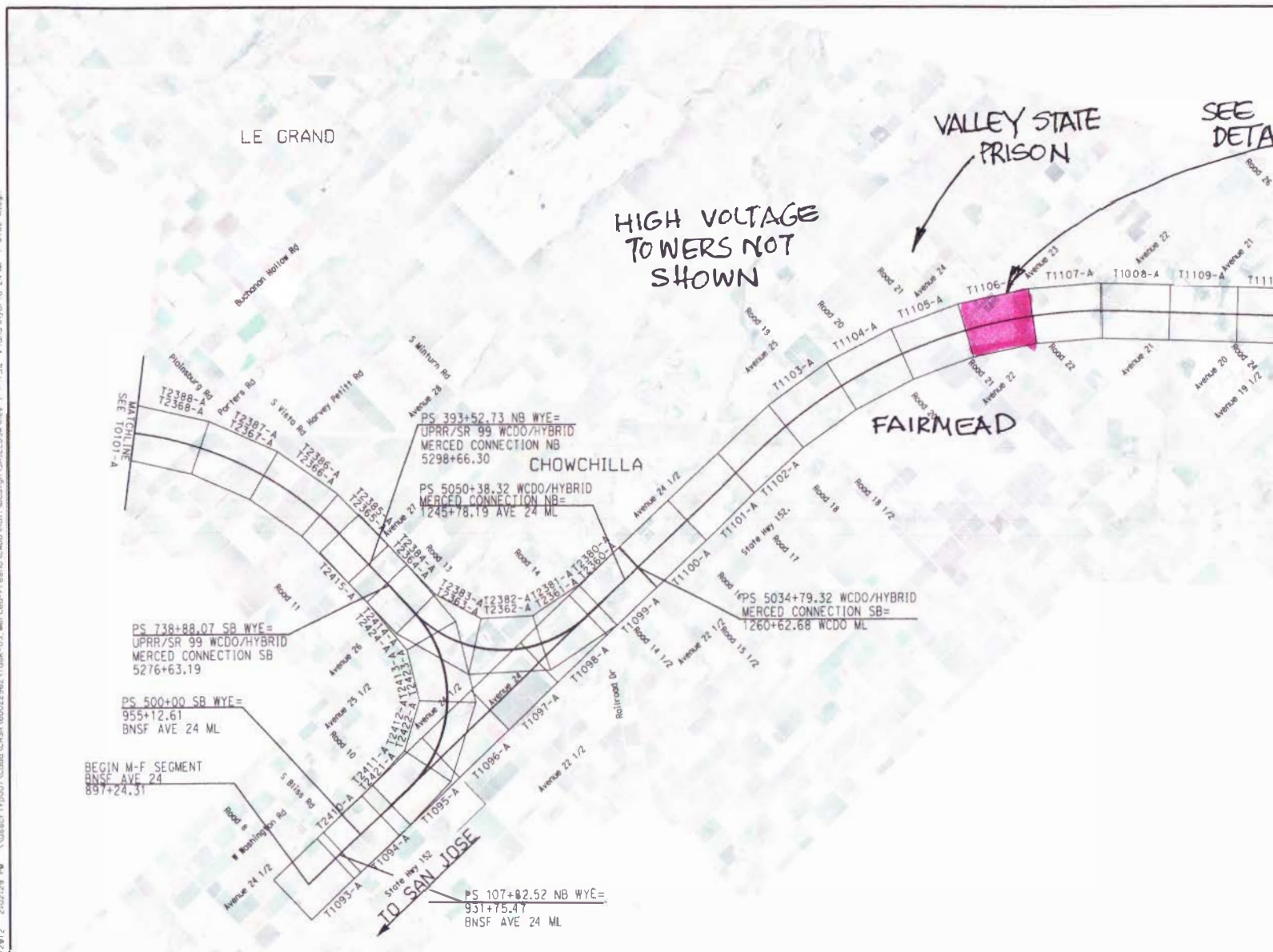
Electric Transmission Lines California, 2016



DISCLAIMER: The California Energy Commission makes no warranties, expressed or implied, as to the suitability or accuracy of the product for any particular purpose. Any use of this information is at the user's own risk. For further information or suggestions concerning maps/data, contact the Energy Commission Cartography Unit: (916) 654-3902



ATTACHMENT
CHSRA KEY



1/9/2012 2:02:28 PM \\nasort1p001\cadd\chsr\60022982\task-03_merced-fresno\cadd\del\design\chsr\60022982\1-152_PlanView\1-0102-A.dwg

REV	DATE	BY	CHK	APP	DESCRIPTION
1	12/12/2011	AS			TRACK REALIGNMENT

DESIGNED BY
A. SHUELS

DRAWN BY
H. SULLIVAN

CHECKED BY
A. BOONE

IN CHARGE
A. BOONE

DATE
07/27/2011

RECORD SET
15% DESIGN
SUBMITTAL

**NOT FOR
CONSTRUCTION**

AECOM
TRANSPORTATION DIVISION

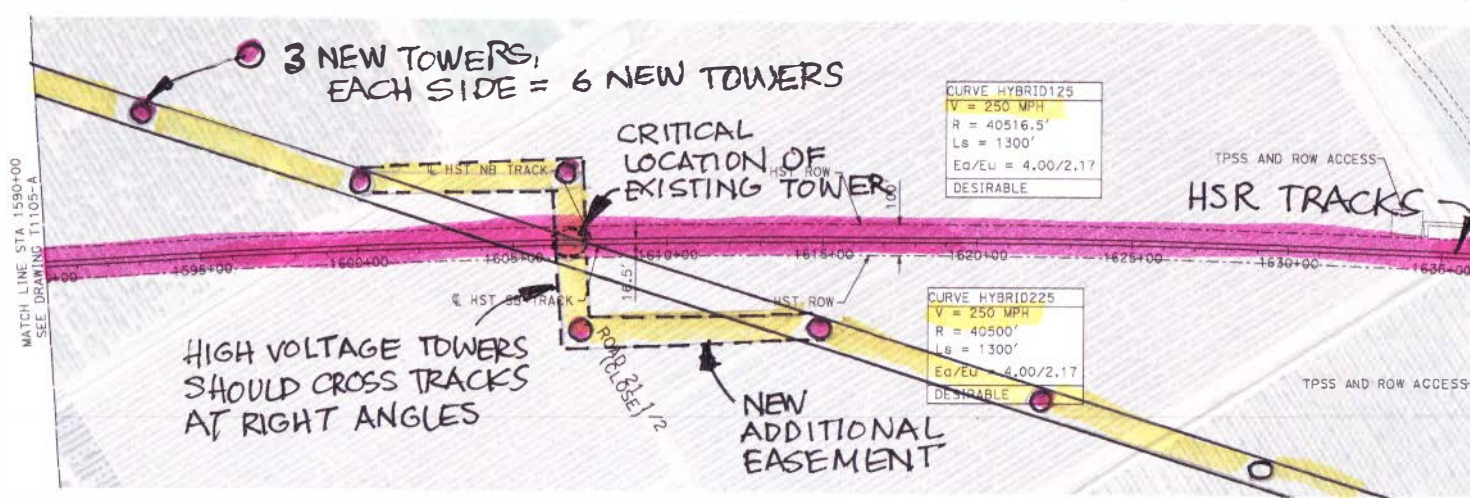
CH2MHILL

CALIFORNIA
HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED RAIL

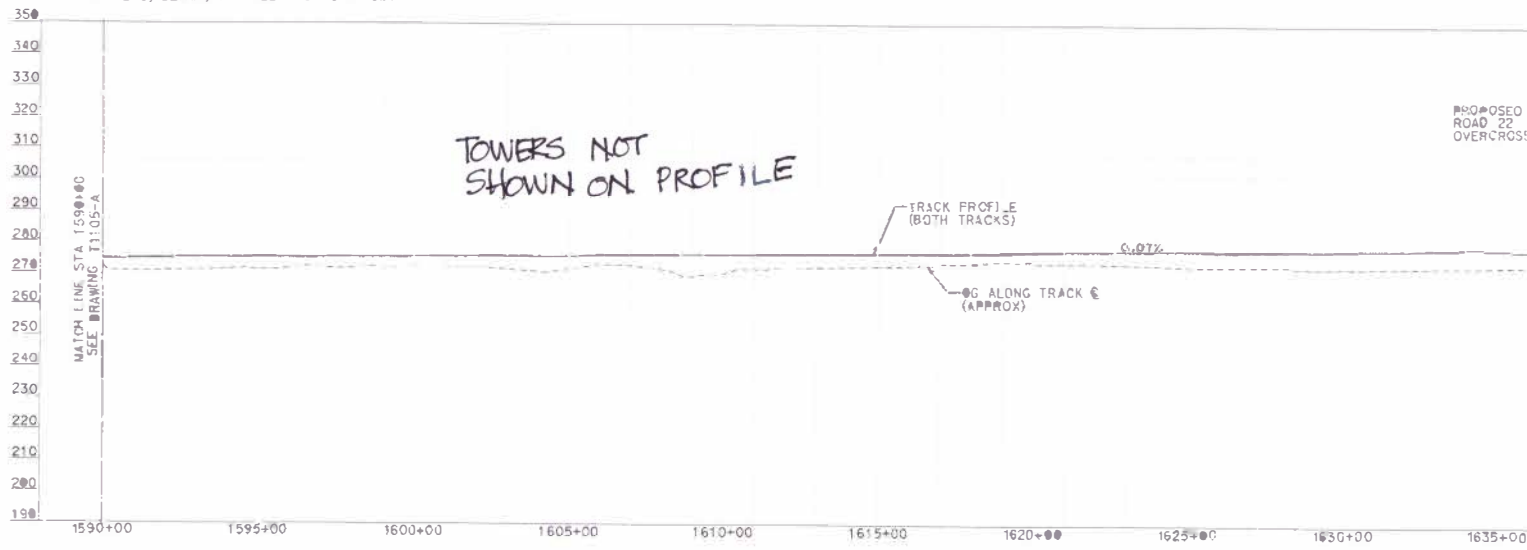
VALLEY STATE PRISON

ATTACHMENT 5
NEW TOWER LOCATION
TO CROSS ABOVE



- NOTES:
1. ALL UTILITIES SHOWN ARE EXISTING UTILITY LINES BASED ON RECORD DRAWINGS AND ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY.
 2. TRACKS CLOSER THAN 102 FT TO THE NEAREST EXISTING FREIGHT TRACKS WILL INCLUDE SAFETY BARRIERS, BERMS, OR WALLS AS REQUIRED.

PLAN



PROFILE

DRAWN BY A. SHELDS CHECKED BY H. SULLIVAN DESIGNED BY A. BROWN DATE 07/20/2011					RECORD SET 10% DESIGN SUBMITTAL NOT FOR CONSTRUCTION		 		 CALIFORNIA HIGH-SPEED RAIL AUTHORITY	
REV	DATE	BY	CHK	APP	DESCRIPTION					



Source: AECOM (2010); URS (2010)

MF_BS_UT_01-04_c Jul 20, 2011



- UPRR/SR 99 Alternative
- BNSF Alternative
- Hybrid Alternative
- Potential Heavy Maintenance Facility
- Station Study Area
- City Limit
- County Boundary
- +— Railroad
- Natural Gas Line
- Petroleum and Fuel Pipeline
- Electrical Transmission Line
- Substation

125kV HIGH VOLTAGE
 MISSING FROM MAP

Figure 3.6-5
 High-Risk Utilities in the Madera Project Vicinity

3 SYSTEM DESCRIPTION

3.1 OVERHEAD CONTACT SYSTEM

The Overhead Contact System (OCS) supplies power to the electrically powered rail vehicles at 25 kV, and includes the aerial conductors, insulators, line hardware, support brackets, and support structures and their associated foundations. 25 kV Electrification Systems typically utilize a catenary configuration, which comprises an Energized and current carrying Messenger Wire (MW) to support a Contact Wire (CW) by means of in-span wire hangers.

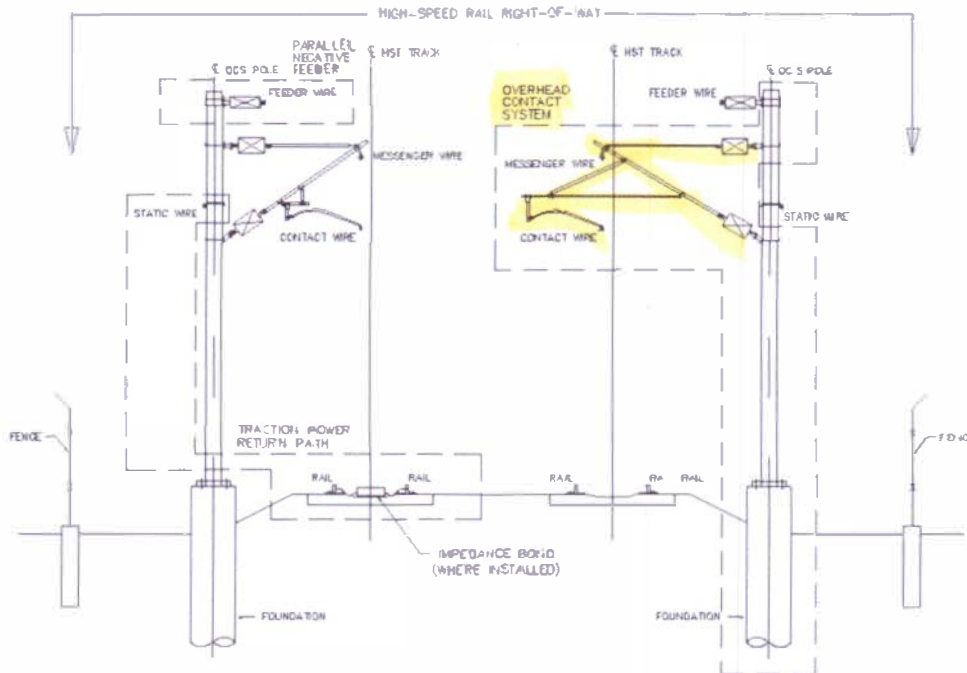


Figure 3-1 Typical 2x25 kV Electrification System

3.2 PARALLEL FEEDERS

In a 2x25 kV Autotransformer Feed System (shown above), a bare parallel Feeder (often termed the negative Feeder) will normally be mounted aerially on insulators on the OCS Poles, and will form a continuous electrical connection between Substation facilities. There is a 180 degree phase difference between the voltages of the parallel negative Feeder and the Catenary System, giving a 50 kV phase-to-phase voltage difference between these conductors.

In a 1x25 kV Direct Feed System, the Feeder (where used) will be a bare paralleling conductor that can be connected at frequent intervals to the OCS to provide localized electrical reinforcement of the circuit. There is no phase difference between the voltages of the parallel reinforcement Feeder and the Catenary System.



ATTACHMENT 8
METRO GREEN LINE
UNDER HIGH VOLTAGE TOWERS

ATTACHMENT
GENERAL OR
CLEARANCE

Rule 38, Table 2, Cases 1 to 7

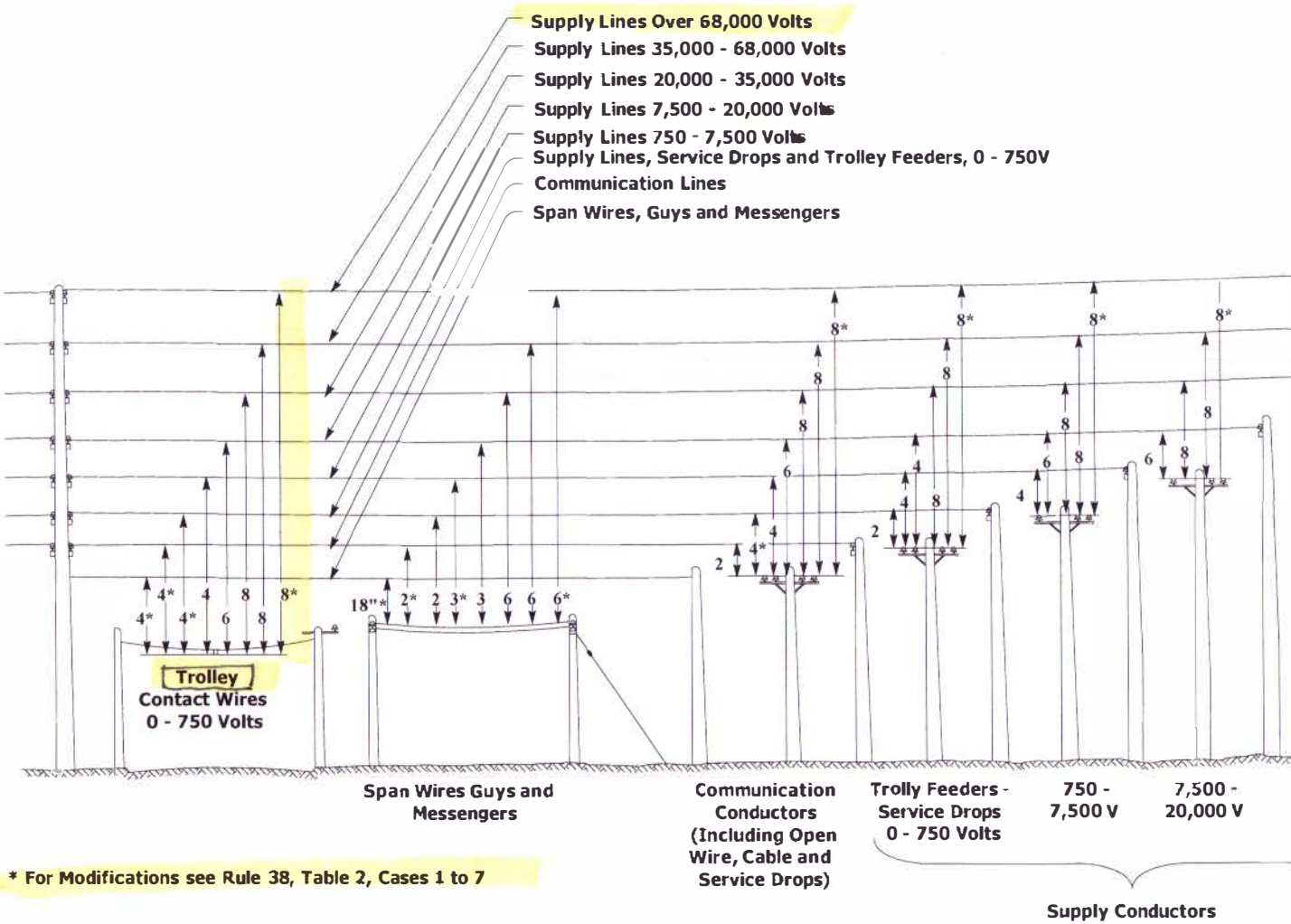


Figure 7 G-7
Clearances of Wires at Point of Crossing

ATTACHMENT 10 GENERAL ORDER 95 CLEARANCES

All Dimensions are in Feet

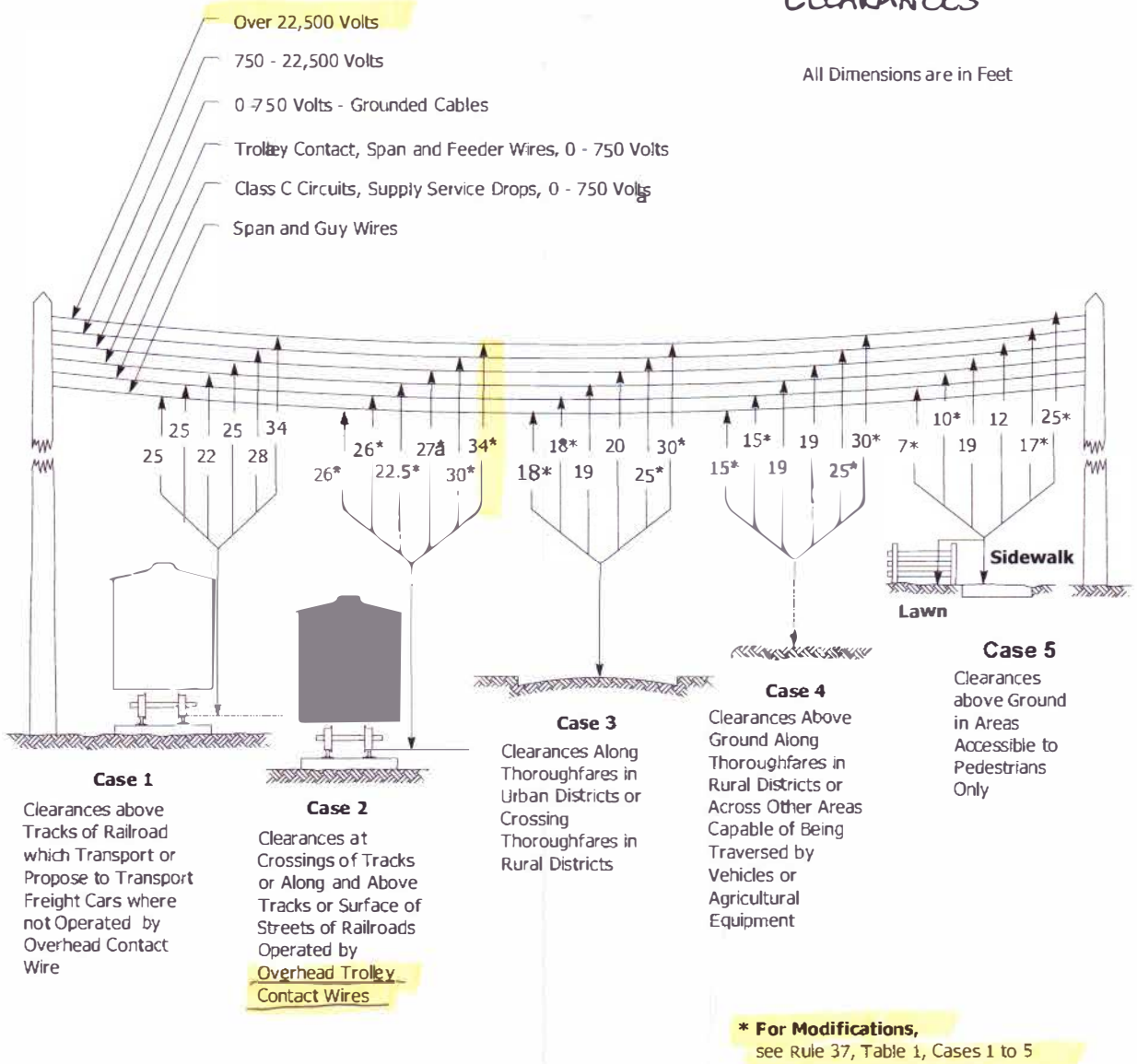


Figure 6
Clearances of Wires Above Railroad Tracks, Highways, Etc.

disposal. Based on estimates that the total volume of C&D material is a maximum of 2.4 million cubic yards before recycling (approximately 7% of the total permitted capacity of the three previously discussed landfills that accept C&D material), the Merced to Fresno HST would have a negligible effect under NEPA on area landfills. Under CEQA, the impact on permitted landfills that would serve the project is less than significant.

As discussed in Section 3.10, Hazardous Materials and Wastes, construction would generate hazardous waste consisting of welding materials, fuel and lubricant containers, paint and solvent containers, and cement products containing strong basic or acidic chemicals. Demolition of older buildings could also generate hazardous waste, such as asbestos-containing materials and lead based paint. The Authority would handle, store, and dispose of all hazardous waste in accordance with applicable requirements, including the Resource Conservation and Recovery Act (see Section 3.10, Hazardous Materials and Wastes). A certified hazardous waste collection company would deliver the waste to an authorized hazardous waste management facility for recycling or disposal. Some in-state landfills, such as Clean Harbors Westmorland Landfill in Imperial County, the Chemical Waste Management Kettleman Hills Landfill in Kings County, and other permitted landfills accept hazardous wastes (DTSC 2007). Because hazardous waste could be disposed of at permitted landfills that have sufficient capacity, potential effects are negligible under NEPA and less than significant under CEQA.

Project Impacts – Common Utilities Impacts

The operation and maintenance of the three project alternatives and an HMF could result in permanent relocation and extensions of utilities; reduced access to existing utilities in the project footprint; and increased demand for water, wastewater, and waste disposal services. None of the project alternatives would physically encroach on the footprint of water or wastewater treatment facilities, water pump stations, or power plants.

Conflicts with Existing Utilities

There are many utilities within or crossing the study area for the proposed HST and associated facilities. The project would not be compatible with most of these existing utilities. The Authority would work with utility owners during final engineering design and construction of the project to relocate utilities or protect them in place. Where overhead transmission lines cross the HST alignment, the Authority and the utility owner may determine that it is best to place the line underground. In this case, the transmission line would be placed in a conduit so that future maintenance of the line could be accomplished outside the HST right-of-way. Where existing underground utilities such as gas, petroleum, and water pipelines cross the HST alignment, the utilities would also be placed in a protective casing so that future maintenance could be accomplished from outside of the HST right-of-way. The project construction contractor would coordinate schedules for utility relocations and protection-in-place with the utility owner to ensure the project would not result in prolonged disruption of services. In compliance with state law (California Government Code 4216), the construction contractor would use a utility locating service and manually probe for buried utilities within the construction footprint prior to initiating ground disturbing activities. This would avoid accidental disruption of utility services. Transmission lines between the transmission power supply stations and the existing substations would be constructed aboveground to industry standards and would not conflict with existing infrastructure. Therefore, the effect of the project on utility providers and their customers would be negligible under NEPA and the impact would be less than significant under CEQA.

PUBLIC
WOULD
PAY THE
ADDITIONAL
COSTS OF
UNDERGROUND
UTILITIES

The HST may conflict with existing stormwater basins; this is potentially a substantial impact under NEPA and a potentially significant impact under CEQA. As feasible, any loss in capacity at the retention ponds would be restored within the existing utility footprint or the HST alignment would be modified to avoid impacts, which would reduce the impact to negligible under NEPA and less than significant under CEQA. Some stormwater basins will require relocation within the study area. Impacts would be negligible under NEPA and less than significant under CEQA.

Where the alignments would conflict with existing electrical substations, there is a potential for a substantial impact under NEPA and a significant impact under CEQA. Where possible, portions of the HST

Tubular steel towers are relatively new, they consist of a single steel pole anchored into the ground. These can be more visually appealing than their lattice steel counterparts, although historically they have been more costly to construct and can result in increased maintenance costs and requirements.

PROBLEMS OF UNDERGROUND TRANSMISSION LINES

Clearance Requirements

Clearance requirements relates to a few issues, primarily the height of the wires from the ground and other permanent structures, the distance that must be between two towers in a single transmission line (or the distance between towers from two or more separate transmission lines built within a single transmission corridor), and the proximity of transmission lines to roads and highways. These requirements are mandated by federal, state and (sometimes) local governments and the specific requirements are a function of exactly where the line and towers will be located.

Reliability Standards

Reliability standards are closely related to clearance requirements. In short, this means ensuring the lights will stay on in the event of a tower collapse or other major failure along the line.

Undergrounding

It is possible to bury transmission lines underground instead of building an overhead system connected by a series of steel towers, but, there are tradeoffs and requirements for public safety and the environment. Beyond the increased cost of undergrounding transmission lines (10 to 30 times greater than overhead construction depending on voltage), the main issues are heat and environmental impacts.

When high-voltage energy flows through a conductor, resistance in the conductor generates waste heat (or transmission losses). The higher the energy transmitted, the more heat is generated. With overhead transmission lines, the air surrounding the lines acts as an insulator and absorbs this waste heat. In underground transmission lines other mediums must be used to dissipate this heat, which to-date has restricted the undergrounding of transmission lines to voltages less than 500-kV except for very short distances.

Another consideration of underground lines is the ground disturbance caused by the tunnels through which the transmission line runs. Instead of impacting the ground only at tower footings, underground transmission construction requires extensive excavation and can disrupt habitats or water resources. Additionally access to the underground transmission line, which is needed for maintenance and repairs, requires construction of "vaults." These vaults are typically 30' structures roughly the size of an average living room that must be buried in the ground every 750-1,000 feet where the conductors are spliced together. The environmental and land disruption impacts of undergrounding transmission lines can greatly exceed that of above ground transmission, and are factors that are weighed in the planning process.

TO BE
BUILT
BENEATH
THE TRACKS →

Underground power lines don't cause wildfires. But they're really expensive.

By David R. Baker

October 21, 2017

San Francisco Chronicle

ATTACHMENT 13A

page 1 of 2

Underground power lines don't sway in the wind. Tree branches blown sideways by a gale can't hit them. They don't sit on wooden poles that can fall down.

They would, in other words, seem to be an ideal way to prevent wildfires in a place like California, which has a history of big blazes sparked by overhead power lines tangling with trees. Investigators are now trying to determine whether that combination triggered the wildfires that tore through the Wine Country this month.

Unfortunately, underground power lines are also very expensive.

And if Pacific Gas and Electric Co., whose overhead lines are facing scrutiny as a possible cause of the North Bay fires, were to bury more of its system, that cost would be borne by the company's customers. It would not come out of PG&E's profits. Placing more lines underground could even raise those profits, since under California regulations, utilities make a guaranteed rate of return on the value of all the equipment they own.

"We think it's so expensive that it's really not feasible," said Mark Toney, executive director of The Utility Reform Network watchdog group.

A new underground distribution line across most of PG&E's territory costs about \$1.16 million per mile, according to data filed with state regulators during the utility's most recent general rate case. That's more than twice the price of a new overhead line, which costs about \$448,800 per mile. Most of the difference comes from the expense of digging a trench for the cable.

Prices rise within cities, where the work is more complex. A 2015 San Francisco report found that recent costs for moving power lines underground in Oakland had averaged \$2.8 million per mile, while similar work in San Jose had cost \$4.6 million per mile.

And burying high-voltage transmission lines — the kind usually strung from immense steel towers across long distances — can cost as much as \$5 million per mile, according to PG&E.

The utility operates more than 134,000 miles of overhead power lines of one voltage or another across Northern and Central California. So while placing power lines underground in areas filled with flammable vegetation may sound sensible, it is far from cheap: It would cost well over \$100 billion to do across PG&E's entire territory.

"Do we want to tear up the whole Oakland hills — a high fire hazard area — to do undergrounding?" asked Michael Picker, president of the California Public Utilities Commission. "There's never going to be a perfect solution. A lot depends on how much people are willing to spend to approach the next level of safety."

San Francisco has particularly painful experience with the costs of burying lines. For 10 years starting in 1996, the city worked with PG&E to place underground 45.8 miles of overhead lines, with the utility estimating a cost of \$1 million per mile. Instead, the final price came in at \$3.8 million per mile.

California regulations use a formula for allocating some money each year from utility customers' bills to undergrounding projects in cities that want to bury their power lines. San Francisco's 10-

year project ran so far over budget that it used up all the money that would be available to the city through 2032, according to a city report. That brought undergrounding within the city to a halt.

Price is not the only pitfall.

Repair crews have no trouble spotting a knocked-over power pole or downed line. But when an underground line fails, operators first have to figure out where the problem occurred, without being able to see it — though sensors attached to the power lines can help narrow things down. Then they have to dig.

“You may know it’s within a certain distance, but you don’t know exactly where it is,” said Andrew Phillips, director of transmission studies at the Electric Power Research Institute, a think tank serving the utilities industry. “And fixing it is very expensive, and that means the outage time is a lot longer.”

There’s also the issue of cutting trenches through environmentally sensitive areas. And in more urban settings, workers who don’t know the location of an underground line may dig into it, a problem that plagues natural gas pipelines as well. The power research institute’s office in Charlotte, N.C., recently lost power for an afternoon after someone accidentally hit an underground power cable in the neighborhood, Phillips said.

“Some guy with a backhoe was working on the traffic light, and he dug into the line — and everyone had to go home,” he said.

Most undergrounding takes place in towns and cities, for aesthetic reasons.

Urban streetscapes already contain a maze of infrastructure below the surface — water and sewer pipes, fiber-optic cable — so undergrounding can often be combined with other jobs to minimize the disruption.

PG&E undergrounds about 30 miles of electric lines each year. Other utilities have been more aggressive. San Diego Gas and Electric Co., a far smaller utility, says that 60 percent of its lines are now underground. That even includes small stretches of rural lines running through areas considered particularly prone to wildfires. The city of San Diego also placed a high priority on moving lines underground and set up its own funding system to support the work.

At the current pace, moving all of California’s utility lines underground would take 1,000 years, according to the California Public Utilities Commission.

PG&E has replaced hundreds of toppled or damaged power poles in the North Bay since the Oct. 8 windstorm and the wildfires that followed. It remains unclear whether PG&E’s equipment may have helped start the fires or whether the fires damaged the equipment.

Either way, PG&E does not consider undergrounding a panacea.

“We serve urban areas, and we also serve really rural areas, so where’s the tipping point where undergrounding makes sense?” said PG&E spokesman Keith Stephens. “We want to provide safe and reliable service that’s also affordable. So it’s a balance of those three things.”

David R. Baker is a San Francisco Chronicle staff writer.

Moving power lines underground can help prevent fires— at a price

Miles of overhead power lines in PG&E territory: 134,000

Cost of underground lines, per mile: \$1.16 million to \$5 million

Miles of power lines PG&E undergrounds per year: 30

ATTACHMENT 14 CHSRA & CPUC RULES

California High-Speed Rail Safety: Planning and Operations

The CPUC is one of the entities responsible for safety oversight in the planning, development, construction, and operation of the California High-Speed Rail project. California's high speed rail proposal uses new technologies that are unique to high-speed rail and to the California rail safety program. During the preliminary planning phases, federal and state oversight agencies are conducting proceedings to develop a regulatory and policy framework tailored to the high speed rail project.

ROSB railroad safety inspectors will work to ensure that the California High Speed Rail Authority adheres to all applicable requirements. Specifically, the ROSB railroad safety inspectors perform the following:

- During planning and construction phases, ensure compliance with CPUC rules, decisions, general orders, and statutes regarding clearances, standards for construction and maintenance of walkways, etc. in addition to FRA regulations regarding track and other infrastructure specifications;
- Prior to and during operations, ensure the accuracy of high speed rail train consist records, observe crews performing safety operations, review the accuracy and completeness of safety manuals and security procedures, etc.;
- After construction, perform ongoing rail safety inspections in the five safety disciplines;
- Perform safety audits of the High Speed Rail System Safety Program Plan, which must be a comprehensive document covering all safety issues. ROSB audits will include focused inspections and involves all aspects of construction and testing phases of rail equipment and control systems.

CPUC high speed railroad safety inspectors plan to monitor high speed rail much the way that Crude Oil Reconnaissance Team is monitoring crude oil. ROSB railroad safety inspectors monitor construction progress, in design and in the field.

CPUC monitoring also includes oversight of electrification to power the trains, as well as any interface with conventional railroad infrastructure such as track design and construction processes. In March 2013, the California High Speed Rail Authority petitioned the CPUC to create regulations governing safety standards for the use of 25 kilovolt (kV) electric lines to power high-speed trains. The CPUC opened a proceeding (R13-03-009) to establish uniform safety requirements governing the design, construction, operation, and maintenance of overhead 25 kV railroad electrification systems and the specific safety challenges the system presents. Evidentiary hearings are scheduled to commence in December 2014.

Certain rules for high speed rail are already in place. 49 CFR, Part 213, specifies track requirements for train operations at track classes 6 and higher. Track Classes 6 and higher include all tracks used for the operation of trains at a speed greater than 90 miles per hour (mph) for passenger equipment and greater than 80 mph for freight equipment.

New state and federal regulations will likely be promulgated as high speed rail moves forward. Through the testing phase of HSR, such issues in California will be addressed, as well as lessons learned from other high speed rail programs in the US that may advance faster than in California.

The CHSRA representative's response was, literally, "I don't have to answer you," and no further response was provided.⁴

Another example is CHSRA's non-response to a question regarding its proposal to increase the minimum crossing angle for underground utility facilities, from the standard 45 degrees set in the American Railway Engineering and Maintenance-of-Way Association (AREMA) manual to 60 degrees in CHSRA's draft GO section 5.8.3. This issue was raised in the Joint Utilities' Outline of Issues for the initial Technical Panel meetings on September 24-25, 2013, and was raised again in subsequent Technical Panel meetings. It is repeated in the Joint Utilities' comments on the Technical Panel Report (at Section II.C), and in CIP Coalition's comments (at Section II.B.2.b). To date, CHSRA simply refuses to provide any technical justification or support for its position.

The Safety and Enforcement Division's Technical Panel Report identifies as "some of the topics that are still in disagreement," four areas of issues with CHSRA's proposed draft GO: (1) casing of gas pipelines; (2) definition of agency; (3) lower voltage lines over CHSRA lines; and (4) training rules.⁵ The Joint Utilities' comments on the Report identify a number of issues that were not resolved in the Technical Panel process, including: (1) conflicts with GO 95 and GO 128 requirements involving the use of earth as part of the return circuit for electric current; (2) conflicts with GO 95 requirements concerning lower voltage lines crossing over the high speed rail overhead contact system; (3) the impact of high speed rail operations on routine pipeline operations and maintenance; (4) requirements for minimum crossing angle, parallel encroachment, relocation, and encasement of underground facilities; (5) impacts on underground facilities of CHSRA's intended use of earth as part of the return circuit in its operations; (6) minimum clearances from side and overhead structures; (7) prevention or mitigation of inductive interference with power and communications lines; and (8) cost responsibility for impacts to utility facilities.

Many if not all of these issues could involve disputes as to adjudicatory facts, if they are not resolved in the next stage of workshops. For example, what is CHSRA's intent in proposing

⁴ In CHSRA's draft GO submitted with the Technical Panel Report on December 30, 2013, the proposed "Principle of Least Cost" is expanded beyond Avoidance or Mitigation of Electromagnetic Interference to a principle of general application at Section 1.5, and the sentence in question appears as "Note 1" to Section 1.5.

⁵ Technical Panel Report at 3.

May 7, 2018

COMMENT FOR CHSRA BUSINESS PLAN:

ADDITIONAL UTILITY RELOCATION COSTS ARE MISSING FROM THE ESTIMATE.

HIGH VOLTAGE TOWERS THAT CARRY ELECTRICITY ACROSS THE STATE OF CALIFORNIA INTERSECT WITH HIGH SPEED RAIL (HSR) IN MANY LOCATIONS. WHERE THESE TWO SYSTEMS OVERLAP, THE HIGH VOLTAGE TOWERS (HVT) MUST BE RAISED HIGHER OVER THE TRACKS TO MEET CLEARANCE REQUIREMENTS, OR THE WIRES MUST BE RELOCATED UNDERGROUND; THE AUTHORITY STATES THEY WILL BE RELOCATING THE HIGH VOLTAGE WIRES UNDERGROUND.

THE COSTS OF BURYING HIGH VOLTAGE WIRES IS TEN TIMES HIGHER THAN RAISING THE WIRES ABOVE THE TRACKS. THESE ADDITIONAL EXPENSES WILL BE PAID FOR BY THE CONSUMERS.

THESE RELOCATION COSTS ARE NOT ACCOUNTED FOR IN THE NEW BUSINESS PLAN.

In 2008, when Proposition 1A passed, voters approved of using the Union Pacific Railroad (UPRR) corridor between Merced and Fresno for High Speed Rail; the monies were to be spent to improve the existing rail corridor.

After 2011, a track alignment alternative called the Hybrid was chosen by the Authority that veers from the UPRR corridor and wanders to and fro across open farmland. The sixty mile straight route now has an additional 20 miles of high speed curves and spirals adding considerable length of track to the corridor. The California High Speed Rail Authority (CHSRA) officials continue to state that this route between Merced and Fresno is the backbone of the high speed rail system, yet this backbone has developed scoliosis, or curvature of the spine.

See Attachments 1, 2, and 3, High Speed Rail Maps. The Statewide map has not been updated to show the new curvature between Merced and Fresno.

Many electric transmission lines cross the state. These lines intersect with the high speed rail tracks in multiple locations. See Attachment 4, Electric Transmission Lines. Where these two systems overlap has not been identified by the Authority on their maps or in their environmental impact reports.

Along the HSR route, the small farming community of Fairmead is located between Merced and Fresno. The High Speed Rail (HSR) tracks curve through the region and the focus will be a set of

High Voltage Towers that cross the high speed rail tracks near the Valley State Prison. See Attachment 5A, Google map of the region.

A critical set of 125 Kilovolt High Voltage Towers (HVT) travels from Merced and Fresno between State Route 99 and the BNSF railroad. The line of towers appears as a dash/dot line on Google maps because the PG&E clears the farmland underneath of all fruit trees; the dash lines are the areas underneath the wires where the land is a barren yellow, the towers are the dots. Further magnification will show the shadows of the towers.

Where high voltage transmission lines cross over electrified rail tracks, there could be interference between the two systems which could result in arching of electrical power between the two lines, not unlike when you drove down the highway under a high voltage line and your radio goes out. The HSR system could lose signaling.

See Attachment 5B, CHSRA Key Map and Attachment 5C, New Tower locations needed to cross HSR tracks. These attachments provide one example of the lack of oversight in the HSR budget.

The Authority did not mark this series of high voltage towers on their map of High-Risk Utilities in their Draft Environmental Impact Report (DEIR) or the Final (FEIR). On the EIR maps, there is a notation that the electrical transmission lines will be shown, but this set of HVTs is not shown. See Attachment 6, Public Utilities and Energy.

See Attachment 7, Overhead Contact System (OCS) for High Speed Rail.

See Attachment 8, METRO Green Line near Los Angeles International Airport. The transit system's OCS wires can be seen underneath a series of high voltage towers. Two sets of towers had to be raised higher to accommodate the catenary system of the trains. The process took seven years.

In the State of California, when a set of power lines cross over an electrified railroad track, the rules governing the distance between the two sets of lines are found in the California Public Utilities Commission (CPUC) General Order 95 (GO95). These rules were established during the era of trolley car lines, when trolley cars ran at a maximum of sixty miles an hour. These rules have not been updated for speeds of 220 miles per hour.

See Attachment 9 and 10, General Order 95, clearances for overhead wires above a trolley car OCS.

In order to raise the lowest line of an high voltage tower, all the lines on the tower must be raised incrementally. There is a cascading affect and the high voltage towers on either side of the HSR tracks will have to be re-built, approximately three towers on each side of the HSR tracks (See again Attachment 5C for locations of new towers).

Power lines will have to be lengthened and nearby towers will require wires cut and adjusted using precise calculations. During construction, electricity will have to be diverted and re-routed in stages. HVT relocations would have to be staggered in scheduling. For each case there will be road closures, detours, CPUC public participation hearings, EIR/EIS, community outreach, eminent domain legal fees, right-of-way agreements, rental fees established, permits and contractor review and supervision. The Federal Aviation Administration (FAA) will require a formal review of the new height of the towers; much crop dusting occurs in the Central Valley. The FAA may take ten years to approve new airspace altitude restrictions.

In contrast to this standard approach to the problem: re-building and raising the high voltage towers over the catenaries, the CHSRA states in their documents that they will work with the utility owners to put the high voltage wires underground. See Attachment 11 from the EIR.

For the consumer, this is not economically feasible. The Transmission Agency of Northern California (TANC) estimates that underground utility lines would cost 10 to 30 times greater than overhead construction. See Attachment 12 from their web site, Problems of Underground Transmission Lines.

Burying high voltage lines will require a vault. These vaults are typically 20' x 30' structures, roughly the size of a living room. These vaults must be air conditioned. This will require an additional power line to the vault. The vault must be secured against vandalism. This vault will be built in a flood zone and must be protected with additional drainage details that have not been provided. There are significant environmental hazards. There will be additional property needed from the owners of the farmland and will require permanent take, not just an easement.

The San Francisco Chronicle published an article about the high cost of undergrounding power lines after the wildfires in Northern California. See Attachment 13A & 13B.

After the alignment through Fairmead was chosen, Pacific Gas and Electric, Southern California Edison, San Diego Gas & Electric, Southern California Gas Company, East Bay Municipal Utility District, Sacramento Municipal Utility District and the Los Angeles Department of Water and Power began evidentiary hearings with the CPUC about the various critical interfaces with high speed rail.

See Attachment 14, California High-Speed Rail Safety. From that document:

“In March 2013, the California High Speed Rail Authority petitioned the CPUC to create regulations governing safety standards for the use of 25 kilovolt (kV) electric lines to power high-speed trains. The CPUC opened a proceeding (R13-03-009) to establish uniform safety requirements governing the design, construction, operation, and maintenance of overhead 25 kV railroad electrification systems and the specific safety challenges the system presents. Evidentiary hearings are scheduled to commence in December 2014.”

The rules for governing the clearances between the high speed rail catenary and the high voltage towers were to be discussed and revisions were to be made. The CPUC was well aware that the clearances had not been updated since the era of trolley cars. But it appears the meetings did not change that distance and it is still the same as it was for the trolley car era; there are many documents on the matter that can be found here:

https://apps.cpuc.ca.gov/apex/f?p=401:57:0::NO:RP,58,RIR:P5_PROCEEDING_SELECT:R1303009

The CHSRA representative's response to the collective energy agencies, was, literally, "I don't have to answer you," and no further response was provided. See Attachment 15. Here is the document on the need for further evidentiary hearings by the CPUC. The quote can be found at the top of page 3:

<http://docs.cpuc.ca.gov/PublishedDocs/Efile/G000/M089/K025/89025450.PDF>

The bottom wire of the High Voltage Tower should be raised higher above the High Speed rail catenaries than a trolley car wire; the high speed trains will be going 220 miles per hour. The CPUC stated they were going to change these rules, but did not change General Order 95 to accommodate high speed trains.

Further investigation was denied. See the Administrative Law Judge's ruling denying motions for additional evidentiary hearings:

<http://docs.cpuc.ca.gov/PublishedDocs/Efile/G000/M089/K640/89640945.PDF>

Moving the High Voltage Towers will cost billions of dollars, yet these costs are missing from the budget.

Please see all attachments for further information.

Thank you for your cooperation in this matter.

Susan MacAdams
Track and Alignment Expert
Former High Speed Rail Planning Manager,
Los Angeles County Metropolitan Transportation Authority (Metro)
Track Design and Manager: Metro Red, Blue and Green Lines, Los Angeles
Light & Heavy Rail Track Design and Construction: Baltimore, Boston, Washington DC
susan.macadams@gmail.com

2018 Business Plan RECORD DETAIL

First Name : Lucas

Last Name : Woodward

Stakeholder Comments/Issues : To whom it may concern,

Please see attached comments on the 2018 High Speed Rail Business Plan.
Contact me for any questions or concerns.

Regards,

Lucas Woodward
Senior Transportation Planner
Sustainable Streets

[Macintosh HD:Users:leonyu:Documents:LEON_SFMTA:SFMTA
Rebrand:Digital Brand Assets:Email Signature:SFMTA18-Logo-Horz-
PMS.png]

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B7264C0][cid:image014.png@01D3E61E.BB7264C0]
[cid:image015.png@01D3E61E.BB7264C0]

Attachments :

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SFMTA 18-0507 CHSRA_Business Plan Comment Letter.docx.pdf (401 kb)



Mark Farrell, Mayor

Cheryl Brinkman, Chairman
Malcom Heinicke, Vice Chairman
Gwyneth Borden, Director
Lee Hsu, Director

Joél Ramos, Director
Cristina Rubke, Director
Art Torres, Director

Edward D. Reiskin, Director of Transportation

Brian Kelly, CEO
California High-Speed Rail Authority
770 L Street, Suite 620 MS-1
Sacramento, CA 95814

Attn: Draft 2018 Business Plan

Dear Mr. Kelly:

Thank you for the opportunity to provide comments on the Draft 2018 California High Speed Rail Business Plan. The SFMTA is a strong supporter of the high speed rail program in California and understands that the timely completion of the project is crucial to the continued prosperity and quality of life in the region and state.

In this Business Plan, The Silicon Valley to Central Valley Line definition has been extended north to San Francisco and south to Bakersfield. We feel this definition will support higher ridership and commercial value. We also appreciate the delivery approach that would allow for interim operations from San Francisco to Gilroy and on the Central Valley segment if funding for constructing the tunnels through the Pacheco Pass is delayed.

While we are eager for this segment to be completed, we hope that this delay presents an opportunity to resolve important details such as the final alignment to downtown San Francisco and the grade separated crossings of 16th Street and Mission Bay Boulevard. The updated Silicon Valley to Central Valley schedule now includes San Jose to San Francisco 4th and King by 2029, with full completion of Phase 1 to downtown San Francisco in 2033. We expect that service to the Salesforce Transit Center will be achieved in 2029 and would prefer not to delay service to this critical hub and its additional riders and revenue. The TJPA's schedule and funding plan for the Downtown Extension is based on service by 2029

We observe that this Business Plan reports increased capital costs for delivering the project. No one likes to see cost increases, but it is encouraging that this update to the Business Plan shows cost estimates in ranges and identifies risks. We hope that this more thorough assessment of the project's constructability and cost will help to reduce future changes to the project's budget.

In addition, we have the following textual comments:

- On page 2, the last sentence should read "30 percent of *new* jobs in the county"
- We agree that passenger rail is a very safe form of transportation. However, given the number of people that use highways in the United States, comparing the raw numbers of deaths on highways and related to rail seems disingenuous.

- The discussion of special land use areas should include the area in San Francisco around the Salesforce Transit Center.

The High Speed Rail program is an important catalyst for other critical projects in the region, such as Caltrain Electrification, the downtown extension, and critical grade separations. This Business Plan especially emphasizes the benefits of the High Speed Rail program to Central Valley communities, which we believe is important in ensuring broad continued support for the project. We are enthusiastic about the future of modern passenger rail in California and are happy to discuss any of these comments further.

Sincerely,



Edward D. Reiskin
Director of Transportation

2018 Business Plan RECORD DETAIL

First Name : Dan

Last Name : Conetta

Stakeholder Comments/Issues : Dear High-Speed Rail Authority,

I am opposed to the negative affect that the High-Speed Rail Project would have on our community of Lake View Terrace (zip code 91342). This project slices right through the community of Lake View Terrace which is one of the few remaining horse-keeping areas within the entire city of Los Angeles. I have reviewed the Draft 2018 Business Plan and the plan claims to outline a "...sensible path forward..." but it doesn't take into account the negative affect that this project would have on our community nor does it address the equestrian activities that makes this community home to many equestrian owners. In fact Lake View Terrace is not even mentioned in the business plan nor is there any mention of how to mitigate the negative effects that this project might have on our local equestrian activities. We have a local community council called the Foothills Trails District Neighborhood Council (FTDNC) that has echoed my concerns to the HSRA but to no avail. I invite you to visit the FTDNC website and review the section under "History" at <http://ftdnc.org/about-ftdnc> You will then be able to get a better understanding of the unique significance of our community.

Thank you for the opportunity to comment.

Dan Conetta
(907) 598-5119

2018 Business Plan RECORD DETAIL

First Name : Susan (CPC)

Last Name : Gygi

Stakeholder Comments/Issues : Sir -

Please see attached for the City and County of San Francisco Planning Department's official comments on the 2018 CHSRA Business Plan. If there are any questions, feel free to contact me. SG

Susan Gygi, PE
San Francisco Planning Department
1650 Mission Street Suite 400 | San Francisco, CA 94103
Direct: 415-575-9194 | email:
susan.gygi@sfgov.org<mailto:susan.gygi@sfgov.org>

Attachments : 2018-05-07_CHSRA BusPlan comments-2.pdf (94 kb)



SAN FRANCISCO PLANNING DEPARTMENT

May 7th, 2018

Mr. Brian Kelley, CEO
California High Speed Rail Authority
770 L Street Suite 620 MS-1
Sacramento, CA 95814

Via email at 2018businessplancomments@hsr.ca.gov

Attn: Draft 2018 Business Plan

Dear Mr. Kelly;

Thank you for the opportunity to provide comments on the 2018 California High Speed Rail Authority Business Plan. From the beginning, the City and County of San Francisco has been a supporter of HSR.

As San Francisco is projected to grow 66% in the next 50 years, along with similar growth in the region and the state as a whole, the City has determined that rail is essential to accommodate the necessary trips to/from the City as well as the region and state. This will allow for persons to effectively and efficiently travel between cities up and down California. We support wholeheartedly any initial service that can be provided, and look forward to the day the first train operates into the Salesforce Transit Center (SFTC – previously known as the Transbay Transit Center). We also support the further electrification of the Caltrain line for Caltrain and HSR use from San Jose to Gilroy.

With the initial operations delay from 2025-2029 and potential early operation in 2027, we look forward to spending that additional time working with CHSRA and others to ensure that the service not only serves rail passengers but also San Franciscans in general with the potential of moving the trains underground north of 22nd Street in San Francisco, solving specific grade separation conflicts at 16th Street and Mission Bay Drive, and operating all trains in and out of the Salesforce Transit Center and beyond.

We offer the following comments that would improve the Business Plan in future iterations:

- There is some disconnect within the document where Phase I (Bakersfield to San Francisco) is identified to be completed by 2033 but the San Francisco to San Jose could be in operations by 2029 and possibly have early operations in 2027. It is our intention to have an alignment in place to accept HSR trains into the Salesforce Transit Center (SFTC) by 2029 at the latest and hope that we will be able to accelerate that to 2027 should CHSRA meet that timeline. The amount of riders concentrated around the SFTC will easily off-set accelerating this last mile of track, and at a worst case scenario, TJPA is anticipating the DTX to open in 2029 or earlier.
- We believe more work must be completed related to the station location(s), access, and land use to tie transportation infrastructure to development opportunities and look forward to being part of those conversations. Page 73 speaks to special land use areas but does not recognize the work San Francisco has done in and around the Salesforce Transit Center (SFTC) as well as the work that will need to be done around the 4th/Townsend underground Downtown Rail Extension (DTX) station if HSR is to stop at that location anytime in the future.

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Planning
Information:
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- Comparisons between modes should be indexed by current or projected users.
- We look forward to working with CHSRA on grade separation (as identified on page 13).
- Value engineering as more design is complete will be essential to ensure the project can be brought online as soon as possible.
- CHSRA should explore all forms of funding that may be available (page 20 denotes that continued use of cap and trade revenues will be used for a portion of the budget). As this funding mechanism is intrinsically linked to the market, other funding sources should also be explored. The funding question also pertains to the match of \$360million in state funds for the FY16 \$929Million (page 33)
- It is essential that the initial segment include operations into San Francisco and specifically to the Salesforce Transit Center (SFTC). In some cases the plan states from Central Valley to Silicon Valley (page 1) and in some cases from San Francisco to Bakersfield (page 40). The projections provided for cash flows (page 45) cannot be met if the line is only from San Jose to the Central Valley.
- Inclusion of both the Salesforce Transit Center (SFTC) and the Downtown Rail Extension (DTX) in the bookend segments should be considered (page 62 and beyond) as these two projects will bring countless additional rail passengers within walking distance of HSR.

This connection between the City, region, and state will create a symbiotic relationship between land use and transportation making it easier to move around and creating places of interest along the line. We look forward to being a partner in making HSR a reality.

We remain adamant supporters of high speed rail in California and are happy to discuss and welcome the opportunity to discuss any of the items included above at your convenience.

Sincerely,



Susan Gygi, PE
Senior Engineer/Planner
Planning Department, City and County of San Francisco

cc: SF Planning; John Rahaim, Director of Planning
SF Mayor's Office; Gillian Gillett, Director of Transportation Policy
SF County Transportation Authority, Tilly Chang, Executive Director
SF Municipal Transportation Agency; Ed Reiskin, Director of Transportation

2018 Business Plan RECORD DETAIL

First Name : Steven

Last Name : L. Teglia

Stakeholder Comments/Issues : Please see attached comment letter on behalf of the City of Bakersfield.

Steven L. Teglia
Assistant City Manager
City of Bakersfield
(661) 326-3747
www.bakersfieldcity.us<<http://www.bakersfieldcity.us>>

Attachments : Draft Business Plan Comment Letter.pdf (96 kb)



B A K E R S F I E L D

Alan Tandy • City Manager

May 7, 2018

Attn: Draft 2018 Business Plan
California High-Speed Rail Authority
770 L Street, Suite 620 MS-1
Sacramento, CA 95814

Re: Draft 2018 Business Plan

Dear California High-Speed Rail Authority,

On behalf of the City of Bakersfield (City), I would like to offer the following comments regarding the High-Speed Rail Authority's Draft 2018 Business Plan (Draft Business Plan):

General Comments:

While acknowledging the significant challenges facing the High-Speed Rail Project, including securing necessary funding to construct a completed phase, the City continues to work with the High-Speed Rail Authority (Authority) in a collaborative manner. These efforts have occurred on a number of different fronts related to high-speed rail in Bakersfield including:

- Long-term support and assistance in developing a much improved and preferred high-speed rail alignment through the City, currently identified as the Fresno to Bakersfield Locally Generated Alternative (F-B LGA);
- Continued support of the F-B LGA through the environmental review process and ultimately through final selection by the Authority; and
- Initiation of the "Making Downtown Bakersfield - High-Speed Rail Station Area Vision Plan," which is an effort to develop a community vision plan to guide future development scenarios related to the realization of a high-speed rail station in Bakersfield. This plan, including an associated Environmental Impact Report, is scheduled for consideration by the Bakersfield City Council on May 9, 2018.

In addition, over the last several years the City has developed a positive working rapport with Authority staff/leadership which has supported the activities previously mentioned. We are aware of the recent change in the staff leadership of the Authority and we look forward to a continuation of the relationship and progress that has been developed over time between the City and Authority. The overall tone and structure of the Draft Business Plan is seen as a

positive signal that this spirit of cooperation and understanding between our two agencies will continue under the guidance of the Authority's new CEO.

It is in this light that the City will continue to work and communicate with the Authority to ensure that important local perspectives and issues relevant to high-speed rail in Bakersfield are communicated.

Silicon Valley to Central Valley Line:

The City appreciates the new definition of the Silicon Valley to Central Valley Line as service between San Francisco and Bakersfield. We concur with the Draft Business Plan's assertion that this line, as defined, has stronger ridership potential, greater overall utility and simply makes more sense from a construction standpoint than the previously identified line between San Jose and Poplar Avenue (north of Bakersfield).

The City further supports the Authority's plan to expand construction in the Central Valley to extend south from Poplar Avenue to Bakersfield. Realization of this effort will further the Authority's goal of developing a usable operational segment between Bakersfield and Madera (possibly all the way to Merced) while continuing work to connect to the Silicon Valley.

Economic Development:

The City is aware of the potential economic impact the High-Speed Rail Project can have on communities throughout the Central Valley, both during construction phases and over the long-term. The City has gone on record supporting efforts to locate any high-speed rail facility, which introduces new job opportunities or the potential of an economic multiplier effect, in Kern County. This includes the potential location of a heavy maintenance facility, light maintenance facility, call center, operations center or any other related facilities that will bring new jobs to the Kern region. The City continues to hold this position and encourages the Authority to look to Kern County when considering the location of such facilities.

Lessons Learned:

The Draft Business Plan includes a chapter (4) entitled Lessons Learned and Managing Risks. The inclusion of this subject matter is an important addition to the Draft Business plan that provides a level of transparency regarding the past. This discussion provides the reader with information to better understand some of the issues and missteps that occurred during earlier phases of work on the project. Below is an excerpt from this section:

"First, the Authority's decision to award design-build contracts before acquiring right of way and completing agreements with utilities, local

governments and railroads meant there were many unknowns."

The City can appreciate this realization as we have been engaged in the development and delivery of a series of significant local transportation improvement projects known as the Thomas Roads Improvement Program (TRIP). We understand the challenges that go along with acquiring a broad array of properties needed to secure required right of way for a project.

It is along these lines that the City has steadfastly advocated to Authority staff that key properties in the Bakersfield area be acquired by the Authority in the near-term. These properties are generally identified below and early acquisition of each is critical to avoid the complexities and escalated costs that will materialize due to delayed acquisition.

- Golden Empire Transit District Headquarters, adjacent to the F Street Station location;
- The F Street Station location property; and
- The Bakersfield Homeless Center, which will be impacted regardless of final alignment selection.

Each of these properties are necessary for the Authority's preferred alignment through Bakersfield and each property is in a current position that makes acquisition by the Authority far more cost effective now as opposed to later.

In conclusion, we look forward to continuing to work with the Authority to complete the process of final selection of the F-B LGA; to assist with facilitating the Authority's acquisition and relocation efforts associated with key properties in the City; to realize the extension of the Central Valley segment to include Bakersfield; and to identify potential opportunities for high-speed rail capital investments in the Kern County region.

Sincerely,



Alan Tandy
City Manger

cc: *Honorable Mayor and City Council*
Nick Fidler, Public Works Director
Jacquelyn Kitchen, Development Services Director
Andrew Heglund, Deputy City Attorney

2018 Business Plan RECORD DETAIL

First Name : Harvey

Last Name : Darnell

Stakeholder Comments/Issues : Attached please find the Comment letter on the HSR Draft 2018 Business Plan from the North Willow Glen Neighborhood Association.

Attachments : HSR_Business_Plan_2018_letter__NWGNA.pdf (76 kb)

Dear Chairman Richards and High Speed Rail Board Members:

The North Willow Glen Neighborhood Association is located to the south of Diridon Station, South and West of Interstate 280 and West of SR 87 and generally south of the Joint Powers Board Right of Way. In 2009, as an integral part of the Greater Gardner SNI Coalition, we presented you with a 53 page Document containing Scoping Questions regarding the environment problems with the use of the Program Alignment through the Gregory Plaza, Gardner and North Willow Glen Neighborhoods. We presented a lengthy PowerPoint presentation on the need for you to abandon that alignment to your April 2010 Board Meeting on this subject.

Chairman Pringle complimented us at that meeting for our positive presentation and for showing you at least one viable alignment: the Aerial Alignment running up SR 87 and threading through the SR 87, I-280 interchange and landing on the North side of I-280 near Bird and Auzerais Avs. and rejoining the JPB right of way just south of San Carlos Av.

The CHSRA Board Agreed with our position and in 2011 withdrew the Program Alignment from consideration due to the high environmental costs to our joint Neighborhoods.

In this Draft 2018 Business Plan you now propose to run a blended at-grade system with the JPB from Gilroy to an at grade Diridon Station (in addition to the previously approved blended system from Diridon to SF) and potentially share the UP and JPB rights of way. However, we are concerned that adding a third track into the JPB right of way south of Diridon Station would be detrimental to all our Historic Neighborhoods for the Same Reasons we outlined to you in 2009-2010.

Allow me to remind you of some of the issues your Board felt were significant in 2011. First the expanded tracks would be approximately 30 feet or less from more than 40 houses along Jerome St., Illinois Av., Fuller Av, Delmas Av, Harrison St., Harrison Terrace, W. Virginia St. and Drake St. Some of these home could potentially lose parts of their backyards and make them substandard properties, if they were not taken in their entirety. Even if no property incursions were made for this proposed project, the creation of the necessary retaining walls to support a wider berm would diminish the livability of these Historic Homes. This includes a Habit for Humanity house built and occupied in 2017 and the Word of Faith Church both a few feet from the JPB right of way on Delmas. More than 100 homes in Greater Gardner would be within 100 feet of the expanded tracks which would be impacted by noise and vibration issues and other environmental impacts of the extra track(s).

This is a neighborhood which has suffered more than its fair share of Environmental Justice Issues with the Creation of the SP RR in the 1930's, the widening of Bird Av and

I-280 in the 1960's and the creation of SR 87 from the 1960's to the 1990's. This neighborhood cannot survive any further transportation incursions. What was once one thriving neighborhood has been cut into 5 smaller vulnerable Neighborhoods by past transportation projects.

Creation of 3 tracks south of Tamien Station at grade will make the already difficult and unsafe crossings at Auzerais and West Virginia entirely untenable. The Auzerais crossing expansion will create a traffic nightmare for all the new high density housing newly built around Auzerais and Sunol trying to get to the Bird and I-280 onramps.

The current two track Crossing at West Virginia has been the site of at least one train-pedestrian fatality in the last few years and an at grade three track solution would make for a very unsafe crossing for children in the Gregory Plaza Neighborhood going to Gardner Academy School and bottle up the main ingress and egress to this neighborhood.

Creation of 3 track crossings at grade south of Tamien would make currently nightmare two track at grade crossings even more difficult and unsafe especially parallel to Monterrey Rd.

Creation of a 3 track at grade right of way with the necessary protective fencing through the Coyote Valley would have devastating impacts on the Wildlife crossing Corridors between the Diablo and Santa Cruz Mountains as well.

In 2005 the Greater Gardner Coalition with the assistance of the San Jose Redevelopment Agency and the City of San Jose Parks Recreation and Neighborhood Services Department created Fuller Park from the Remnant Lands from the SPRR incursion into our neighborhood in the 1930's. Widening of the tracks through this corridor would severely impact the usability and possible existence of this park which has become the Gem of the Neighborhood. This would contravene the Federal Railroad Administration rule against the taking of parkland for new right of way. Widening of the Berm for 3 or more tracks would also threaten the numerous 80 year old Pine Trees which run parallel to the current alignment . The planting of these mature trees was the one mitigation the SPRR gave to the neighborhood for the original incursion into the neighborhood in the 1930's. We cannot loose so many mature trees along 2 blocks.

Lastly, I must remind you that many of the residents of the homes lining the tracks are in classes which would raise serious Environmental Justice issues, especially given the history of the incursions by the Railroads, Caltrans and the City of San Jose for transportation issues over the past 85 years. Given the lack of serious study to this issue, we believe there are far greater costs to this at grade proposal than are outlined in the current business plan.

The North Willow Glen Neighborhood Board hopes the CHSRA Board will change the Draft 2018 Business Plan and abandon the idea of putting a third track at grade through our Neighborhoods and revert to your 2011 decision to either build electrified rail either bypassing the neighborhoods or running in a tunnel under the neighborhoods. Both of these latter electrified options could be shared by HSR and Caltrain as a blended system. We also hope you will listen to the desires of the South San Jose Neighborhoods and not add a third track south of Tamien which would create safety and traffic nightmares in South San Jose as well as impede wildlife migration through the Coyote Valley

Thank you for your kind consideration in this matter.

For the North Willow Glen Neighborhood Association Board,

Harvey Darnell

Vice President NWGNA Board

2018 Business Plan RECORD DETAIL

First Name : Scott

Last Name : Knies

Stakeholder Comments/Issues : Please find attached the San Jose Downtown Association comments on the 2018 High Speed Rail Draft Business Plan.

--

Scott Knies
Executive Director
San Jose Downtown Association
(408) 279-1775, ext. 317
sknies@sjdowntown.com
sjdowntown.com

Attachments : HSR 05.07.18.pdf (1 mb)



**SAN JOSE DOWNTOWN
ASSOCIATION**

28 N. FIRST STREET
SUITE 1000
SAN JOSE, CA 95113
TEL: 408-279-1775
FAX: 408-279-1904
WWW.SJDOWNTOWN.COM

California High Speed Rail Authority
Brian Kelly, CEO
770 L Street, Suite 620
Sacramento, CA 95814

May 7, 2018

RE: Draft 2018 Business Plan Public Comment

Mr. Kelly:

The San Jose Downtown Association (SJDA) is proud to represent the interests of downtown business and property owners in California's third largest city. To that end, we appreciate the opportunity to provide feedback on the Draft 2018 High Speed Rail Business Plan, a statewide infrastructure project with enormous potential to alter the economic climate of the Greater Bay Area generally, and San Jose specifically.

In 2008, Santa Clara County voters passed Proposition 1A with 60 percent of the vote, and that commitment remains today. SJDA shares the assessment put forward in the Draft Business Plan:

"Connecting the Central Valley to the Bay Area and Los Angeles economic megaregions through high-speed rail will give businesses around the state new opportunities to choose locations based on labor force availability and to tighten linkages with businesses and field offices. These improved connections will be essential to creating a better jobs-housing balance throughout the state, providing access to new job opportunities, and generating new workforce development possibilities".¹

As a City that enjoys the economic output of San Jose and Silicon Valley, but which also grapples with a significant jobs-housing imbalance, we are supportive of this effort to supplement our statewide transit system in a manner that benefits our employers while also alleviating housing pressure. The 224-mile Silicon Valley to Central Valley line was initially prioritized in Proposition 1A, and it remains so in the 2018 Draft Business Plan; we are excited to see this emphasis.²

¹ California High Speed Rail Authority, Draft 2018 Business Plan: Page 1

² Ibid.: Page 19

Further, the draft plan recognizes the importance of not only alleviating traffic congestion, but also improving our environment. By reducing the travel time between the Central Valley and Silicon Valley in an automobile by 66 percent, HSR will take a dramatic bite out of state greenhouse gas emissions created on our roadways.³ This work will begin immediately, in partnership with local and regional governments, by working to electrify the Bay Area Corridor between San Jose and San Francisco.⁴ The Downtown San Jose business community supports these goals, and sees them as part of an overall effort to provide robust multi-modal transportation options in an oftentimes automobile dominated region.

Finally, SJDA would like to also compliment and offer our support to some proposals that augmented the 2018 Draft Business Plan at your May 2 presentation to the San Jose Community Working Group (CWG). The prospect of blended at-grade (“interim”) service between San Jose and Gilroy is an attractive option, particularly when weighed against the aerial alignment option that has the potential to disconnect San Jose’s downtown at precisely the time when we are working towards greater integration. Also, the option to move the CEMOF yard to a shared rail facility south of Tamien will dramatically improve the performance capacity at Diridon Station. Additionally, the option to go from four-track service to three south of Diridon provides the opportunity to minimize impact on San Jose properties. We support these three approaches, see each as improvements over alternatives, and want to thank you for the continued opportunity to serve on the CWG.

As we continue towards these broader goals, SJDA offers three recommendations:

- 1) The 2018 Draft Business Plan provides lengthy discussion of High-Speed Rail Authority (HSRA) work with local and regional partners towards the goal of broader network integration.⁵ In the Bay Area this is of critical importance, as both the Silicon Valley to Central Valley and San Jose to San Francisco segments of HSR depend on collaboration between agencies and cities. To that end, we would ask that the words contained in the Draft be put into action, and that future rounds of alignment and corridor planning include and incorporate the City Generated Options (CGOs) put forward by the San Jose City Council as it relates to the applicable sections of the project. The CGOs must be part of this and future Business Plans and a central plank in the ongoing joint planning process between HSRA, Caltrain, VTA and the City of San Jose.
- 2) The 2018 Draft Business Plan dedicates an entire chapter to budgetary discussions. We appreciate and understand this – as an infrastructure project of this magnitude demands it. Going forward, we would ask that you

³ Ibid.: Page 7

⁴ Ibid.: Page 20

⁵ Ibid.: Pages 68-69

continue to make San Jose a valued partner in the development of a detailed project budget so that HSR can be fully embraced by San Jose and its residents. With the more serious addition in this 2018 Draft Business Plan of the at-grade alignment in the Union Pacific Railroad corridor we found the budget lacking in the grade separations and Diridon Station investments that will be needed for a project of this level.

- 3) That HSRA remain vigilant to the alignment planning currently underway at Diridon Station and its future growth opportunities. The 2018 Draft Business Plan dedicates only a few sentences to this mission, and we hope that the HSRA will enhance this going forward.⁶ As you are aware, Downtown San Jose is at an upward-trajectory moment: with the recent decision by BART for a single-bore tunneling option and the commensurate record of decision; Google's decision to invest in San Jose; and historic interest in our Downtown; how our regional transit center is planned is even more critical than usual. We see High Speed Rail as a major building block to this mission, and ask that you view it the same.

In conclusion, SJDA would like to again state our support for the future of this project and further compliment the recent developments expressed in both the 2018 Draft Business Plan and the San Jose Community Working Group. We trust that our request for enhanced partnership will be met, and are excited for the eventual opening of this line. High-speed rail, as supported by California voters, represents the best qualities of our region and our state: bold, innovative civic entrepreneurialism and the will to see it through. We look forward to a continued partnership towards that end.

Sincerely,



Scott Knies

Executive Director

CC: City of San Jose Mayor Sam Liccardo
City of San Jose Councilman Raul Peralez
City of San Jose Councilwoman Dev Davis
City of San Jose Councilman Sergio Jimenez
Jim Ortbal, City of San Jose Dept. of Transportation Director
Elizabeth Scanlon, Director of Planning, Caltrain
Nuria Fernandez, General Manager, VTA
Boris Lipkin, Acting NorCal Regional Director, HSRA
Michael Rewkiewicz, President, SJDA
Derrick Seaver, Director of Policy and Operations, SJDA

⁶ Ibid.: Page 72

2018 Business Plan RECORD DETAIL

First Name : Rachelle

Last Name : Akino

Stakeholder Comments/Issues : Good Afternoon,

Please see the attached document from Chris Augenstein, Director, Planning & Programming.

Thank you.

Rachelle Akino
Executive Secretary

Santa Clara Valley Transportation Authority
3331 North First Street, Building B
San Jose, CA 95134-1927
Phone 408-321-7169

Attachments :

Conserve paper. Think before you print.

High Speed Rail Draft 2018 Business Plan Comments.pdf (473 kb)



May 7, 2018

Mr. Brian P. Kelly, Chief Executive Officer
California High Speed Rail Authority
770 L Street, Suite 620
Sacramento, CA 95814

Dear Mr. Kelly:

Subject: Comments on California High Speed Rail Draft 2018 Business Plan

The Santa Clara Valley Transportation Authority (VTA) would like to thank California High-Speed Rail Authority for the opportunity to review and comment on the California High Speed Rail Draft 2018 Business Plan. VTA's vision is "to innovate the way Silicon Valley moves" and the draft plan supports our vision with recommendations to improve rail services between Santa Clara County and the rest of the state.

VTA is highly supportive of the approach to implement a Silicon Valley to Central Valley service connecting San Francisco to Bakersfield and providing High Speed Rail service to San Jose and Gilroy earlier than previously planned. The proposed plan to advance the electrification of the Caltrain corridor to Gilroy links with VTA's plan to increase Caltrain service to Morgan Hill and Gilroy. As your work in this corridor proceeds, we request that you involve VTA in the planning process.

Also, VTA plans to implement eight grade separations of the Caltrain corridor in the cities of Sunnyvale, Mountain View and Palo Alto as part of our 30 year 2016 Measure B program of projects. We would request that the plan recognize these projects and include HSR's commitment to assist in funding them to reflect the mutual benefit they have to the blended system operation along the peninsula.

Of great importance to VTA is the development of the San Jose Diridon Station as the rail hub for Silicon Valley and the key connection amongst High Speed Rail, Caltrain, BART, ACE, Capitol Corridor, Amtrak and VTA bus and light rail service. The four partners of HSR, City of San Jose, Caltrain and VTA are currently developing and funding the Diridon Integrated Station Concept Plan. The Concept Plan is a critical building block to achieving the potential of this station, its track envelope and the surrounding area. The goal is to deliver a world-class destination and transportation hub that provides a seamless customer experience within the station and into the surrounding neighborhoods and Downtown San Jose. With the current momentum, investment, and political oversight of this project, there is the opportunity to reinvent the San Jose Diridon Station to reflect a bold vision of commercial development and transportation.

VTA appreciates that the business plan specifically calls out the importance of this transit hub and the multi-agency partnership established for the station area planning effort, however VTA recommends that the San Jose Diridon Integrated Station Concept Plan and eventual design and construction of the new facility be added to the list of bookend projects.

As discussed at our April 2018 meeting with HSR staff in Sacramento, HSR has agreed to enter into a Cooperative Agreement with VTA, the City of San Jose, and Caltrain and provide \$1 million of funds as its share for development of the Concept Plan. By including this project in the business plan, HSR would show their support for the importance of the project to the overall program strategy. Additionally, VTA recommends utilizing the Concept Plan findings as an input in the HSR environmental strategy for the San Jose Diridon Station.

Again, thank you for the opportunity to comment on the California High Speed Rail Draft 2018 Business Plan and we look forward to working with the High Speed Rail Authority to develop this project. Feel free to contact me at (408)321-7093 or chris.augenstein@vta.org if you have any questions.

Sincerely,



Chris Augenstein
Director, Planning & Programming

Cc: N. Fernandez, General Manager/CEO, VTA
Liz Scanlon, Planning Director, Caltrain
Kim Walesh, Deputy City Manager/Director of Economic Development, City of San Jose
Boris Lipkin, Acting Northern California Regional Director, CAHSR

2018 Business Plan RECORD DETAIL

First Name : Karen

Last Name : Lattin

Stakeholder Comments/Issues : To High Speed Rail Authority,

Regarding the 2018 Draft Business Plan, I was very disappointed to not see the City of San Jose City-Generated Options included in the document. Most of the CGO's effectively address community concerns about property, noise, and visual impacts. I am requesting that the two trench/tunnel City of San Jose City-Generated Options between Capitol Expressway and the Southern San Jose city limits be included in the Final 2017 Business Plan. Regarding the Gardner neighborhood, the viaduct around the neighborhood should be the preferred alignment included in the business plan since that alignment was the result of years of community discussions and input regarding that "community-generated solution."

Regarding the new "Blended" Alignment--At-grade alignment in UPRR Corridor that was included in the draft business plan--the three track system south of Diridon--it is imperative that that alignment include grade separations at major crossings. The idea that the system would be planned with traditional grade crossing is unfathomable. With the number of trains that would be going through the Monterey corridor, keeping the traditional grade crossings would have a tremendous impact on traffic in the area. The gates would be going up and down constantly and very few cars would be able to proceed through before the next train would be going by in one direction or another.

Thank you for your consideration.

Sincerely,

Karen Lattin

86 Coburn Court

San Jose, CA

2018 Business Plan RECORD DETAIL

First Name : Kurt

Last Name : Cuiru

Stakeholder Comments/Issues :

Attachments : March Board Meeting Kurt Cuiru Written Public Comment 161.pdf (35 kb)

2018 Business Plan RECORD DETAIL

First Name : Edward

Last Name : Saum

Stakeholder Comments/Issues : To Whom It May Concern -

Attached please find the responses of the Shasta / Hanchett Neighborhood Association (S/HPNA) to the High-Speed Rail Authority's request for comments on the Draft 2018 Business Plan. S/HPNA represents 1,400 households in the neighborhoods immediately west of San Jose Diridon Station, and along the West of the current Caltrain corridor from Park Avenue in the south to West Taylor Street in the North.

Please feel free to contact me if you have any comments, questions, or concerns.

Edward Saum

*President**, Shasta / Hanchett Park Neighborhood Association*

Attachments : 2018.05 SHPNA to CA HSR - Draft 2018 Business Plan Response.pdf (152 kb)



Shasta/Hanchett Park Neighborhood Association
P.O. Box 28634 • San José, CA 95159 • info@shpna.org • www.shpna.org

May 7, 2018

Attn: Draft 2018 Business Plan
California High-Speed Rail Authority
770 L Street, Suite 620 MS-1
Sacramento, CA 95814

RE: California High-Speed Rail Authority Draft 2018 Business Plan

Dear Sir & Madam,

This letter is written on behalf of the Shasta / Hanchett Park Neighborhood Association (S/HPNA). The group was founded in 1984 to protect the interests of our historic and beloved community. Over the years, we have worked with the City of San Jose, developers, builders, and our neighbors to create a balanced neighborhood. Because of our involvement, we boast one of the most successful communities in the city of San Jose. The Shasta & Hanchett Park Neighborhood Association represents 1,400 households in neighborhoods immediately West of San Jose Diridon Station, and along the West of the current Caltrain corridor from Park Avenue in the South, to West Taylor Street in the North.

Two years ago, I wrote to the California High-Speed Rail Authority (CHSRA) regarding S/HPNA's concerns with the Draft 2016 Business Plan. Many of our comments and concerns from that time are still relevant and have been reiterated herein.

Since the initial meetings for the San Jose Visual Design Guidelines for High Speed Rail, S/HPNA Board members and residents have been intimately involved in the planning stages of High-Speed Rail's infrastructure, operational parameters, and project mitigations. Therefore, it is with not insubstantial concern that we are writing to you regarding the Draft 2018 Business Plan.

Our comments and concerns include the following:

- **Electrification of the Caltrain Corridor** – The expanded electrification of the Caltrain corridor south of San Jose to Gilroy is a logical extension of Caltrain's current CalMod program. However, this upgrade should not come at the expense of the neighborhoods to the South of Diridon Station.
- **Diridon Station Improvements** – As early as the Draft Cooperative Agreement between the City of San Jose and the California High-Speed Rail Authority, specific emphasis has been placed upon the need for the HSR facilities in and around San Jose Diridon Station to be of the highest quality, and consistent with the Visual Design Guidelines as set forth in the Agreement. Regardless of what alignment is chosen, the funding and planning required to make the improvements to Diridon Station compliant with the Visual Design Guidelines are of the utmost importance. Anything less would be a direct insult to the community members and municipalities that have spent the last seven years working in good faith with the High-Speed Rail Authority.

- **City of San Jose City Generated Option** – Of all the municipalities along the Bakersfield to Silicon Valley segment, San Jose will have the longest length of HSR track, and, in Diridon Station, one of its most prominent stations. Therefore, the inclusion of the City of San Jose's City Generated Option (CGO) as part of the 2018 HSR Business Plan, and as an alternative in the draft HSR Environmental Impact Report & Study (EIR / EIS) is of the utmost importance.
- **City of San Jose City Station Area Advisory Group (SAAG)** – The efforts of the City of San Jose's SAAG should be incorporated into any plans HSR develops for Diridon Station. The City of San Jose, HSR, BART, Google, and the Caltrain Joint Powers Board must all work together to avoid a series of incoherent, poorly-functioning connections at Diridon Station.
- **Impacts of At-Grade Alignment South of Diridon Station** – The proposed at-grade alternative through Downtown and Willow Glen will have significant impacts upon the neighborhoods, traffic arteries, and community facilities adjacent to the proposed alignment. The taking of some or all of Fuller Park, in a City where many neighborhoods already suffer from a deficiency of park lands, is directly at-odds with the stated desire to have High-Speed Rail be an asset to the cities that it serves, rather than as a physical and economic barrier. The area immediately adjacent to Auzerais Avenue, just north of I-280, is experiencing a massive expansion in the number of housing units under construction. The traffic congestion already caused by the current at-grade crossing will increase by an order of magnitude if High-Speed Rail comes through there as part of the at-grade alignment.
- **A Lack of Community Outreach** – Each iteration of the Visual Design Guidelines and Draft Business Plans have emphasized that mutual collaboration and substantial community outreach must be integral parts of the process. Yet, time and time again, representatives from CHSRA end up apologizing for meetings that lack both timeliness and coherence. The most recent HSR CWG group meeting was not noticed to the individual members; a single email was sent to a district-wide email list, which did not include all the members of the CWG. Therefore, more than a few did not even learn of the meeting until less than twenty-four hours beforehand. Two years ago, Ben Tripousis apologized for the lack of timely notification to the neighborhoods that will be most heavily impacted by CHSRA. While this mea culpa was appreciated, it did not speak well for the Authority's stated commitment to transparency, openness, and active solicitation of public input. As long ago as September 2014, S/HPNA was expressing concerns, via email, regarding the lack of significant community input. To say that the current missteps are therefore a recent, isolated incident is disingenuous. The scale of this project will affect our neighborhoods for the next century, and deserves comprehensive, thorough community outreach.

Bringing a transportation service like High-Speed Rail to San Jose is something that can be of great benefit to us all. However, citing that benefit as a reason to approve unassailed an alignment and set of design requirements that do not correspond to untold hours of previous community involvement is, if you will excuse the transportation idiom, putting the cart before the horse. The scope and vision for High-Speed Rail cannot be compromised for the sake of expedience.

Respectfully submitted,



Edward Saum

President, Shasta/Hanchett Park Neighborhood Association

2018 Business Plan RECORD DETAIL

First Name : Kathy

Last Name : Hamilton

Stakeholder Comments/Issues : Please find my attachments, Part B. Kathy Hamilton, resident of California.
You may return your commentary to my email address.

Attachments : Hamilton_articles_on_business_plan.pdf (521 kb)

Part B of Kathy Hamilton's comments: The attachments

THE HAMILTON REPORT

<http://www.thehamiltonreport.com/time-to-reassess-california-high-speed-rail-2018-draft-business-plan/>

Time to Reassess: California High Speed Rail 2018 Draft Business Plan

In CHSRA Accountability, CHSRA Funding

March 19, 2018

Kathy Hamilton



To be frank, this newest draft plan does not demonstrate that the Authority is on the right path to build the High-S speed Rail system. It does not execute what 52.6% of the public agreed to in November 2008. In addition there has been a significant increase in cost. The 2016 plan's capital cost was estimated at \$64.2 billion and now the 2018 draft plan spans from a low cost of \$63.2 billion, a base line of \$77.3 billion and a high cost of \$98.1 billion

To appreciate where we are today it requires a look at the past:

According to the November [2008 Business Plan](#) the cost to build Phase 1 would be \$33.625 billion. In 2009 the authority told the Legislature the cost would increase to \$42.6 billion using year-of-expenditure dollars to account for inflation.

No doubt the cost to build the project will exceed the newest high-level estimate of \$98.1 billion. Why? Because other segments will rise above what is projected because of the complexity of construction in the larger cities and tunneling through mountain ranges to get to Southern California. Plus six years ago the draft 2012 business plan projected a low capital expenditure of \$98 billion prepared in November 2011. It was dubbed the "honest plan." As we know "time is money" guaranteeing everything will be costlier 6 years later.

Under former CEO Roelof van Ark's term of office, May 2010 to January 2012, the Draft 2012 business plan was developed. There was a public outcry after the report was published because it revealed a capital cost ranging from \$98 billion to \$117 billion. On Van Ark's way out he said his greatest achievement was the delivery of "an honest and realistic business plan," according to a SF Gate article dated January 2012.

When the 2012 Final plan was produced in April, the cost dropped \$30 billion to approximately \$68.377 billion primarily because of the introduction of the blended plan where the track or corridor is shared with freight, commuter and High-Speed Rail, instead of exclusive tracks for HSR. It was called the "[Better, Faster, Cheaper](#)" plan.

While the April 2012 Final Business Plan projected costs in the mid-sixty billion range, there were early warning signs that the costs would be a lot higher than advertised, notwithstanding vehement Rail Authority denials. Here are a couple of examples.

When preparing input for the 2014 Business Plan, a company called URS (the company that managed the Fresno to Bakersfield segment) protested they were told to use the 2012 Business Plan (which used 2010 cost estimates) as the baseline for their January 2014 Progress report even though their professional opinion was that in 3 years the costs had risen. In the end, instead of going up, the Authority dropped the cost more than a half million dollars.

Another instance was when the Federal Rail Administration (FRA) put out a confidential report that the costs for the first 118 miles of the project in the

Part B of Kathy Hamilton's comments: The attachments

Central Valley would be \$9-10 billion. While the Authority staunchly denied the content of this report, the Authority has finally increased the estimate from \$6 billion to \$10.6 billion. See the [Los Angeles Times story](#).

So despite the quote from a High-Speed Rail consultant at the last board meeting that the "worst case scenario" has happened with the Central Valley, the cost increase was no surprise. The Authority was well aware their numbers were too low. The game, commonly played in infrastructure projects, is to get the project going and slowly increase the cost numbers so when substantial dollars are already invested, politicians feel they must just keep going in order not to waste the dollars sunk into the project.

It is true that legitimate unplanned issues can be uncovered in the building and planning process, especially in the case of a design/build contract when building starts prior to 30% of the plan being developed. No doubt the Authority rushed to begin construction prematurely. Perhaps this was partially because of the American Recovery and Reinvestment Act of 2009 (ARRA) funding deadlines. They had been granted \$2.553 billion dollars that had to be spent by September 2017. In addition, there was a great deal of political pressure to get a shovel in the ground. The shoot, aim, ready approach no doubt was the cause of some terrific cost overruns, delays in property acquisition, delay penalties and what is called change orders. But the deliberate estimation of artificially low project costs is unfortunately the practice in most capital projects.

For example look the Bay Bridge construction, costs that rose from \$1 billion to \$6.77 billion and is a stellar example of a botched process, a very screwed up design process, deliberately hiding the facts, avoiding public records requests, massive underestimate of costs and poor construction to boot. This was determined from a state examination, called Lessons Learned, headed by then Senator Mark DeSaulnier. See the [Bay Bridge Report](#)

In addition, Boston's Big Dig went from \$2.5 billion to \$13 billion. According to Mega project expert Bent Flyvbjerg, cost overrun estimates on passenger rail projects were on average 45% more and to add to the problem, ridership estimates were typically 70% lower than forecast, delivering a double whammy to the bottom line.

Flyvbjerg says an appropriate slogan appears to be "over budget, over time, over and over again." [Flyvbjerg report](#)

Confirming that is a truthful statement published by former Mayor Willie

Brown.

"In the world of civic projects, the first budget is really just a down payment: if people knew the real cost from the start, nothing would ever get approved". The idea is to get going. Start digging a hole and make it so big, there is no alternative to coming up with the money to fill it in." [Willie Brown SF Gate article](#)

Speaking of planes, trains and automobiles:

In the business plan the Authority discusses other travel modes and how they compare to high-speed Rail. Look at Exhibit 1.3, page 7, the chart has travel times by transportation type. The Authority shows car, existing train travel and high-speed rail. It does not show plane travel.

They admit on the page before that flying is quicker from Northern California to Southern California, perhaps an hour and a half but say it's a total of 4 to 5 hours when you tack on travel time to and from the airport, finding parking and going through security checks. Yet they add no such time requirements on the high-speed rail line.

And note the fastest train appears to be 213 minutes with three stops from San Francisco to Los Angeles. It was 195 minutes in the prior business plan. You see the Rail Authority is supposed to provide non-stop service in two hours and forty minutes or 160 minutes.

Extracting the three stops to replicate a non-stop express train would not use up 53 minutes. Just to put things in perspective, Trip Advisor reports that most long distance trains in Europe stop for only one or two minutes at intermediate stations. Granted such as at key transfer points like the airport, the stop would be lengthened. But there is no way taking out the dwell time for three stops can be reconciled with Prop 1A requirements. Naturally speed and time are tied together. The slower the train goes, logically the longer it will take to get to the destination. Documents show that San Francisco has protested higher speeds. See the [Los Angeles Times](#) article. It shows 30 miles of additional track that will operate at reduced speed. "Of the roughly 434 miles of track between Los Angeles and San Francisco, 136 miles nearly one-third of the total could have at least some speed restrictions."

These slowdowns no doubt will result in further reduced travel time. Not only does it violate Prop 1A but time matters because once it hits the 3-hour time mark to ride on the train, travelers choose planes.

Missing important work:

Part B of Kathy Hamilton's comments: The attachments

The Authority's plan calls for a phased approach, meaning a little at a time and leaving some of the expensive parts until later, such as developing the Central Valley and the segment from San Francisco to Gilroy first. This is the first time that the plan showed Gilroy as being electrified. In the past, Union Pacific who owns the tracks south of San Jose has flat out said no. If they eventually do agree, no one is sure what the cost will be. Another bit of news is the Authority has granted funding \$700K to Caltrain for the electrification project using Prop 1A dollars and cap & trade dollars. No one is sure if Caltrain has actually received the money though. Located on page 15, the business plan says, "Under this approach the Pacheco Tunnels and the connection to Merced, funding permitted will be the last link of the Silicon Valley to Central Valley line. Also the tunnel segment required to connect San Francisco and Gilroy to the Central Valley presents challenges to environmental planning, cost, technical complexity, schedule and available funding to complete." And last, the tunnel connecting Caltrain's San Francisco's 4th and King station and the Salesforce Transit Center (formerly the Transbay Terminal) will also be delayed. Cutting out expensive elements of construction certainly reduces cost but is not the plan that they were supposed to build. Pennies from Heaven:

Where will the dollars come from to finish the Initial Operating Segment, the Central Valley to Silicon Valley? The baseline cost is estimated around \$29.5 billion base and \$36.8 billion on the high-side. And remember it doesn't include the extension to Merced, the Pacheco Tunnels and it says it's from 4th and King in San Francisco. If the tunnel from 4th and King and Salesforce Transit Center is included that will add another \$2.0 and \$2.6 billion to the cost.

More on finances:

On page 37 there is exhibit 3.5 which is easy to understand. It shows what dollars the Authority started with, what they spent and what's left to spend on the first operating segment. Bottom line they spent \$4.062 billion from all sources. Here's what they have left:

2010 Federal Grant \$929 million

Prop 1A planning money \$292 million

Prop 1A Central Valley construction \$2.066 billion

Prop 1A Central Valley to Silicon Valley \$4.166 billion

Cap & Trade through 12/17 \$1.103 billion

Part B of Kathy Hamilton's comments: The attachments

Total \$8.556 billion- That is what they have now. Below this sub-total line is the fantasy line. It shows they will get \$4 to 4.5 billion more in cap & trade and between \$3.9 billion & \$11.1 billion from financing the future stream of cap & trade money until 2050 when in fact the program ends in 2030. Even though this is a step away from reality, the most they estimate is \$15.6 billion of future dollars plus the \$8.556 billions of real money which does not equal the cost, even the low estimates.

The Authority believes there is a chance they can bridge the gap with a contribution from the feds. They say:

"The federal government built the nation's interstate highway system through grants to the states covering 90 percent of the costs of building the system. Historically, the federal government has provided grants averaging 50 percent and higher to partners in the cost of building regional passenger rail systems, such as Bay Area Rapid Transit (BART)."

"With this in mind, it is not unreasonable to expect that over the course of the development of the program, there will be opportunities for significant additional federal financial assistance in the form of infrastructure funding or federal financing."

In fact it is not reasonable to expect free money in the form of grants since the trend for several years now is that the federal government has not invested in large state infrastructure projects. The United States is billions behind in repairing roads and other decaying infrastructure. The current administration is looking for private and state investment for new infrastructure projects. Maybe there will be some modest loan programs but no gifts are likely. Plus, Jerry Brown has greatly angered the current administration most currently the Sanctuary City issue to say nothing about the low percentage of voters' support for Trump's presidency. President Trump has also been quoted several times saying "California is out of control."

Cap & Trade funding was originally considered a stopgap but since no private or additional federal investment have materialized now it appears to be the main source of funding.

Promises in Prop 1A:

There were important voter promises and assurances made in Prop 1A. Here are two. First, "thou shalt not begin building an operating segment without having the cash to build that segment" and second, "thou shalt not build an operating segment that will require a state subsidy."

Prior to the passage of the Revised 2012 business plan and the vote in the Legislature to authorize construction dollars, here's what Dan Richard the board chairman said at a 4-hour meeting held on March 14, 2012 right before the Revised 2012 plan was released. [March 14, 2012 Senate Meeting](#) Go to minute marker 2 hours and 22 minutes and play for 2 minutes. Richard promised they would not begin a segment unless they had the funds to do so.

Lawsuit brewing:

In the past couple of years, the board finally understood they don't have the funds to build the first operating segment. In order to change that stringent part of the proposition, the Authority worked with the Legislature to pass AB 1889 in 9/28/2016 that allows building to proceed as long as the project will have the money someday to finish the segment. Prop 1A clearly says they will have the funds along with dates they will receive the money for the segment so this someday promise is a major change.

The smallest section allowed in a "pay as you go" manner is an operating segment that will result in sufficient ridership to operate without a subsidy. No one is sure that Bakersfield to San Francisco will generate a positive cash flow. The Authority has listed ridership as a risk in their newest plan. See page 51 under Lessons learned and risks- it says, "Inaccurate ridership forecasts could create consequences for the program, including decreasing the level of private sector investment, increasing the public funding required and damaging stakeholder support." According to Prop 1A, ridership is required to pay for the cost of operating the train.

Operational subsidies are strictly forbidden.

There is a legal question concerning the right of the legislature to alter a voter initiative. This appears to be prohibited by the state constitution. Sometime early this year a court will hear the argument of whether the Legislature has the right to change a primary tenet of a publicly passed proposition. If the court rules that the Legislature does not have the authority to do this, that is, beginning an operating segment without the funds to complete it, the program could be halted by the courts.

In the 4-hour Senate meeting held in 2012, Senator Joe Simitian gave Dan Richard some advice. "If you are riding a dead horse, it's time to dismount." Maybe it's time to follow Senator Simitian's advice.

Article 2: The Bipartisan Audit: A view post publication of the 2018 Draft Plan

<http://www.thehamiltonreport.com/the-bipartisan-audit-a-view-post-publication-of-the-2018-draft-plan/>

An audit of the high-speed rail was approved at the end of January. A big deal was made of its bi-partisan approach but fact is it's a smoke screen. The 48-minute video of the [Joint Legislative Audit Committee meeting](#).

What the audit will not examine is the elephant in the room. They are not going to examine whether or not the system is capable of operating without a state subsidy, demanded in Prop 1A. Neither being examined is if the Authority has the money to build the project from San Francisco to Los Angeles or even the first operating segment. Toward the end of the Audit Committee session, the idea was floated that the business plan would provide these answers.

The fact is the plan does answer the questions and it confirms there isn't the money to build even the first leg that is the Central Valley to Silicon Valley. Even if the Authority counts some future cap and trade revenue and capitalizing the cap & trade revenue stream until 2050, it doesn't cover the cost. Plus the Cap & Trade laws are only in effect until 2030. The business plan also is optimistic that the federal government will give California grants for the high-speed rail when there is no indication they will do this based on the last 8 years activities. The Authority also mentioned ridership in the risk area. They say this, "Inaccurate ridership forecasts could create consequences for the program, including decreasing the level of private sector investment, increasing the public funding required and damaging stakeholder support." According to Prop 1A ridership is required to pay for the cost of the train. Operational subsidies are strictly forbidden.

It appears the current scope of the audit will be a self-fulfilling prophecy. Senator Jim Beall (D) from San Jose, an avid supporter of the project and by the way sits as an ex-officio board member of the HSR Board, jointly sponsored the Audit request with Assembly member Jim Patterson (R) from the Valley.

Beall's idea of an audit is one that examines the practices and procedures of the authority in order to deliver an on-time and on-budget project. Beall mentioned that phrase multiple times during the meeting. No doubt he shaped the scope of the Audit to be almost a foregone conclusion that the program is going forward. This minimized scope, including items such as: economic impact on the region where the work is going on, environmental benefits, review of contract administration and the change order process (when additional work is required for plan changes not included in the original bid document.) This audit scope had to be agreed to in order to gain Beall's support. Without Beall's co-authorship, Assemblymember Patterson's attempt to have the program examined in a more robust scope, would have died as his countless audit attempts had before.

For the sake of the taxpayers, an expanded scope of the audit is necessary since it's clear in the newest business plan that there are major funding gaps. There is not enough money to complete the first leg of the project, Central Valley to the Silicon Valley. Bottom line without an expanded audit scope, the taxpayers will pay for 7 months of study with a \$200,000 price tag and yet not investigate the most important aspects of the high-speed rail program.

Susan MacAdams letter to CEO Kelly:

April 11, 2018

To: Brian P. Kelly

Chief Executive Officer

California High Speed Rail Authority

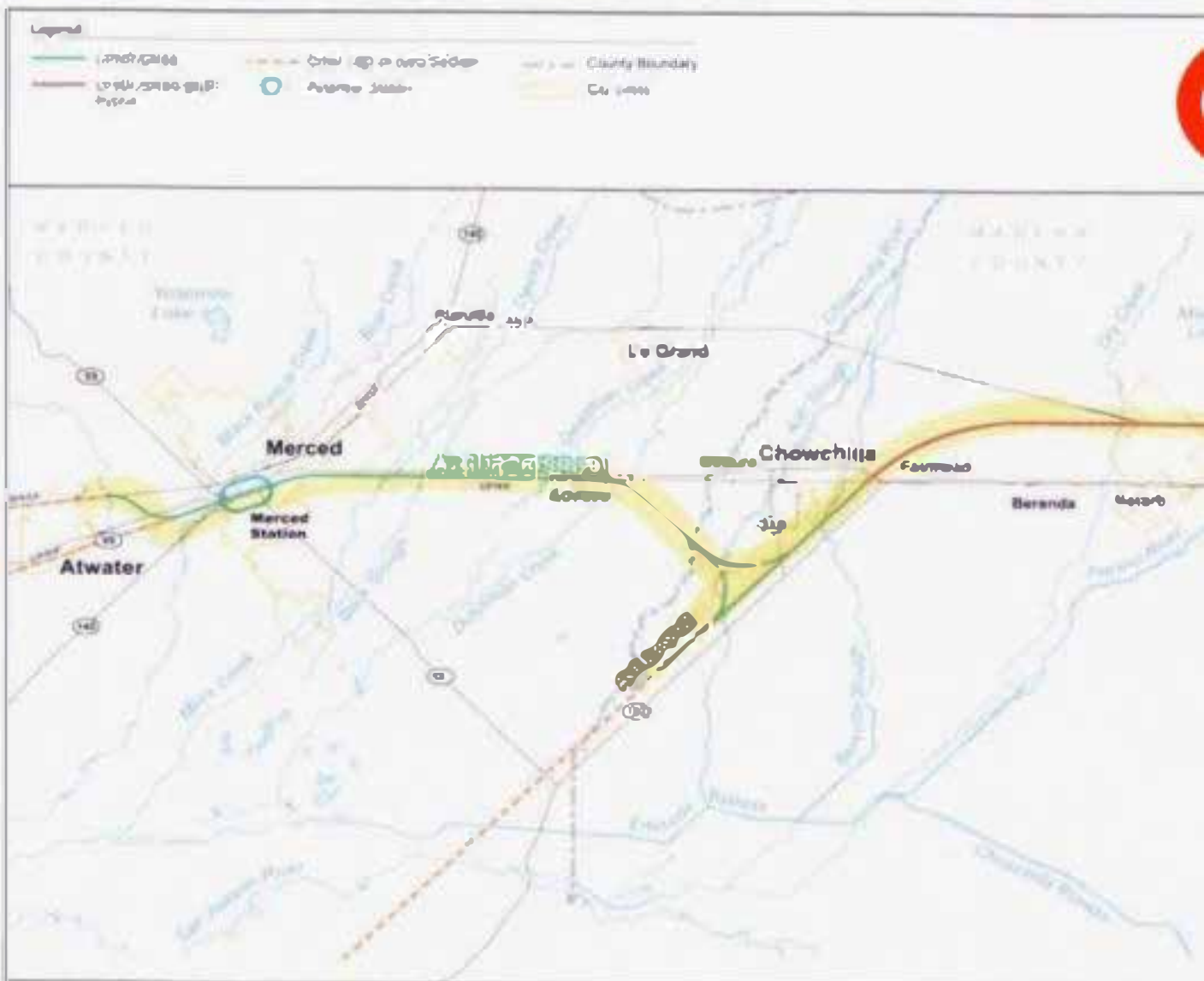
770 L Street, Suite 620

Sacramento, CA 95814

RE: REQUEST FOR IMMEDIATE STOP WORK ORDER FOR
MERCED TO FRESNO SECTION

Public Safety should be paramount in any track design for High Speed Rail (HSR), but the design for the track curves across the Herndon Overpass structure north of Fresno is a public safety hazard and poses **a serious threat to derailment.**

A2 (UPRR) / A1 (BNSF) – Ave 24 W West Chowchilla Design Option



California High-Speed Rail Alignment: Merced to Fresno

Background

Building straight tracks along the UPRR corridor from Merced to Fresno was the shortest route for HS R.

In 2012, the track route called the Hybrid was chosen by the Authority. This route veers from the UPRR corridor and zig-zags across open farmland. The sixty mile straight route now contains nearly 25 miles of high speed curves and horizontal super-elevated spirals with an additional ten miles of track. Trains will travel over the curves and spirals on ballasted track built on alluvial soil at 220 mph. The California High Speed Rail Authority (CHSRA) officials continue to state that this route between Merced and Fresno is the backbone of the high speed rail system, yet this backbone has developed scoliosis, or curvature of the spine; the area in question will need a spinal brace.

(See [Attachment 1A](#) and [Attachment 1B](#) for Merced to Fresno Section alignment.)

This is a request for an immediate Stop Work Order for the Fresno to Merced section to reevaluate the curve designs. This report focuses only on the curve north of Fresno between Herndon Drive and the San Joaquin River. However, similar alignment flaws are shown on the Authority's construction drawings in Madera County for the Chowchilla Boulevard/UPRR Bridge, the Fresno River Bridge, the two single track crossovers between Avenue 10 and 12, and the entire Wye complex surrounding the storage facility site. Each of these high speed rail curves should be re-evaluated, realigned and reconfigured as they each contain similar alignment problems that will lead to future operational and maintenance hazards and derailments.

Dangerous Design

North of Herndon Drive in Fresno, near the San Joaquin River, there is a wide support structure for high speed rail currently being constructed over a single UPRR track. (See [Attachment 2](#)

and [Attachment 3](#).) As the HSR tracks curve northwards, this wide track support structure transitions into tall support columns. (See [Attachment 4](#) and [Attachment 5](#).) The trains will travel at 220 mph on top of these 60 to 100 foot tall structures. Near the transitional area between the wide deck and the support columns, the track design calls for a combination of overlapping horizontal and vertical curves. This combination violates the Authority's own Criteria for safe track design. The track design is extremely dangerous; this track design cannot be easily built or safely maintained, thereby creating a significant risk of derailment. The Draft Environmental Report, the Final Environmental Report and the Construction Documents all use the same curve design for this track; the two sets of environmental documents are identical. This is non-standard practice for good curve design. Usually, in critical locations such as this, between the draft, final and construction documents, multiple track designs are evaluated in order to determine the best and safest fit. For this alignment, there was only one proposal. A single drawing from the Final EIR will be used for ease of argument.

For five years, I was the Manager of Metro's Green Line track contracts in Los Angeles. This included the Aviation Wye, which is located on the southern boundary of the Los Angeles International Airport (LAX). The size and type of the structures near LAX are similar to the size and type structures from Herndon Drive to the San Joaquin River. On the Los Angeles project, there were many track alternatives studied before the trackway was built. There is not any evidence of any other track design proposed for this critical structure near the San Joaquin River.

At the overlap of vertical and horizontal curves, the tracks begin to curve away from the large structure; three mathematical models are needed to construct the tracks, an unsafe track engineering practice. (See [Attachment 6](#), [Attachment 7](#), and [Attachment 8](#).) A horizontal spiral curving outwards is built on top of a vertical curve

going downwards. (See [Attachment 9](#).) The tracks will be super-elevated from zero to six inches on one side, while the trains are spiraling downwards on a maximum grade slope across the top of a vertical curve. Normal track design does not allow this combination except in amusement parks and coal mines; this is not Disneyland and all of the curvature for HSR should be seriously investigated. The northbound train has the greatest potential for derailment when traveling across the peak of the vertical curve. Maintaining a slower speed may actually make things worse.

This combination of curves is avoided in rail and roadway design criteria, including the CHSRA Criteria. (See [Attachments 10A, 10B, 10C and 10D](#) and the [criteria of the American Association of State Highway and Transportation Officials – AASHTO](#))

For high speed rail, due to the large radius and length of curves, there can be some overlap at the edges. But in this case, the horizontal spiral and the vertical curve are on top of one another. It will be impossible to build, maintain and operate trains safely over this combination.

Fresno suffers from extreme heat and cold. This will result in extremes in the expansion and contraction of the rail and the structures. Rail and concrete expand and contract at different rates. Has this been taken into account in the curve designs that are built on the structures? (See [Attachment 11](#).)

Summary: Combining a horizontal spiral that increases from zero to six inches of super-elevation with a maximum grade vertical curve built on top of a transitional structural support system in a geographical area that experiences extreme temperature range is very dangerous for trains traveling at any speed. This is a request to immediately issue a Stop Work Order to the Contractor for all structures on the Merced to Fresno segment of California High Speed Rail.

Please see additional attachments for further information.

Part B of Kathy Hamilton's comments: The attachments

Thank you for your cooperation in this matter.

Susan MacAdams

Track and Alignment Expert

Former High Speed Rail Planning Manager,

Los Angeles County Metropolitan Transportation Authority (Metro)

Metro Red, Blue and Green Lines, Los Angeles

Light and Heavy Rail Track Design and Construction: Baltimore,

Boston, & Washington DC

susan.macadams@gmail.com

2018 Business Plan RECORD DETAIL

First Name : Kathy

Last Name : Hamilton

Stakeholder Comments/Issues : Here are my comments on the business plan. You may return comments by email to me at katham3@aol.com. Kathy Hamilton, resident of California.
PS My attachments will immediately follow.

Attachments : 2018_Business_plan_commentary.pdf (269 kb)

Fifty Ways to leave your lover or stop the train I want to get off: Part A

The High-Speed Rail Authority, the Legislature or yes even the Governor should heed the warning based on feedback from the Peer Review Group and the Legislative Analyst Office should face reality and get off the high-speed train merry-go-round. More simply translated just stop the wasteful spending of taxpayer dollars and end the project. At a later time, if new technology has not deemed a high-speed rail train irrelevant, the project could be resurrected by divulging explicit details about engineering, more efficient routing with more accurate cost could seek permission of the voters again. This project was evolved into a project that does not remotely resemble what was approved by the voters. It has failed its mandate. The cost will no doubt exceed \$100 billion since according to Bent Flyvbjerg, mega project expert, transportation mega projects are regularly underestimated in cost and over-estimated in ridership, developing a double whammy.

First of all, the basics are not there. Efforts to fund the capital construction of the project has failed. No more federal money has appeared beyond \$2.55 billion in American Recovery (spent) and Reinvestment Act of 2009 funding (ARRA) and \$925 million (not spent) called the 2010 grant. The 2010 grant funds cannot be accessed until the ARRA funds are matched with state funds. There is no private money that has appeared except for those who had something to sell or those who want financial guarantees to jump into the game. Initially the public was sold that the state, the federal government and the private sector would share equally in the construction costs and it never happened. No private sector has contributed and only a tiny contribution from the federal government. Little hope to get more due to the climate in Washington DC and the fact that President Trump dislikes California.

The very first segment, 119 miles in the Central Valley was originally estimated at \$6.2 billion dollars (with 130 miles) and it has risen to about \$10.6 billion but could rise to over 12 billion. Imagine all the other environmental segments that have yet to be advanced, what will be uncovered in those segments. This first segment was supposed to be the easiest- flat and cheap land.

Cap-and-Trade is all the project have left as far as funding, other than the few billion left of state bond funds. Cap-and-trade is insufficient to build the entire program which will cost easily over \$100 billion since Phase 2 (connections to San Diego and Sacramento) is not included in the estimates. To date the program has received \$1.7 billion from cap-and-trade-two years worth. Right now, the project collects 25% of the cap-and-trade funds collected from fees polluters pay and then only until 2030, not 2050 that they indicate in the newest draft plan. The idea that the lawmakers will monetize that

25%, that is, guaranteeing a certain dollar a month is absurd. Other legislators would not approve this idea and abandon truly GHG reduction projects, in order to guarantee the High-Speed Rail, program a flat dollar amount, not a percentage of what was collected. To add insult to injury, the Rail project is not expected to be GHG neutral for decades and only then if the ridership is substantial enough. So, in effect you have a polluter taking cap-and-trade fees. Also, Cap-and-trade fees should lessen in the total amount collected over the years not rise. The idea that a financial institution will give the rail authority billions of dollars by financing the future revenue stream is absurd.

Even the Peer Review Group agrees: "Cap and Trade - is too volatile to support monetization by the private sector except at a high-risk premium." Translation: An extremely high interest rate will cost a fortune in interest. In addition, without the approval of the Senate, the high-speed rail project may not have the Authority to obligate debt for the state. Where would this interest come from, the General Fund? If they attempted to finance the cap-and-trade revenue stream, it would be the second time that the project would have violated the state constitution. The first time, was when the CEO then Roelof van Ark offered the feds a match of state funds in order to get a federal grant. Offering up the spending of state money can only be obligated by the Senate.

Also, the cap-and-trade revenue is not a sure thing. There is Proposition 70. Found in www.lao.ca.gov/BallotAnalysis/Proposition?number=70&year=2018 If it passes, after 2024 it would put all cap-and-trade revenues in a fund with proceeds not released without a 2/3 vote. This would stop the automatic 25% of the collection proceeds currently given to the Authority. In addition, the election of a new Governor in the fall, may jeopardize the blind faith support for the program that exists today under Gov. Jerry Brown. New CEO Kelly said in a legislative meeting he has no plan B if this happens.

Note: To be absolutely honest, the final business plan should remove future funding of cap-and-trade beyond 2030. Also, reduce cap-and-trade revenue for the years listed prior to 2030 since experts say as the program progresses program revenue is supposed to lessen and reduce rising cap and trade contributions.

Vast underestimation of costs:

The most recent spending fiasco was the vast underestimation of the movement of utility services, not improvements mind you, just to get the electric service out of the path of the train. Originally estimated at 25 million has risen to nearly \$300 million. See

the Fresno Bee article that covered this. <http://www.fresnobee.com/news/local/high-speed-rail/article209997064.html> And that's for the Central Valley segment.

Note: How has the Authority accounted for the movement of the utilities for the rest of the project?

For sure, in addition to moving current services, electricity development will be massively expensive going over the Tehachapi's. The power companies have to add service to that segment area because it has limited electricity and adding to the electricity grid is costly and time consuming. One expert years ago said it would take easily a decade to increase the service to say nothing about the vast cost.

Look at what the project is building so far: The first 119 miles was first estimated in 2012 to be \$6.2 billion but at that time the miles were 130 miles. (for those of you who wonder why this is mentioned, the peer review says that each mile will cost \$130 million dollars) Now the cost is estimated at \$10.6 billion and the project acknowledges that it could be north of \$12 billion-approximately 100% increase.

Note: In light of the vast increase in the 119 mile segment how has the estimates been reconfigured the cost structure for the complex segments?

Note: Comparison of Travel data. Change the chart Exhibit 1.3 page 7 to include air travel. Add travel time to the rail station in order to compare time equally. It is wrong not to include plane travel since that is a heavily used travel mode for the public.

Note: Terminology regarding segments is always changing when the Authority comes out with a new plan making it more difficult to compare previous years. This business plan introduces terminology that is different than other plans such as the (Central) Valley to the (Silicon) Valley plan. You need to simplify the ability to review the actual segments clearly identified with specific starting and stopping points. Using the environmental segments would provide the best comparison. In the case of San Francisco, it is important to differentiate even further and include the actual destination in San Francisco. Is it Fourth and King or Transbay Terminal? In earlier years, there was a map that clearly pinpointed the location of Transbay Terminal in San Francisco in recent business plans the Authority has been more vague and it lists only San Francisco without the location mentioned such as indicated San Francisco on page 14, Exhibit 2.0. The problem is it will cost over \$2 billion dollars to build a tunnel from 4th and King to the Transbay Terminal. Thus, listing just San Francisco while technically correct is meant to cause confusion. Located on Pg. 14, it does show what Central

Valley to the Silicon Valley means and that is good. The Legislature asked for segment specific information in their updates and the Authority should provide the public the same specific information the Legislature has required the Authority to provide.

Note: include the actual San Francisco location on the map on page 14. Is it 4th and King or Transbay terminal. Show a segment by segment cost comparison to 2016 Business Plan.

Note: On page 19- the heading says: **Early interim service in the Central Valley and between San Francisco (4th and King) and Gilroy.** That is a deceptive heading. Change instead to **Early enhanced commuter service.** Most people would think early service was referring to high-speed rail, which is not true. What in fact the statement means is that the tracks might be ready for Amtrak and Caltrain service but not high-speed rail service.

In fact, except for the extension to Gilroy (not yet nailed down since UPRR has refused to allow for the electrification of that track south of San Jose), all the project is highlighting is the Caltrain project.

The fact is in the terms of Proposition 1A, the segment has to be high-speed rail ready BEFORE interim commuter services can be used. Since the two segments, one in the Central Valley and one in the Bay area, cannot connect due to the absence of the building of the Pacheco tunnels needed to connect, there is not one continuous useable segment there is no chance it can operate without a subsidy and therefore it cannot be considered high-speed rail ready. The primary goal of Prop 1A is not to enhance commuter lines but to build a high-speed rail system. If in fact it also improves commuter transportation after each segment is built "high-speed rail ready" that would be an added bonus.

BTW, there was a pocket of money, \$995 million in Prop 1A, and it was for connectivity of other transit operations to the high-speed rail project and that money is all spent. That's about it as far as local transit groups getting benefits before high-speed rail trains are operating.

An operable or useable segment is supposed to be high-speed rail ready with many requirements and financially self-sufficient because of sufficient ridership. As of today, as indicated in the business plan, confirmed by the Peer Review Group and the Legislative Analyst's office, there is not enough money to fund one operable segment, let alone the rest of phase one from Los Angeles to the San Francisco Transbay Terminal. It's true it may be used by other trains before all the other high-speed rail

segments were connected. But the state requirement is very different than the federal independent utility requirement. As background, the feds demanded a guarantee that if the project failed to deliver a high-speed rail system. They wanted an alternative use of the grant dollars they were providing. This was known as independent utility. This federal requirement is far less stringent than the state requirement. In Prop 1A the minimum "pay-as-you-go" segment that can be built per Prop 1A is an operable or useable segment. They had to have the money to construct this segment before it began. This was a very key financial "Straight-jacket" put in the Proposition to give voters confidence that they wouldn't be stuck paying for something that would never be completed with no value delivered. This was impossible for the Authority to accomplish and therefore with Legislative assistance AB 1889 was passed and it allows that the High-Speed Rail project to begin without full funding. As said before what the Authority is pointing to is connecting the Central Valley to the Silicon Valley but it is not connected therefore not a fully operable segment since the project will not build the Pacheco Tunnels which would connect the two segments and it will not go to the Transbay Terminal required by Prop 1A. Plus, the San Francisco segment will not have environmental clearance until 2020. The passage of AB 1889 will be challenged and heard by the court later this year. Many believe the passage of 1889 is in violation of the state constitution since the public approved the initiative, only they can change key changes.

Note: The Authority should be careful in how it talks about Phases. It is confusing to the public. For instance, overall there are two phases. SF to LA first and second extending the service to Sacramento and San Diego. Example, the Authority is working on developing two sections of Phase 1, the Central Valley section formerly known as the Initial Construction segment (119 miles) and the extension from San Jose to Gilroy.

By the way development of the electrification upgrade San Jose to 4th and King San Francisco belongs to Caltrain, not the Authority though they may be giving them approximately \$713 million for the development of the electrification of Caltrain. The board is not giving them this money just to electrify Caltrain out of the kindness of their hearts. It's clearly for the use of the corridor Caltrain owns and part of the agreement is a future high-speed rail system routing using that same corridor.

If the rail authority is successful in developing high-speed rail and running up to 4 trains hourly down the corridor it will devastate the growth of Caltrain which needs the bandwidth to service their commuters. I bet Caltrain is betting on the failure of the high-speed rail program, that is, after they get the money from the Authority for their program.

Note: This business plan should explain how it changed the Proposition with the passage of AB 1889 which allowed the project to move forward despite lacking the funds to complete one useable segment as promised in Prop 1A. See this link from TRANSDEF about the new lawsuit.

<http://transdef.org/HSR/AB1889.html>

Peer Review Group commentary before the Senate and Assembly about the Draft 2018 Business Plan:

Lou Thompson, the head of the now 3 -member Peer Review Group, not the seven that Prop 1A intended, admitted there was not enough money to build even the first part of the first phase that is the Central Valley to Silicon Valley and so offered that the Legislature could do one of four things.

Note: The Peer Review Group says, "aThe 2018 Plan does not clearly layout the Legislature's choices or the actions needed to implement the chosen option. This increases the risk that the mismatch between the desired outcome and available funding will continue to grow to the detriment of the project and the state. In broad terms, the choices appear to be:

1. End the project, pay the remaining contractor charges, retain purchased property for state uses where needed and otherwise sell it or return it to its former owners and scrap any work already done. In practice this would not be practical because the work done so far would have no utility and the federal ARRA money would probably have to be repaid.
2. Complete the existing committed work in the Central Valley and provide connections to the existing San Joaquin service so that use could be made of the investment and the ARRA funding would not need to be repaid. Complete all contracted commitments to local authorities on the Peninsula and in the Los Angeles basin including Phase I environmental clearances. After doing so, end the project. This appears to be the minimum feasible program, though it would leave Cap and Trade appropriations unspent.
3. Complete existing work as described above and, using Cap and Trade receipts provided under current policies, add improvements in electrification from San Jose to Gilroy and upgrade Los Angeles Union Station and the Los Angeles to Anaheim lines. Complete planning and engineering for the Pacheco Pass tunnels and all environmental clearances needed. Defer other commitments for future consideration but continue to pursue potential financial options such as state guarantees of the share and level of Cap and Trade flows. This is basically the program status in the draft 2018 Plan. If the Legislature chooses this approach, it

may want to commission a review of the program before authorizing further commitments.

4. Reconfirm the state's commitment to completion of an agreed version of Phase I as contemplated in Proposition IA and provide the Authority with adequate and reliable sources of financing to complete the project. A workable funding plan should be based on the understanding that the project's schedule and costs are likely to change as the project evolves.” Here is the website for the peer review group. <http://www.caHSRprg.com> Here is the letter they sent to the Assembly and the Senate”
5. http://www.caHSRprg.com/files/March_30_2018_Letter.pdf This is the entire recommendations to the Legislature.

Note: The Authority should make a selection in the final business plan from those outlined by the Peer Review Group. The Authority should vote for #2 in order to be fiscally responsible for the state and its residents and takes federal penalties off the table since they will have finished the first 119 miles.

Legislative Analyst office feedback: In short, It's about the money

Full Funding Plan Needed. In view of the above funding challenges, as well as the potential for further project cost increases, it is crucial for the high-speed rail project to have a complete and viable funding plan to complete the IOS and the remainder of Phase I. At this time, no such funding plan exists.

Other points:

Issues for Legislative Consideration

Actual Project Costs Could Be Even Higher. As noted in the draft plan, given the significant scope of the high-speed rail project, the cost of the project is subject to substantial uncertainty. This is because several factors (such as design decisions, procurements, and construction delays) could potentially affect the actual cost. While the plan provides a base cost estimate of \$77.3 billion for completing Phase I, it indicates that the actual cost could range from a low of \$63.2 billion to a high of \$98.1 billion.

Significant Uncertainties Regarding Funding to Complete IOS. A large portion of the funding identified for the IOS would come from borrowing against future cap-and-trade auction revenues through 2050. Thus, without legislative action to extend the cap-

and-trade program, the total cap-and-trade funds HSRA plans to use to complete the IOS would probably not be available. To the extent that the level of auction revenues assumed in the draft plan does not materialize or the project's costs are much higher than estimated, the state would need to identify other funds sources to help finance the IOS—likely the General Fund.

No Complete Funding Plan for Remainder of Phase I.

While the draft plan discusses the possibility of securitizing the net operating revenues of the IOS, there are several potential challenges with this approach. First, it is unclear that the initial system will actually generate an operating surplus. Second, HSRA anticipates that securitizing the net cash flow would make additional funding available no sooner than 2032, even though funds would likely be needed earlier to complete Phase I by 2033 as assumed. Third, the plan estimates that the amount of funding that could be generated would fall substantially short of the level needed to complete Phase I and does not specifically identify how this shortfall would be met.

<http://www.lao.ca.gov/handouts/transportation/2018/2018-Draft-Business-Plan-040218.pdf>

What we are hearing from others of which I concur:

California Policy Center by Edward Ring

Ring has done a fantastic job going over some technical aspects of the business plan and explains why the plan won't work. It says the train project estimates some "the highest cost-per-mile in the history of transportation, which hardly anyone will ever ride."

According to Ring, the plan projects ridiculous ridership numbers when in reality the low density can never produce adequate ridership to pay for the train operation, high ticket costs makes riding prohibitive, cost of borrowing money, the likelihood any investor will touch the project. Seemingly inadequate comparisons of travel mode when high-speed rail is being examined such as time to travel to the high-speed rail station, lack of security time.

The article states that the Authority is promoting the idea that fare revenue will hit \$1.86 billion by 2035. This assumes an average ticket price, in 2017 dollars, of \$60. This, in turn, infers that the average commuter will be spending \$1,220 per month to ride the bullet train (ref. page 90, exhibit 7.3 "Farebox Revenue: Silicon Valley to Central Valley Line through Phase 1," "Medium Revenue"). This is perhaps the most far-fetched of all assumptions made in the entire business plan."

See the full article at <https://californiapolicycenter.org/californias-transportation-future-part-one-fatally-flawed-centerpiece/>

I want to associate myself with Mr. Ring's commentary.

New people saying the same old thing:

There's always the approach that there is a new sheriff in town and now things are going to be different. It happened when CEO Roelof van Ark left and currently when Kelly replaced CEO Jeff Morales when he left the agency. When Dan Richard current board chairman and Mike Rossi, the financial guy was appointed to the board, they were the new guys in town back in August 2014. Richard was voted board chairman Feb. 3, 2012 and he and Dan Rossi, also a new member appeared in key meetings in the Spring of 2012 before the vote which approved for the first dollars to be spent on the project. Richard declared that he and Rossi were the "turn-around team." Now we have Mr. Kelly, CEO, saying he is going to make this project work from this day forward. No one to blame of course, the other guys have left meaning primarily Jeff Morales and the countless of staff that have quit. So, Kelly can't be blamed for the rise in the overall program. This is not a new strategy. It is continuously done in mega projects, seemingly leaving no one to blame for the past missteps and it's all going to be different now.

A blast from the past: Nothing has changed in 6 years; the Authority is bottom line still building a small segment in the Central Valley.

In 2012 before the vote that allowed funding for the first small segment in the Central Valley, here was the debate that Occurred in an informational meeting with HSR representatives and the then Speaker of the House. See Steinberg's commentary: <https://www.youtube.com/watch?v=yjZ1MMmFYQg> [About 15 minutes.](#)

Look at 9 min marker of the same segment, Senator Lowenthal suggesting a possible review period if no funding money failed to materialize, the Legislature could evaluate. This meeting was in 2012. They did put in a note in the senate diary that said the project would build primary a two-track system in the Peninsula area. They did not put in a reevaluation date if more funding didn't materialize. A shame since now 6 years later no additional federal funding money or private investment has materialized.

Another segment of this same meeting in 2012, Senator Simitian stated his skepticism about what could happen if the segment the Authority is building in the Central Valley became stranded due to lack of more funding. What would be the value of the investment built?

See <https://www.youtube.com/watch?v=owrUWTQ0Q1Y> (7 minutes and 42 seconds)
Simitian quote is at the 1 minute mark.

Simitian: “ I sat at this same desk in **January 2010** with Senator Lowenthal and raised these same issues with your predecessors and they focused on the independent utility which they assured us would be there. And while you have talked just a few minutes ago to Senator Lowenthal’s question about the various Bells and whistles to the enhancements of this proposal, Bottom line, sorry to be a broken record on this, somehow people think they can just breeze by this, the core proposal is the primary expenditure is 6 billion dollars for a non-high speed rail conventional system of 130 miles in a low ridership area with no guarantee of additional funding after the construction of that project. A project which has minimal independent utility which our legislative analyst office has characterized as very modest. Now, I wouldn’t be as anxious about the lack of a funding guarantee for the future if we were going to spend that six billion dollars on a “hot damn” great improvement to public transportation for California but we’re not. That’s the issue and sprinkling a little dough in northern California and sprinkling a little dough in southern California and talking about plans for a decade hence which may or may not be realized if the funding is or isn’t forthcoming when we’ve talked about the political uncertainty which is attached to that funding, doesn’t obviate the concern that many of us have about 6 billion dollars for 130 miles of conventional rail in a low ridership area. We keep coming back to that because all of the bells and whistles don’t take it off the table.”

In another meeting, April 18th 2012, Senator Simitian made a similar statement again. “If we don’t have additional funds forthcoming, if we have no more money from the feds, private investment or another bond measure, at the end of \$ 6.2 billion we have 130 miles of conventional rail. That investment that gives us forty-five minutes off the commute time [of the existing Amtrak line] and the value is \$15 million a year which is not a great return on investment for \$6.2 billion. Absent of additional investment we’re left with a stranded investment with modest value.”

(NOTHING HAS CHANGED IN 6 YEARS!) This idea was repeated over and over again by Senator Simitian in many meetings over the years before the budget vote.

Senate Budget Subcommittee: April 18, 2012 at 53:37 to 1:04 http://calchannel.granicus.com/MediaPlayer.php?view_id=7&clip_id=192

Note: The people of California did not agree to spend nearly 10 billion dollars in bond funds to improve the transportation system of Amtrak. What was in the bond measure was permission for the Authority to move forward on what is called a useable segment that would be self-sufficient by ridership revenue should the rest of the project not be

built. It had to be high-speed rail ready which includes electrification and positive train control and they had to have the money to build that segment.

The key vote JULY 6, 2012:

Senators Simitian, Lowenthal and DeSaulnier were very concerned. None of them voted yes on the first funding for the small construction segment.

Simitians refusal speech to vote yes on the funding: July 6, 2012

"This is the wrong plan, in the wrong place and at the wrong time."

Here is a You-tube with Senator Simitian gave a masterful speech, carefully outlining all the factual reasons for his no vote: http://youtu.be/NajQSD_Pscs (17 minutes)

Despite three seasoned and powerful vetoes of the project, the funding it passed by one vote after Jerry Brown had the doors to the Senate Chambers locked.

Note: The only concession the Authority made before the passage of the final business plan was published in April 2012, was they agreed to fund projects in the bookend locations. (Bookends are projects in the San Francisco Bay area (such as electrification of Caltrain and the LA area funding a key grade separation and improvements to LA Union Station. This was agreed to after the Peer Review Group demanded it. This move, though not in the funding plan of the Rail Authority, gave some additional value to key transportation locations should the project fail.

Let's now review what was promised in the bond measure way back in November 2008

Very simply it was supposed to build a High-Speed Rail system as of January 2009, a \$40 billion-dollar project for the whole thing including connections to San Diego and Sacramento.

It promised the public a high-speed rail system that spanned San Francisco to Los Angeles traveling speeds of 220 mph that arrived in 2 hours and 40 minutes and was paid for 1/3 each by the state, the federal government and private investment.

Let's look at the intentions behind this project. They were eloquently left by former state Senator Alan Lowenthal, who proudly wrote this preamble to a report in the summer of 2008 before the bond measure was voted on by the public. Lowenthal was the chairman of the Transportation committee.

“This farsighted transportation project, however, is not being developed as a conventional public works project to be built with pay as you go funding, or by relying on public debt financing. Instead, the Authority is offering California’s voters a business proposition. Should the voters approve the \$9.95 billion measure on November’s ballot, the Authority is anticipating using the bond revenues and future federal funds to attract a substantial amount of private capital. The Authority’s underlying assumption is that the demand for high-speed rail in California is so strong that it will attract a private consortium with the resources to design, construct, finance, and operate the high-speed project under the terms of a long-term franchise. “

Every single assumption about this project has changed. Let’s review some of them:

- There has been no more federal funding since 2010, a grand total of \$3.5 billion. They have \$929 million left of what is called the 2010 grant money but are required to finish the match of state funds for the (ARRA) American Recovery funding before they can access the 2010 funds. The federal government is now Auditing the project and depending on what they find may jeopardize the 2010 grant from being accessed at all. The state has also ordered an audit without looking at key financial milestones and performance. Though touted as bi-partisan, it has no teeth and was controlled by Senator Beall who only wants the audit to enable the project to deliver “on time and on budget.” It is not a test of whether to project should move forward.
- There has been no private investment willing to step up to the plate.
- The work on the first leg of 119 miles (originally 130 miles) at a cost of \$130 million per mile per Peer Review Group.
- The cost has risen in from \$6.2 billion to \$10.6 billion for 119 miles in the Central Valley due to delays in plan development, property acquisition and pulling the trigger on construction contracts too early. No doubt the rush to spend Federal Funds with a deadline of September 2017 pushed them. I wonder if the \$2.6 billion in federal dollars they received wasn’t eaten up by the delay costs, mistakes and change orders for a plan that was not yet ready for construction. And the Central Valley was supposed to be the easy part, cheap farm land, no challenges. The Authority underestimates everything. The Peer Review Group Director, Lou Thompson told one of the Legislative Committees to look at the high range of the estimates, putting that at \$98 billion.

NOTE: Did the Authority spend some of the ARRA money for the delays, the cost overruns, mistakes and change orders?

- This principle of “pay as you go,” is sprinkled incorrectly throughout the newest business plan but the meaning of that in Prop 1A means you can build one

operable segment at a time and have the money to do it to make it totally high-speed ready. The Authority is not required to have all the dollars in hand for the entire project, just the operating or useable segment they are working on. Nothing short of this was permitted in Prop 1A and the Authority is short on the definition of a useable segment.

Other statements and facts to be considered by the board and the legislature:

- New CEO Brian Kelly stated “if the Legislature cuts off the funding, we have a problem.” He confirms there is no plan B if the cap-and-trade funds disappear.
- If and when a new Governor is in place, there is no guarantee that the program will continue.
- There is zero money for Central Valley to Los Angeles, the second segment of phase one.
- There is not enough money to complete Bakersfield to San Francisco Transbay terminal. The first section of phase one
- There is zero money for phase 2 includes San Diego and Sacramento.
- As wonderful as it is to produce economic benefits to the locale the project is built in, say Fresno for instance, the High-Speed Rail project is not the Fresno Economic Improvement Project. As wonderful as it is to put people to work, this is not the WPA (Works Progress Administration) during Roosevelt’s time. The jobs this project produces are a by-product of the main intent to deliver a high-speed Rail system. The economy has picked up since 2008 and there are probably more desirable construction jobs in other industries and areas. People just want to work.
- Bookend spending (projects for San Francisco Bay and Los Angeles) was not in the Prop 1A funding plan. Giving a total of million dollars to Northern and Southern California outside the very specific connectivity funds (\$995 million) was not permitted. This was done to appease the political atmosphere in both Southern and Northern California in order to get the first budget for the Central Valley approved and to get the good stamp of approval from the Peer Review Group who lobbied for this bookend spending. See the Peer Review’s scathing assessment January 3, 2012.

<http://cahsrprg.com/files/CHSR%20Peer%20Review%20Group%20Comments%20on%202011%20Funding%20Plan.pdf>

They wanted the Authority to add bookend spending in order to provide immediate value to the transportation problems in more populous cities in the state. See the paragraph in the Peer Review Group letter, the Risk Minimization paragraph. When the final business plan was delivered in April 2012, after the cost dropped significantly (\$98 to 67 billion) and the Authority came to the conclusion that giving Northern and Southern California early spending dollars

was worth the trade off to get started, the peer review group was then happy and they seemed to have come to a truce with the Rail Authority Board. The cost dropped in April 2012 because the Governor instructed them to do so (Dan Richard said this in March 2012 at a Senate Meeting in Mountain View) and because of the removal of separate tracks for high-speed rail in the Bay Area plus the reduction of inflation rates.

- Prop 1A requires that the Authority have all the money before it begins a segment. The Authority does not have those dollars. With the passage of bill AB 1889 it modified the Proposition, allowing the Authority to begin building a segment that they did not have all the money for. This bill changed one of the most important promises in Prop 1A fiscal responsibility. The question to be answered is does the Legislature have the right to change a proposition voted on by the public and is doing this in violation of the California State Constitution. This will be tested in court in the fall of 2018.
- Regarding early operation of a high-speed rail service if in fact project successfully built a whole segment but smaller than the whole phase, would it be possible. Starting up high-speed rail for part of the system early, would not be a good idea, because of extra cost or so said Tony Daniels, chief engineer for Parson Brinckerhoff. He answered this when questioned by the HSR board in an Operations Meeting held in 2009. See http://www.hsr.ca.gov/docs/brdmeetings/2009/August/brdmtg_082009ArchivedWrkshp.mp4 Go to 1 hour: 22 min and listen for 5 minutes. Perhaps if you believed this was the only segment that could be built for the foreseeable future, perhaps realistically the end of the project, that might be a different story. I was present at this meeting.
- Environmental work was supposed to be completed by 2012 now if lucky if some are completed before 2020 for Phase 1 and no estimate for Phase 2 for development for Sacramento and San Diego. It is evident that the project is not far along with the San Francisco to Los Angeles section since it has a 2020 date to complete the project environmental report. The rail authority is using the electrification of Caltrain as its progress. Other than an extension to Gilroy, which is iffy because it is lacking UPRR's (Union Pacific) permission, there can't be much happening on the SF to SJ segment since the project does not have environmental clearance estimated by 2020. If UPRR says no to using their track from San Jose going south to Gilroy, the Authority will have to buy land, build a separate tracking and most likely under UPRR's insistence build special

walls to prevent crash intrusion into the communities which will cost a fortune. If they say yes to using their tracks, I can't imagine what the railroad will charge the program. They still may insist on intrusion walls.

Not having the environmental work completed nor a plan developed on unexamined sections adds no credibility to the construction cost numbers the Authority estimated. Delay in itself will add billions especially as the project heads toward Southern California.

Note: The Authority should have an environmental section in the index, it's under Progress, it's buried.

- The Authority cannot make the travel time promised. Nothing planned to operate will meet 2 hours and 40 minutes' time requirement. The fastest train is scheduled with 3 stops at 3 hours and 32 minutes. Apparently, they will shorten this estimate in the final business plan. Realistically the Peer Review Group Director says while the route is designed to achieve 2 hours and forty minutes, it will never be scheduled to make that time. The chairman, Lou Thompson, has explained the term, "designed to achieve" does not mean it actually has to go that fast when all is said and done. It means it could go that fast. This was explained by the Peer Review Group previously. It just means it could meet those time requirements if the demand was there and there were route improvements. This slick explanation was not explained to the public when they voted for the proposition. Totally trick wording.
- If you can't make the trip in less than three hours, it matters since history shows riders will fly once the time estimates hit 3 hours. More areas are asking for slower speeds which translate into longer trip times. It will be slower in the Northern California area and just added are 30 miles that will go slower in the San Francisco area. See the LA Times recent article on this, <http://www.latimes.com/local/california/la-me-bullet-train-slow-track-20130315-story.html> Cities will demand slower trains as they approach them which will diminish the average speed of the trains even more so.

And you can bet if the Authority ever chooses a route that goes over the mountains from the Central Valley to Southern California, just the act of climbing and descending the Tehachapi's will slow the train substantially, detracting from average speed and time requirements.

- The sturdiness of the construction so far in the Central Valley is a question mark. Will it hold heavy diesel trains of Amtrak, the backup use for the tracks that will

be built in the Central Valley. One wonders if the construction will hold up even for lighter high-speed rail trains with severe subsidence problems in the valley never mind with heavy diesel trains of Amtrak.

Speaking of issues in construction, it was recently discovered that there may be a design flaw in the Merced to Fresno section.

A letter was sent to CEO Brian Kelly on April 11th, 2018 per Susan McAdams Letter.

In part the letter says this:

“Public Safety should be paramount in any track design for High Speed Rail (HSR), but the design for the track curves across the Herndon Overpass structure north of Fresno is a public safety hazard and poses a serious threat to derailment.”... and “Combining a horizontal spiral that increases from zero to six inches of super-elevation with a maximum grade vertical curve built on top of a transitional structural support system in a geographical area that experiences extreme temperature range is very dangerous for trains traveling at any speed. This is a request to immediately issue a Stop Work Order to the Contractor for all structures on the Merced to Fresno segment of California High Speed Rail.” (full letter in attachments)

Note: This should be investigated immediately since it appears to jeopardize the operation of the train project and if completed as is could result in a derailment worst case. If the train is slowed to accommodate the curves it would have to be at such slow speeds that it would result in much slower travel speed and operational times.

Conclusion:

This draft business plan highlights the Authority is in dire straits.

“Lessons Learned” on the Bay Bridge conducted by then Senator Mark DeSaulnier was designed to help other projects not make the same mistakes again. The rail authority takes no heed and is adamant to move forward, spend the last dime they have, regardless of the eventual stoppage of the program.

With little money and dwindling support the project it seems clear the project is doomed for failure. I ask that the Rail Authority do the right thing and wind down the project now before money is wasted and halt the taking of citizens' properties when the project will never move forward.

Kathy Hamilton, resident of California

2018 Business Plan RECORD DETAIL

First Name : Jessica

Last Name : Wright

Stakeholder Comments/Issues : To Whom It May Concern:

Attached, please find Grassland Water District's comments, from General Manager Ric Ortega, regarding the March 9, 2018 Draft 2018 Business Plan of the California High-Speed Rail Authority.

Have a good afternoon!

Jessica Wright
Grassland Water District
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Attachments : GWD comments to HSRA on Draft Business Plan.pdf (166 kb)

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May 7, 2018

California High-Speed Rail Authority
Attn: Draft 2018 Business Plan
770 L Street, Suite 620 MS-1
Sacramento, CA 95814

To Whom It May Concern,

On behalf of the Grassland Water District (GWD) and Grassland Resource Conservation District (GRCD), this letter contains our comments on the March 9, 2018 Draft 2018 Business Plan of the California High-Speed Rail Authority (Authority). As noted in previous comments to the Authority ranging as far back as 2005, the GWD and GRCD have significant concerns about the proposed HSRA alignment of the San Jose to Merced segment, which unfortunately bisects the Grasslands Ecological Area (GEA) at Mud Slough, the most vulnerable and environmentally sensitive wildlife corridor in the GEA. Mud Slough at the proposed alignment is a narrow band of habitat providing connectivity for sensitive and threatened aquatic, terrestrial and avian species dependent on the continuity of habitat between the north and south Grasslands.

About the Grasslands Ecological Area

The GEA is an irreplaceable, internationally significant ecological resource. The GEA is located southwest of the City of Merced and surrounds the growing City of Los Banos to the north, east and south. Originally, this area was part of a four-million-acre wetland system in the Central Valley of California. Of the 300,000 acres that remain, the GEA is the largest contiguous block of wetlands in the Central Valley. Protection of this area is the result of significant private and public investments and partnerships.

The GEA is largely coextensive with the Grassland Wildlife Management Area (GWMA), designated by Congress and the U.S. Fish and Wildlife Service as an area for priority acquisition of public easements for wetland preservation and enhancement. The GEA includes federal wildlife refuges, a state park, state wildlife management areas and the

largest block of privately managed wetlands in the state. The majority of the GEA also includes a large and growing portfolio of federal and state conservation easements.

The GEA is of considerable importance because it preserves a variety of habitats important to the maintenance of biodiversity on a local, regional, national and international scale. It has been estimated that thirty percent (30%) of the Central Valley migratory population of waterfowl use this area for winter foraging. The GEA is a major wintering ground for migratory waterfowl and shorebirds of the Pacific Flyway. Over two million waterfowl utilize the GEA during the winter months. The GEA also provides habitat for more than 550 species of plants and animals, including 47 plant and animal species that are endangered, threatened or candidate species under state or federal law, including the San Joaquin kit fox, Aleutian Canada [cackling] Goose, Sandhill Crane, California Tiger Salamander, California Red-legged Frog, Giant Garter Snake, Western Pond Turtle, Swainson's Hawk, and Tri-colored Blackbird.

The Western Hemisphere Shorebird Reserve Network has designated the GEA as one of only 15 international shorebird reserves in the world. The GEA is also recognized as a Wetland of Worldwide Importance by the Ramsar Convention. The Ramsar Convention is an international agreement dedicated to the worldwide protection of particular ecosystems. Ramsar member nations work to coordinate wetland conservation efforts, particularly for species that rely on ecosystems that span member nation's borders. The designation of the GEA as a Wetland of Worldwide Importance illustrates the tremendous worldwide ecological value of the GEA ecosystem. The GEA is one of only four such wetland sites in California, and one of twenty-two sites in the country. The GEA has also been recognized by the American Bird Conservancy as a Globally Important Bird Area.

In addition to providing critical biological habitat, the Grasslands' wetlands also provide a wide range of other benefits to the area, including groundwater recharge, flood control and educational and recreational opportunities. This concentration of wetlands and wildlife is a unique feature of the area, attracting hunters and other recreational visitors who make significant contributions to the local economy. The GEA receives almost half a million user visits per year for hunting, fishing and non-consumptive wildlife recreation. Recreational and other activities related to habitat values within the GEA contribute \$70 million per year to the Merced County economy and account for approximately 800 jobs.

Previous High-Speed Rail Authority Engagement and Commitments

The GWD and the GRCD submitted comments to the Authority on its prior two EIRs on this matter: (1) the August 2005 Statewide Program EIR/EIS; and (2) the July 2008 second program EIR/EIS to identify a preferred alignment for the Bay Area to Central Valley section of the HST ("July 2008 Bay Area to Central Valley EIR/EIS"). In addition, we met with Authority staff on many occasions to discuss our concerns and potential solutions.

The July 2008 Bay Area to Central Valley EIR/EIS commits the Authority to execute the following specific mitigation measures to address potential impacts on the GEA, including but not limited to:

- *Project-level evaluation of the potential impacts to biological resources in the GEA from HST construction, operation and maintenance, including, but not limited to, ecosystem fragmentation impacts, impacts to wildlife movement corridors, impacts to waterfowl flight patterns, noise impacts, startle and vibration impacts, collision impacts, electrocution impacts, glare impacts, water quality and water flow impacts, impacts on waterfowl nesting and breeding, impacts on migratory habits, impacts from construction traffic, impacts of equipment storage and laydown areas, impacts from blasting and pile-driving, and impacts from temporary disruption of water supply deliveries.*
- *Minimize the footprint of necessary HST facilities to the extent feasible in the HST alignment crossing the GEA.*
- *In consultation with the California Department of Fish and Game, the United States Fish and Wildlife Service, and the Grassland Water District, an evaluation in the project level environmental analysis of non-glare and directed lighting and appropriate measures to avoid disturbance impacts to sensitive species in areas of the GEA directly affected by proposed HST facilities.*
- *Acquisition from willing sellers by the Authority, or by other entities designated and supported by the Authority, of agricultural, conservation and/or open space easements encompassing at least 10,000 acres and generally located along or in the vicinity of the HST alignment and within or adjacent to the designated GEA. This measure would reduce impacts to and support conservation of wetlands and sensitive ecological areas, as well as limit urban encroachment in the vicinity of the HST through the GEA. The focus for these easements would be in areas undergoing development pressures, such as the areas around Los Banos and Volta, and/or areas that would be most appropriate for ecological conservation or restoration. The eventual locations and total acreage for these easements would be determined in conjunction with the project-level environmental analysis and decisions addressing the Gilroy to Merced portion of the HST system and in consultation with the California Department of Fish and Game, the United States Fish and Wildlife Service, and the Grassland Water District.*

Status of Current Discussions and Engagement

A thorough study of the potential impacts that the Project may have on the GEA is vital to ensure it does not damage this irreplaceable ecological resource of international importance. Since early 2017 GWD, its representatives and partners, including numerous conservation organizations, have been meeting diligently with representatives of the Authority to work through the required analysis and mitigation measures outlined above. However, despite our best efforts, these meetings have occurred sporadically and on an inconsistent basis. This causes us significant concern because as the Authority moves the project forward, the opportunities and window for engagement narrows with each passing day. The time to meet the

consultation, analysis, and mitigation obligations set forth in the 2008 EIR/EIS is now. Without regular, ongoing meetings and substantive discussion about how the Authority will meet its commitment to study, avoid, and mitigate the impacts that the rail project will have on the GEA, we do not believe reaching a resolution is otherwise possible.

Concerns About Ability to Meet HSRA Required Mitigation Measures

As previously noted, the July 2008 Bay Area to Central Valley EIR/EIS commits the Authority to execute specific mitigation measures, including the acquisition of at least 10,000 acres of land or easements to help offset the impacts from the High-Speed Rail.

While some parcels of land are available and willing landowners could be found for either acquisition or conservation easements, the protection of 10,000 acres is a daunting task to accomplish during the proposed project delivery timeline. Further, not all land in and around the GEA is created equally. Land with the best and highest conservation value either has its own sources of water (surface-water rights being the highest priority followed by the ability to extract groundwater) or is within the service area of the GWD so that application of CVPIA water can benefit habitat. In the San Joaquin Valley water rights are paramount. Waterfowl, shorebirds, terrestrial species, riparian ecosystems all need the same thing – water.

Proximity to habitat is a close second. The proposed alignment of the rail bisects the habitat bottleneck between the north and south grasslands areas, cutting directly across this narrow band of connectivity that provides crucial continuity for both terrestrial and winged species. Similarly, the alignment potentially severs several significant water conveyance arteries, including the Mud Slough Corridor. Therefore, it is imperative that mitigation easements be concentrated in this area, potentially expanding the narrow bottleneck. Water rights and location will drive acquisition prices. Additionally, to date we have yet to reach assurances on avoidance measures, including lighting, glare, noise, speed, electrocution, vibration, and other impacts from 120 trains daily running at top speed through the environmental area. Moreover, the Authority has refused to conduct its consultation with GWD in collaboration with the U.S. Fish and Wildlife Service and California Department of Fish and Wildlife, despite its pledge to do so in the 2008 EIR/EIS.

Alternative Designs to Protect the GEA

The Draft 2018 Business Plan focuses almost exclusively on the Central Valley and the benefits of promoting new housing for Silicon Valley employees. The Draft Business Plan touts the High-Speed Rail project's potential benefits and states that the Authority "is committed to connecting the Silicon Valley to the Central Valley—from San Francisco to Bakersfield—as quickly as possible." However, the Business Plan indicates that the Authority has learned lessons from its current construction efforts, wishes to "better identify and mitigate risk," and has a "goal to create the greenest infrastructure project in the nation, both in its construction and its operations."

The Authority has a lot of work to do with GWD in order to meet those commitments. To deliver any real benefits to the Central Valley in a cost-effective manner, the Authority cannot continue to overlook the significant ecosystem impacts to the San Joaquin Valley that will occur. These environmental impacts also translate to local economic impacts. Without sufficient

attention to design and mitigation, the project has a high potential to be economically and environmentally detrimental to the San Joaquin Valley.

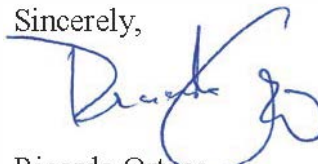
The Authority has identified \$2 billion to \$5 billion in cost savings for the San Jose to Merced segment of the project. Even a small fraction of those cost savings, if applied in the GEA, would go a long way toward reducing the risks of delay, cost overruns, and costly environmental mitigation requirements. If the GEA cannot be avoided, we urge the Authority to include in its design and cost estimates an underground alignment in the vicinity of the GEA Mud Slough Wildlife Corridor. We have met with Authority staff, including project engineers, and their analyses concluded that there are no physical or engineering barriers to an underground option through the GEA. An underground design would help alleviate significant environmental concerns and cost uncertainties and would provide additional cost savings from avoided mitigation requirements. The estimated net increase in cost for the underground option is approximately \$600 million.

Conclusion

To date, our meetings with Authority staff and consultants have not resulted in any substantive analyses or assurances that mitigation and avoidance priorities will be sufficiently addressed. Noise, lighting, glare, vibrations, height of the rail, electrocution, road overpasses that could reach as high as 100 feet above the ground level (the height of a 10-storey building), impacts to hunting clubs, effects on wildlife corridors and state-held conservation easements, and other disturbances from 120 daily trains passing through the GEA remain under only preliminary discussion and are unresolved. The plan for identifying and acquiring at least 10,000 acres of mitigation land, at an estimated cost of hundreds of millions of dollars, is also far behind schedule and it is questionable whether and how the Authority will be able to find willing landowners in the proper locations. Tunneling the rail below ground in the most ecologically sensitive areas could avoid most of these impacts, at minimal additional cost to the Authority.

Thank you for taking these comments into account as the Authority finalizes its 2018 Business Plan. We look forward to further consultation about the impacts of the High-Speed Rail on this sensitive ecological area in California's Central Valley. We look forward to working with the Authority toward a resolution that is both cost effective and minimizes significant impacts to the ecosystem, biodiversity, water management, flood control, and other priorities in the GEA and areas adjacent to the community of Los Banos.

Sincerely,



Ricardo Ortega
General Manager
Grassland Water District and
Grassland Resource Conservation District

2018 Business Plan RECORD DETAIL

First Name : Andrew

Last Name : Mack

Stakeholder Comments/Issues : Please find attached a comment letter from XpressWest to the CHSRA 2018 Business Plan.

Best Regards,

Andrew Mack
Chief Operating Officer
XpressWest
6720 Via Austi Parkway
Las Vegas, NV 89119
Office: (702) 739-2020
Mobile: (702) 491-7463

Attachments : XW Comments to CHSRA 2018 Business Plan 5-7-18.pdf (135 kb)



6720 VIA AUSTI PKWY., STE. 200
LAS VEGAS, NEVADA 89119

TELE: 702.739.2020
FAX: 702.739.2005

May 7, 2018

Mr. Brian P. Kelly
Chief Executive Officer
California High-Speed Rail Authority
770 L Street, Suite 620
Sacramento, CA 95814
via e-mail: 2018businessplancomments@hsr.ca.gov

RE: Draft California High Speed Rail Authority (Authority) Business Plan

Dear Mr. Kelly:

The purpose of this letter is to provide comments to the 2018 California High Speed Rail Authority Draft Business Plan (CHSRA Plan).

In reviewing the plan, we were surprised to note that there is no reference or mention of the March, 2017 Investment Grade Ridership and Revenue Study that was completed in partnership with the Authority. By way of background, in March of 2016, a cooperative agreement was executed between the Los Angeles Metropolitan Transportation Authority, San Bernardino Association of Governments, the High Desert Corridor Joint Powers Authority, XpressWest and the California High Speed Rail Authority to jointly fund and conduct an Investment Grade Ridership and Revenue Study to evaluate high speed rail service between Northern California, Central California, Southern California and Las Vegas. The High Desert Corridor Joint Powers Authority executed a contract with Stear Davies and Gleave to complete the study with specific focus on the following segments:

- High Speed Rail (HSR) service between Las Vegas and Palmdale with a connection to Metrolink
- HSR service between Las Vegas and Burbank
- HSR service between Las Vegas and Anaheim
- HSR service between Las Vegas, Central CA and Northern CA through Palmdale

The study methodology, survey instruments, and assumptions were coordinated with and fully vetted by the parties to the MOU as well as the Southern California Association of Governments. In addition, the study results were reviewed by the Nevada High Speed Rail Authority, a Nevada State agency with purview over high speed rail connectivity between Southern California and Las Vegas. The final report was published in March, 2017 and forecasted the Anaheim to Las Vegas project would capture 27% of the total travel market between Southern California and Las Vegas resulting in 22.6 million trips and \$1.2 billion in annual revenue.

We believe the significance of this ridership and revenue together with the fact that the capital costs associated with both the HDC Rail Project and XpressWest would not burden the financial plan of the CHSRA project, warrants reconsideration of both the timing and financial commitment to the Southern segment of the California High Speed Rail System from Palmdale to Burbank, Los Angeles and Anaheim.

The CHSRA Plan acknowledges the significance of the Los Angeles Urban Mobility Corridor connecting Burbank, Los Angeles and Anaheim to support the economy of Southern California; and that it will be an essential link in the future high speed rail system. In addition, the 2018 California State Rail Plan identified the Los Angeles Urban Mobility Corridor as a critical piece of the Statewide rail network and it supports investments connecting privately operated high speed rail service to Las Vegas and planned service in the High Desert Corridor with the California high speed rail system at Palmdale.

Consistent with this acknowledgement and the significant ridership potential of the Palmdale to Burbank segment with connectivity to Las Vegas, XpressWest supports the High Desert Corridor and its request that the Authority earnestly reconsider the timing and level of investment in the Southern California segment of the California High Speed Rail system.

Given our mutual interest in realizing the vision for high speed rail in the Southwest to be successfully implemented, we welcome the opportunity to work with you and your team, including the Early Train Operator, to fully consider the ridership and revenue potential of the Southern California segment in the CHSRA Plan.

Respectfully Submitted,



Andrew Mack
Chief Operating Officer
XpressWest

2018 Business Plan RECORD DETAIL

First Name : Susan
Last Name : MacAdams
Stakeholder Comments/Issues : April 11, 2018

To: Brian P. Kelly
Chief Executive Officer
California High Speed Rail Authority
770 L Street, Suite 620
Sacramento, CA 95814

RE: REQUEST FOR IMMEDIATE STOP WORK ORDER FOR MERCED TO FRESNO SECTION

Public Safety should be paramount in any track design for High Speed Rail (HSR), but the design for the track curves across the Herndon Overpass structure north of Fresno is a public safety hazard and poses a serious threat to derailment.

Background

Building straight tracks along the UPRR corridor from Merced to Fresno was the shortest route for HSR.

In 2012, the track route called the Hybrid was chosen by the Authority. This route veers from the UPRR corridor and zig-zags across open farmland. The sixty mile straight route now contains nearly 25 miles of high speed curves and horizontal super-elevated spirals with an additional ten miles of track. Trains will travel over the curves and spirals on ballasted track built on alluvial soil at 220 mph. The California High Speed Rail Authority (CHSRA) officials continue to state that this route between Merced and Fresno is the backbone of the high speed rail system, yet this backbone has developed scoliosis, or curvature of the spine; the area in question will need a spinal brace.

(See Attachments 1A and 1B for Merced to Fresno Section alignment.)

This is a request for an immediate Stop Work Order for the Fresno to Merced section to reevaluate the curve designs. This report focuses only on the curve north of Fresno between Herndon Drive and the San Joaquin River. However, similar alignment flaws are shown on the Authority's construction drawings in Madera County for the Chowchilla Boulevard/UPRR Bridge, the Fresno River Bridge, the two single track crossovers between Avenue 10 and 12, and the entire Wye complex surrounding the storage facility site. Each of these high speed rail curves should be re-evaluated, realigned and reconfigured as they each contain similar alignment problems that will lead to future operational and maintenance hazards and derailments.

Dangerous Design

North of Herndon Drive in Fresno, near the San Joaquin River, there is a

wide support structure for high speed rail currently being constructed over a single UPRR track. (See Attachments 2 and 3.) As the HSR tracks curve northwards, this wide track support structure transitions into tall support columns. (See Attachments 4 and 5.) The trains will travel at 220 mph on top of these 60 to 100 foot tall structures. Near the transitional area between the wide deck and the support columns, the track design calls for a combination of overlapping horizontal and vertical curves. This combination violates the Authority's own Criteria for safe track design. The track design is extremely dangerous; this track design cannot be easily built or safely maintained, thereby creating a significant risk of derailment.

The Draft Environmental Report, the Final Environmental Report and the Construction Documents all use the same curve design for this track; the two sets of environmental documents are identical. This is non-standard practice for good curve design. Usually, in critical locations such as this, between the draft, final and construction documents, multiple track designs are evaluated in order to determine the best and safest fit. For this alignment, there was only one proposal. A single drawing from the Final EIR will be used for ease of argument.

For five years, I was the Manager of Metro's Green Line track contracts in Los Angeles. This included the Aviation Wye, which is located on the southern boundary of the Los Angeles International Airport (LAX). The size and type of the structures near LAX are similar to the size and type structures from Herndon Drive to the San Joaquin River. On the Los Angeles project, there were many track alternatives studied before the trackway was built. There is not any evidence of any other track design proposed for this critical structure near the San Joaquin River.

At the overlap of vertical and horizontal curves, the tracks begin to curve away from the large structure; three mathematical models are needed to construct the tracks, an unsafe track engineering practice. (See Attachments 6, 7 and 8.) A horizontal spiral curving outwards is built on top of a vertical curve going downwards. (See Attachment 9.) The tracks will be super-elevated from zero to six inches on one side, while the trains are spiraling downwards on a maximum grade slope across the top of a vertical curve. Normal track design does not allow this combination except in amusement parks and coal mines; this is not Disneyland and all of the curvature for HSR should be seriously investigated. The northbound train has the greatest potential for derailment when traveling across the peak of the vertical curve. Maintaining a slower speed may actually make things worse.

This combination of curves is avoided in rail and roadway design criteria, including the CHSRA Criteria. (See Attachment 10A, 10B, 10C and 10D.)

For high speed rail, due to the large radius and length of curves, there can be some overlap at the edges. But in this case, the horizontal spiral and the vertical curve are on top of one another. It will be impossible to build, maintain and operate trains safely over this combination.

Fresno suffers from extreme heat and cold. This will result in extremes in the expansion and contraction of the rail and the structures. Rail and concrete expand and contract at different rates. Has this been taken into account in the curve designs that are built on the structures? (See Attachment 11.)

Summary: Combining a horizontal spiral that increases from zero to six inches of super-elevation with a maximum grade vertical curve built on top

of a transitional structural support system in a geographical area that experiences extreme temperature range is very dangerous for trains traveling at any speed. This is a request to immediately issue a Stop Work Order to the Contractor for all structures on the Merced to Fresno segment of California High Speed Rail.

Please see additional attachments for further information.

Thank you for your cooperation in this matter.

Susan MacAdams

Track and Alignment Expert

Former High Speed Rail Planning Manager,

Los Angeles County Metropolitan Transportation Authority (Metro)

Metro Red, Blue and Green Lines, Los Angeles

Light and Heavy Rail Track Design and Construction: Baltimore, Boston, & Washington DC

susan.macadams@gmail.com

Attachments :

Attach 1 CHSRA Merced to Fresno Section.pdf (438 kb)

Attach 2 HSR Structure over UPRR.pdf (819 kb)

Attach 3 Structure over UPRR.pdf (313 kb)

Attach 4 Aerial Structure.pdf (751 kb)

Attach 5 Aerial Deck.pdf (312 kb)

Attach 6 Horizontal Curve.pdf (349 kb)

Attach 7 Vertical Curve.pdf (287 kb)

Attach 8 Superelevation.pdf (213 kb)

Attach 9 Curve on bridge deck.pdf (576 kb)

Attach 10 HSR Curve Criteria.pdf (2 mb)

Attach 11 Temp Extremes Fresno 1.pdf (596 kb)

Add Attach Curve Criteria Highway.pdf (2 mb)

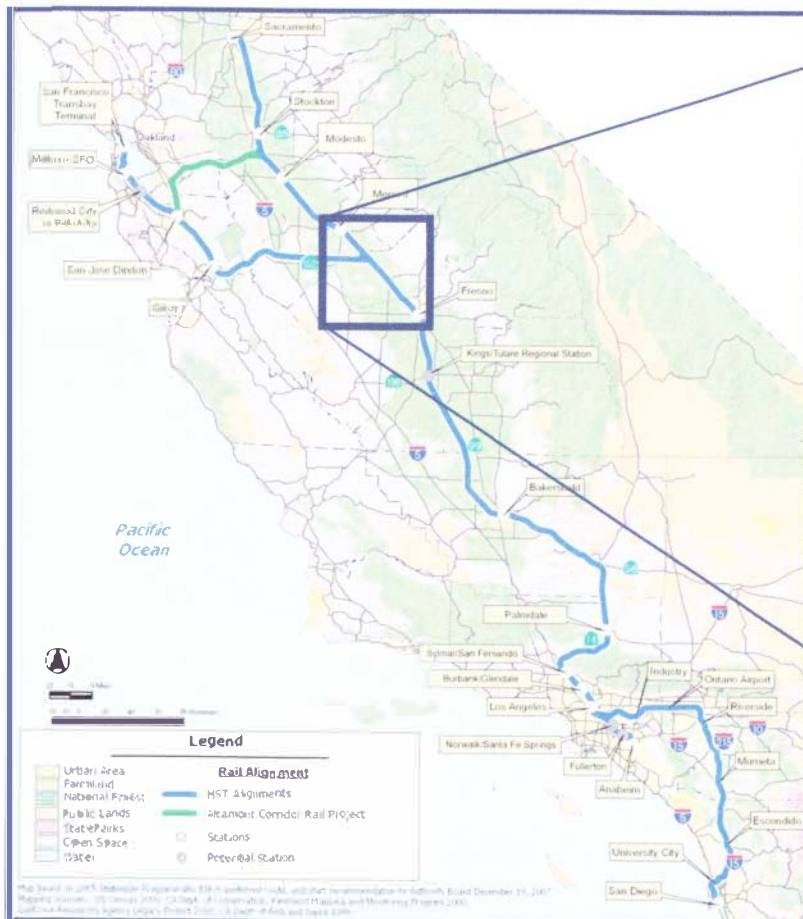
Stop Work Order.pdf (374 kb)

Article HSR Derailment.pdf (1 mb)

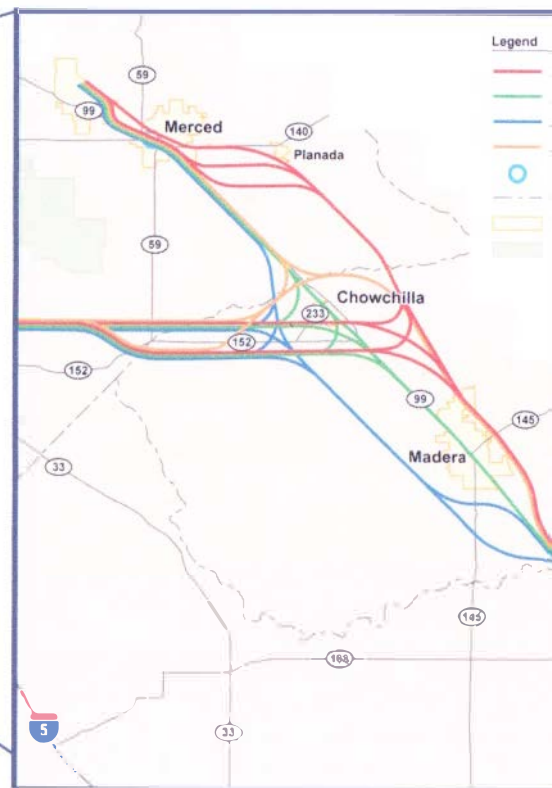
Request for Stop Work Order CHSRA.pdf (77 kb)

Attach 1B HSR Route Merced to Fresno.pdf (414 kb)

Merced-to-Fresno Section



Statewide Map



Project Vicinity

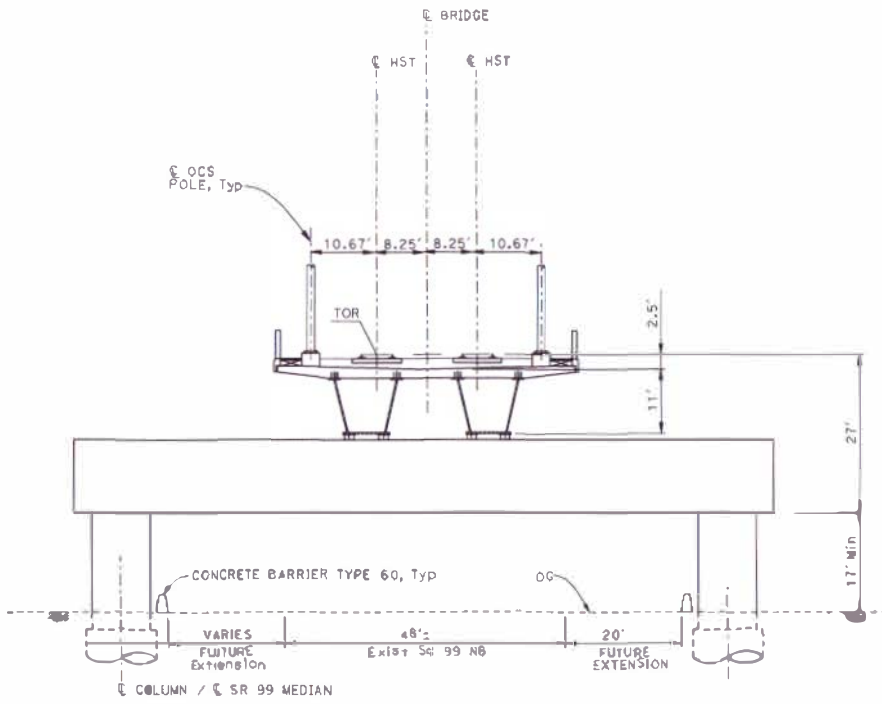
ATTACHMENT



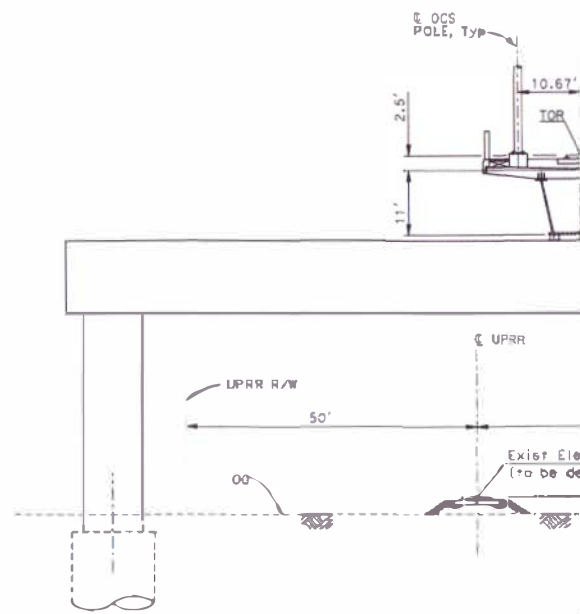
HSR STRUCTURE OVER UPRR TRACKS NEAR HERNDON DRIVE,
LOOKING NORTHWEST

CHANGE IN TRACK ST

AT



EL4 - DOUBLE TRACK ELEVATED CROSSING SR99



EL5 - DOUBLE TRACK ELEVATED

LOOKING

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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
A. SAHELOS
 DRAWN BY
C. VALADAO
 CHECKED BY
A. BOONE
R. GILMER
A. BOONE
 DATE
07/20/2011

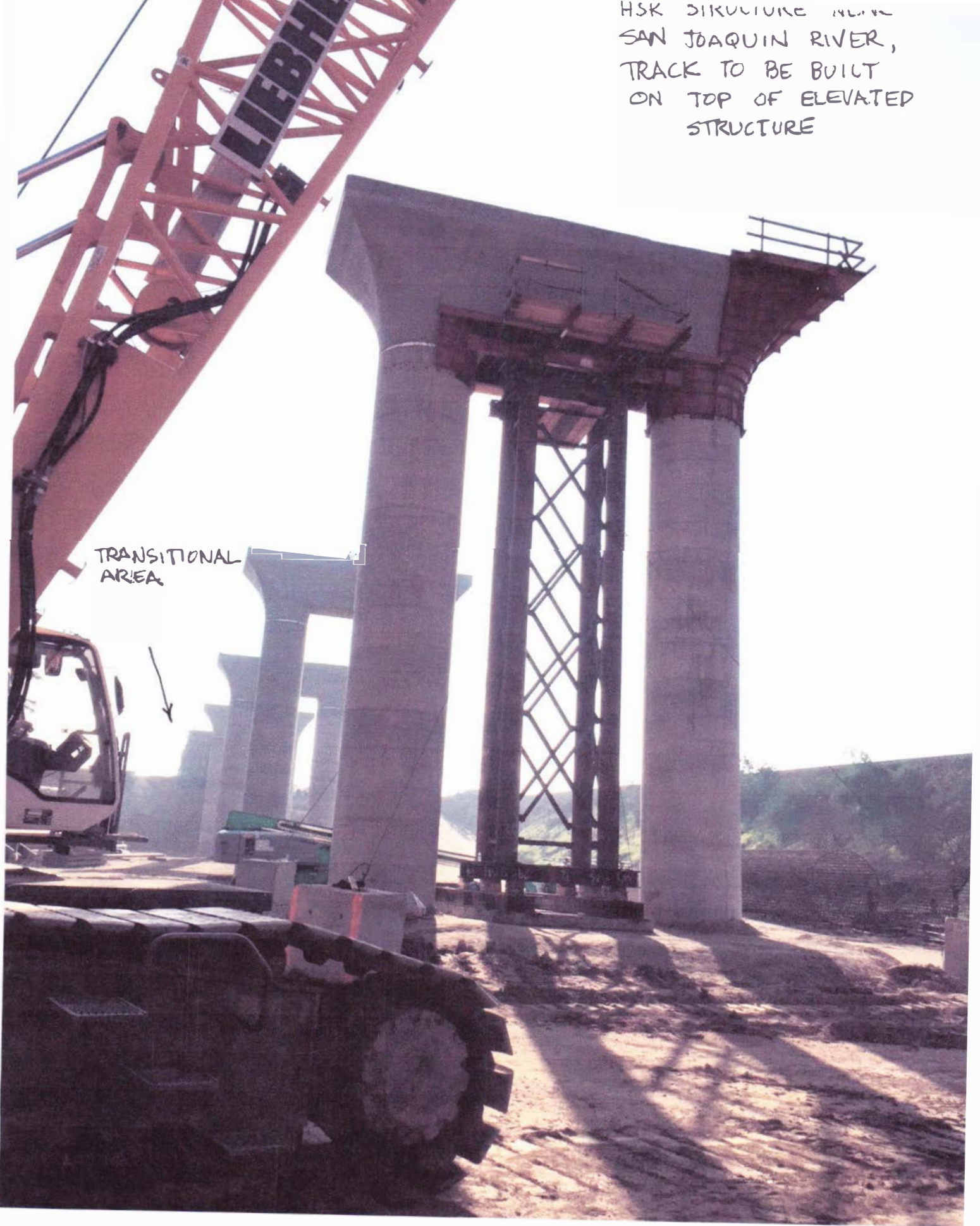
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CALIFORNIA HIGH-SPEED RAIL AUTHORITY
MEMBER

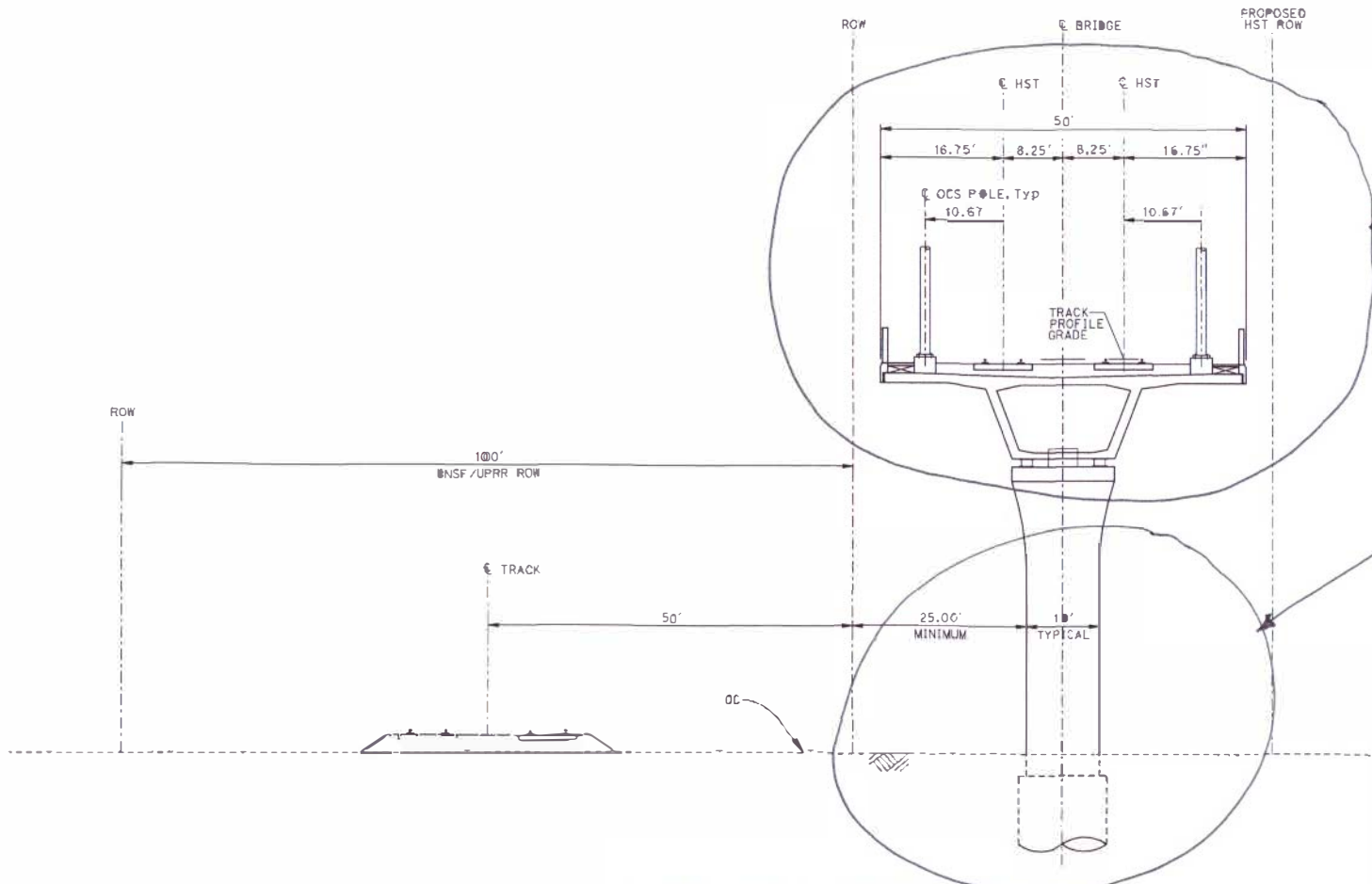
HSR STRUCTURE NEAR
SAN JOAQUIN RIVER,
TRACK TO BE BUILT
ON TOP OF ELEVATED
STRUCTURE

TRANSITIONAL
AREA



CHANGE IN TRACK STRUCTURE

ATTN



EL3 - DOUBLE TRACK ELEVATED ADJACENT TO UPRR/BNSF

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Shields

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
A. SHIELDS
DRAWN BY
C. VALADAO
CHECKED BY
A. BOONE
IN CHARGE
A. BOONE
DATE
07/20/2011

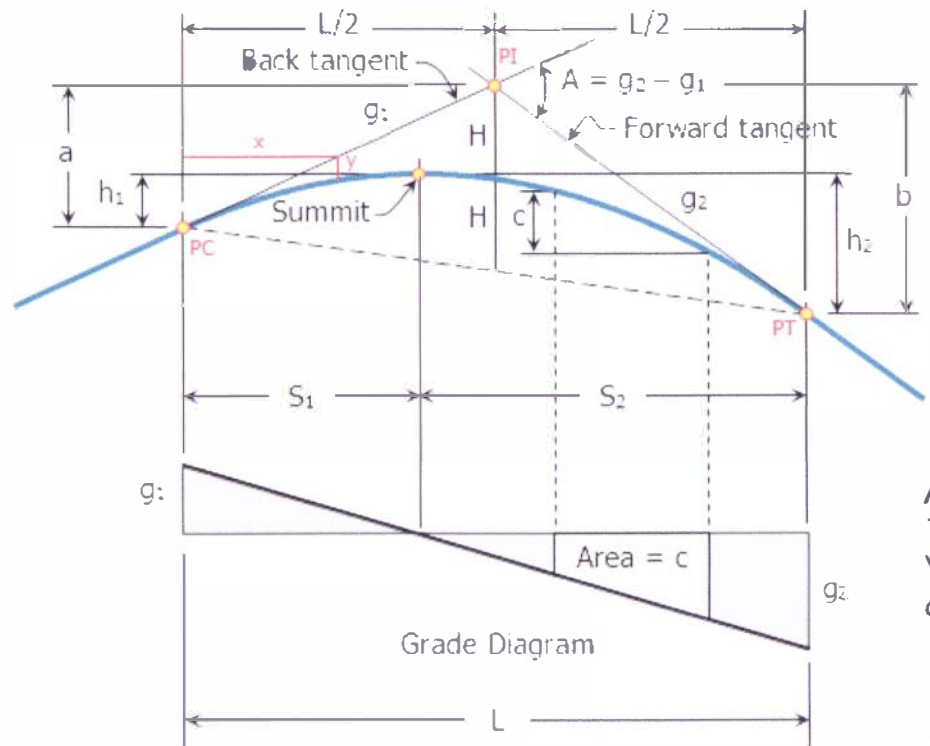
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NOT FOR
CONSTRUCTION

AECOM
Technical Services, Inc.
2020 L Street, Suite 300
Sacramento, CA 95811
CH2M HILL

CALIFORNIA
HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED RAIL



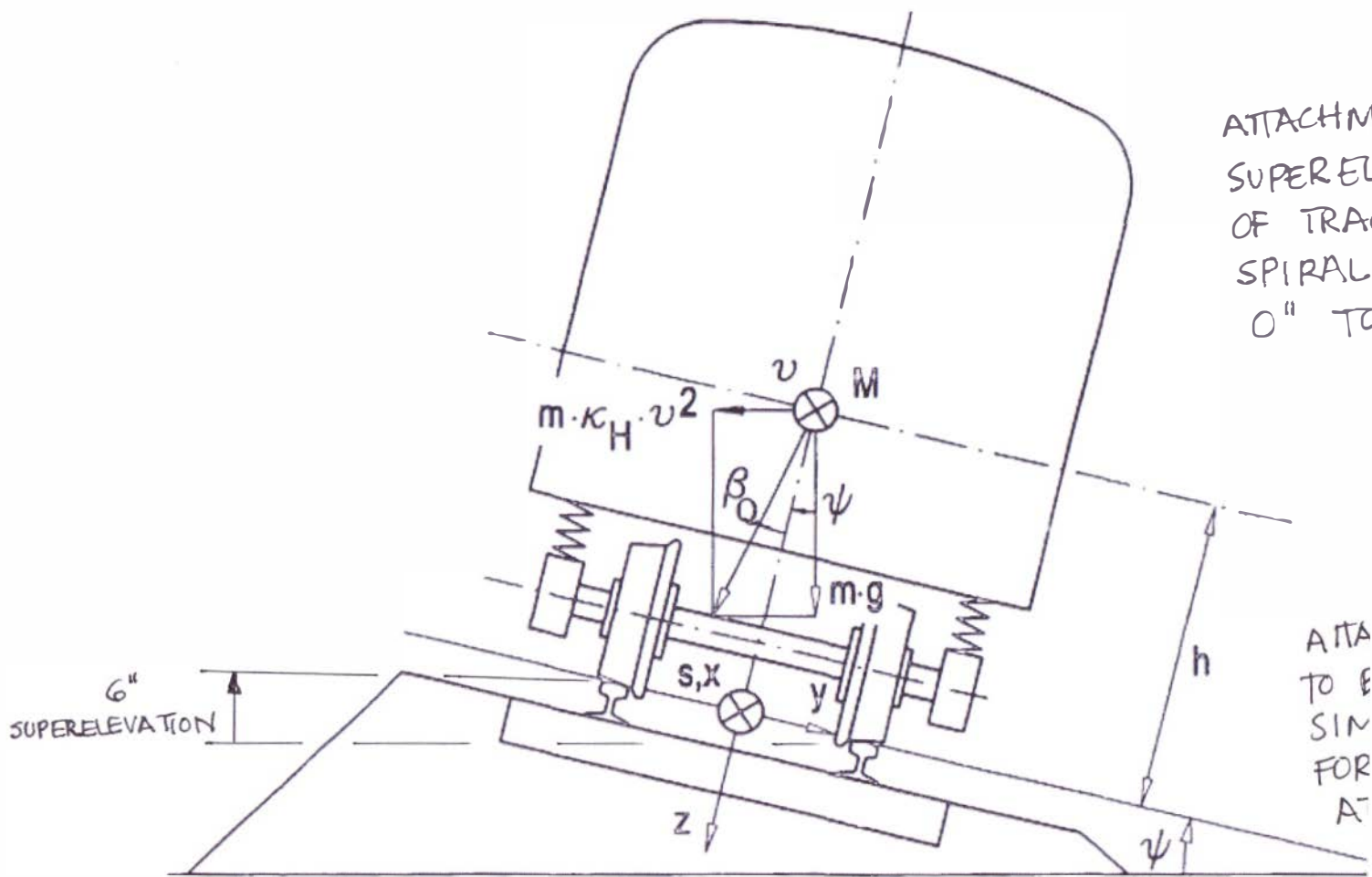
Properties of Parabolic Curve and its Grade Diagram

1. The length of parabolic curve L is the horizontal distance between PI and PT .
2. PI is midway between PC and PT .
3. The curve is midway between PI and the midpoint of the chord from PC to PT .
4. The vertical distance between any two points on the curve is equal to area under the grade diagram. The vertical distance between the curve and the chord is equal to the area under the grade diagram.
5. The grade of the curve at a specific point is equal to the offset distance in the grade diagram under that point. The grade at any point on the curve is equal to the vertical distance between the curve and the chord at that point.

Formulas for Symmetrical Parabolic Curve

The figure shown above illustrates the following geometric properties of parabolic curve. Note that the principles and formulas apply to both sag and crest curves.

image_1.png 700x560 pixels



$$\kappa_H(s) = \frac{\kappa_C}{\psi_C} \cdot \psi(s) - h \cdot \frac{d^2\psi}{ds^2} \quad (1)$$

SIX CHANGES IN ONE HALF MILE:
 ① SUPERELEVATION: 0" TO 6" VARIES
 ② BVC: Begin vertical curve
 ③ EVC: End vertical curve
 ④ SPIRAL TO TANGENT
 ⑤ CS: Curve to Spiral
 Curve radius 28,000'

3.0 ASSESSMENT/ANALYSIS

3.1 ALIGNMENT CRITERIA

The alignment of the railroad shall be as smooth as practical with minimal changes in both the horizontal and vertical direction. Appearance, ease of maintenance, and ride quality are all enhanced by a smooth alignment with infrequent and gentle changes in direction. Over four changes in direction per mile shall constitute an Exceptional condition. ⑥ MAXIMUM VERTICAL GRADE

All alignment element segments (vertical curves, lengths of grade between vertical curves, horizontal curves, spirals) shall have a minimum length sufficient to attenuate changes in the motion of the rolling stock. This length is defined by the time elapsed over the segment, and therefore varies directly with design speed. Not all systems have the same time requirements. This attenuation time varies from 1.0 to 2.4 seconds, and on the SNCF, up to 3.1 seconds at higher speeds. Segment length requirements will govern only where design considerations for the various elements do not require longer segment lengths.

Vertical and horizontal alignment sections may overlap. Overlap of horizontal spirals and vertical curves shall be an Exceptional condition. Based on European high-speed rail standards, the Minimum distance between the end of a spiral and the beginning of a vertical curve or the end of a vertical curve and the beginning of a spiral is 50 meters (160 feet) with an Exceptional limit of 30 meters (100 feet).

3.1.1 Minimum Segment Length due to Attenuation Time

Attenuation time, based on the most conservative requirements, shall be:

- For $V < 300$ km/h (Under 186 mph)
 - Desirable attenuation time: not less than 2.4 seconds
 - Minimum attenuation time: not less than 1.8 seconds
 - Exceptional attenuation time: not less than 1.5 seconds
 - An attenuation time of 1.0 seconds on the diverging route in curves adjacent to or between turnouts
- For $300 \text{ km/h} \leq V$ (Over 186 mph)
 - Desirable attenuation time: not less than 3.1 seconds
 - Minimum attenuation time: not less than 2.4 seconds
 - Exceptional attenuation time: not less than 1.8 seconds

Minimum segment length is calculated by the formula: $L_{\text{feet}} = V_{\text{mph}} \times 44/30 \times t_{\text{sec}}$ and $L_m = V_{\text{km/h}} / 3.6 \times t_{\text{sec}}$. Sample minimum segment lengths are presented in Tables 3.1.1 and 3.1.2.

Table 3.1.1: Minimum Segment Lengths at Various Speeds of 300 km/h (186 mph) and higher

Design Speed		Minimum Segment Lengths for times of							
		3.1 seconds		2.4 seconds		1.8 seconds		1.5 seconds	
miles per hour	km/h	feet	meters	feet	meters	feet	meters	feet	meters
250	400	1137	346	880	268	660	201	550	168
220	355	1000	305	774	236	581	177	484	148
200	320	909	277	704	215	528	161	440	134
186	300	846	258	655	200	491	150	409	125
175	280	796	243	616	188	462	141	385	117
150	240	682	208	528	161	396	121	330	101



4.0 SUMMARY AND RECOMENDATIONS

The primary objective in setting alignment is to develop the smoothest practical alignment within the limitations imposed by location of stations, urban areas, mountain crossings and major stream crossings as well as environmental and political constraints. It is also important to consider the optimization of earthworks movement, tunnel length, drainage and structures. The radii of horizontal curves, in particular, should be larger than "Desirable" values wherever it is practical to do so. Going below "Desirable" values for the various portions of the alignment should not be treated lightly. Very seldom will an alignment as finally designed and built be better than that set out initially. Quite frequently points will be "locked in" very early in the study process. This is particularly true for the horizontal component of alignment.

Use of Minimum and Exceptional values should be held back to the greatest extent practical for use in the adjustments due to unanticipated constraints that will always occur.

It is very easy to get into a "can't see the forest for the trees" situation. At frequent intervals the designer should step back and look at things globally. This, in particular, means plotting condensed profiles, and looking at the layout over long segments. When transitioning from low speed areas to high-speed areas, consider the operating characteristics of both presently available trains and characteristics of trains with anticipated improvements in power, acceleration and braking. Sudden jumps in speed do not happen with trains.

There should be a relationship between horizontal and vertical alignment standards. For example, there is no point in using vertical curves designed for 250 mph which are adjacent to curves or other constraining elements that permanently restrict speeds to a much lower value. However, the speed used in developing vertical curves should never be lower than that possible under "Exceptional" conditions on adjacent horizontal curves.

It is not possible for this document to anticipate all eventualities, nor to be a textbook in alignment design practices, nor is it intended to be used as a substitute for good engineering judgment.

**Table 3.3.2-2: Minimum Vertical Curves –
Rates of Change and Equivalent Radii (0.90 ft/s² = 2.80% g)**

Speed mph	Speed km/h	% change per 100 feet	feet per % of change	Radius feet	Radius meters
300	480	0.045%	2150	215,000	66,000
250	400	0.065%	1500	150,000	46,000
220	355	0.085%	1160	116,000	36,000
200	320	0.100%	960	96,000	30,000
175	280	0.130%	740	74,000	22,500
150	240	0.180%	540	54,000	16,500
125	200	0.260%	375	37,500	11,500

**Table 3.3.2-3: Exceptional Vertical Curves –
Rates of Change and Equivalent Radii (1.4 ft/s² = 4.35% g)**

Speed mph	Speed km/h	% change per 100 feet	feet per % of change	Radius feet	Radius meters
300	480	0.070%	1400	140,000	43,000
250	400	0.100%	970	97,000	30,000
220	355	0.130%	750	75,000	23,000
200	320	0.150%	620	62,000	19,000
175	280	0.200%	480	48,000	15,000
150	240	0.250%	350	35,000	11,000
125	200	0.400%	250	25,000	7,500

The lengths developed in the preceding tables and formulae are the shortest allowed lengths for each scenario. Vertical curve lengths shall always be rounded up, usually to an even 100 feet multiple. Rate of change and other parameters shall then be derived from that length.

Where the difference between gradients is small, the minimum segment length requirements described in Section 3.1.1 shall determine the minimum length of vertical curve. Rate of change, radius and other parameters of the vertical curve shall then be derived from the length.

3.3.3 Vertical Curve / Horizontal Curve Combinations

Vertical and horizontal curves can overlap. Crest vertical curves result in a downward acceleration of the vehicle, thereby reducing the gravitational effect. This reduction is small but not insignificant for the vertical curve rates of change permitted in this document. A reduction of 0.25 inches for limiting and 0.50 inches for exceptional unbalanced is sufficient to allow for this effect.

3.3.4 Other Vertical Curve Restrictions

It is neither practical nor possible to provide a set of rules that cover all situations. It is anticipated that the information in this document will be applied with good engineering judgment.

Vertical Curves in Spirals: Due to potential maintenance difficulties, it is desirable to avoid use of vertical curves in spirals. The desirable distance between end of spiral and beginning of vertical curve or end of vertical curve and beginning of spiral is 160 feet (50 m) with a minimum limit of 100 feet (30m). Overlap between vertical curves and spirals may be permitted as an Exceptional condition, but only where it can be shown that practical alternatives have been exhausted.

NO OTHER PRACTICAL ALTERNATIVES SUBMITTED IN DEIR OR FEIR EXCEPT
→ FOR UPRR ALIGNMENT.

6.1.7 Horizontal Curves in Vertical Curves

Unbalanced Superelevation Limits: Horizontal and vertical curves can overlap. Crest vertical curves result in a downward acceleration of the vehicle, thereby reducing the gravitational effect. This reduction is small but not insignificant for the vertical curve rates of change permitted in this document. A reduction of 0.25 inches for limiting and 0.50 inches for exceptional unbalanced superelevation is sufficient to allow for this effect.

Vertical Curves in Spirals: Due to potential maintenance difficulties, it is desirable to avoid use of vertical curves in spirals. The desirable distance between end of spiral and beginning of vertical curve or end of vertical curve and beginning of spiral is 160 feet (50 m) with a minimum limit of 100 feet (30m). Overlap between vertical curves and spirals may be permitted as an Exceptional condition, but only where it can be shown that practical alternatives have been exhausted.

ATTACHMENT
TEMPERATURE
FRESNO

Table 1-3: Weather Conditions by Segment

	Record Extreme Maximum Temperature (°F)	Record Extreme Minimum Temperature (°F)	Mean Number of Days with Freezing Temperatures	Mean Maximum Daily Precipitation (inches)	Annual Record Total Snowfall (inches)	Mean Maximum Daily Snowfall (inches)	Annual Fastest Mile of Wind (mph)	Annual Mean Occurrence of a Gust > 50 mph
San Francisco – San Jose	106–110°	11–20°	0.5–30.4	2.01–2.50"	2.1–6.0"	0.1–3.0"	41–45	2.5
San Jose – Merced	111–115°	11–20°	30.5–60.4	2.01–2.50"	6.1–12.0"	3.1–6.0"	41–45	0.5
Merced – Fresno	116–120°	11–20°	30.5–60.4	1.00–1.50"	2.1–6.0"	0.1–3.0"	41–45	0.5
Fresno – Bakersfield	111–115°	11–20°	30.5–60.4	1.00–1.50"	0.1–2.0"	0.1–3.0"	41–45	0.5
Bakersfield – Palmdale	111–115°	-9–0°	90.5–120.4	1.51–2.00"	48.1–72.0"	12.1–15.0"	41–45	0.5
Palmdale – Los Angeles	111–115°	1–10°	30.5–60.4	3.01–3.50"	12.1–24.0"	6.1–9.0"	41–45	0.5
Los Angeles – Anaheim	111–115°	21–32°	0.5–30.4	2.01–2.50"	0.0"	0.0"	41–45	0.5
Los Angeles – San Diego	111–115°	11–20°	30.5–60.4	2.51–3.00"	0.1–2.0"	0.1–3.0"	41–45	0.5
Sacramento – Merced	111–115°	11–20°	30.5–60.4	1.51–2.00"	0.1–2.0"	0.1–3.0"	41–45	1.5
Altamont	111–115°	11–20°	30.5–60.4	1.51–2.00"	0.1–2.0"	0.1–3.0"	41–45	1.5

This data is included as general information and not for use in application of these design criteria.

Source: National Climatic Data Center (NCDC), National Oceanic and Atmospheric Administration (NOAA), Climate Atlas of the United States. Data Document <http://www.ncdc.noaa.gov/oa/about/cdrom/climate2/datadoc.html>

Weather Condition Definitions:

Record Extreme Maximum Temperature – Highest temperature recorded in the segment

Record Extreme Minimum Temperature – Lowest temperature recorded in the segment

Mean Number of Days with Freezing Temperatures – Number of days per year on average that temperatures in the segment are below 32°F (maximum value for the segment)

Mean Maximum Daily Precipitation – Maximum precipitation in one day during an average year (maximum value for the segment)

Annual Record Total Snowfall – Maximum amount of snowfall recorded over one year in the segment (maximum value for the segment)

Mean Maximum Daily Snowfall – Maximum snowfall in one day during an average year (maximum value for the segment)

Annual Fastest Mile of Wind – Average speed obtained during the passage of one mile of wind (maximum value for the segment)

Annual Mean Occurrence of a Gust > 50 mph – Frequency of gusts of over 50 mph in 1 year during an average year (maximum value for the segment)

Annual Mean Number of Days with Heavy Fog – Frequency of days with fog resulting in visibility of less than 0.25 miles in an average year (maximum value for the segment)

Notes:

1. Data is provided in ranges consistent with the source data. Specific values will fall within the range provided by more discrete information is not provided.
2. Numbers in bold represent system-wide extreme (maximum/minimum)
3. NCDC archives weather data from the National Weather Service, Military Services, Federal Aviation Administration, the Coast Guard, and volunteer observer network. The database of U.S. climate data and maps that portray the climate of the U.S. by such elements as temperature, precipitation, snow, wind, and pressure. The most of this data is 1961 to 1990. National Climatic Data Center, National Oceanic and Atmospheric Administration, Climate Maps of the United States. <http://cdo.ncdc.noaa.gov/cgi-bin/clim>

inside lane and the midpoint of the sight line is from 0.5 to 1.5 m [1.5 to 4.5 ft] greater than that for stopping sight distance. It is obvious that for many cut sections, design for passing sight distance should, for practical reasons, be limited to tangents and very flat curves. Even in level terrain, provision of passing sight distance would need a clear area inside each curve that would, in some instances, extend beyond the normal right-of-way line.

In general, the designer should use graphical methods to check sight distance on horizontal curves. This method is presented in Exhibit 3-8 and described in the accompanying discussion.

General Controls for Horizontal Alignment

In addition to the specific design elements for horizontal alignment discussed under previous headings, a number of general controls are recognized in practice. These controls are not subject to theoretical derivation, but they are important for efficient and smooth-flowing highways. Excessive curvature or poor combinations of curvature limit capacity, cause economic losses because of increased travel time and operating costs, and detract from a pleasing appearance. To avoid such poor design practices, the general controls that follow should be used where practical:

- Alignment should be as directional as practical, but should be consistent with the topography and with preserving developed properties and community values. A flowing line that conforms generally to the natural contours is preferable to one with long tangents that slashes through the terrain. With curvilinear alignment, construction scars can be kept to a minimum and natural slopes and growth can be preserved. Such design is desirable from a construction and maintenance standpoint. In general, the number of short curves should be kept to a minimum. Winding alignment composed of short curves should be avoided because it usually leads to erratic operation. Although the aesthetic qualities of curving alignment are important, long tangents are needed on two-lane highways so that sufficient passing sight distance is available on as great a percentage of the highway length as practical.
- In alignment developed for a given design speed, the minimum radius of curvature for that speed should be avoided wherever practical. The designer should attempt to use generally flat curves, saving the minimum radius for the most critical conditions. In general, the central angle of each curve should be as small as the physical conditions permit, so that the highway will be as directional as practical. This central angle should be absorbed in the longest practical curve, but on two-lane highways the exception noted in the preceding paragraph applies.
- Consistent alignment should always be sought. Sharp curves should not be introduced at the ends of long tangents. Sudden changes from areas of flat curvature to areas of sharp curvature should be avoided. Where sharp curvature is introduced, it should be approached, where practical, by a series of successively sharper curves.
- For small deflection angles, curves should be sufficiently long to avoid the appearance of a kink. Curves should be at least 150 m [500 ft] long for a central angle of 5 degrees, and the minimum length should be increased 30 m [100 ft] for each 1-degree decrease in the central angle. The minimum length for horizontal curves on main highways, $l_{c,min}$, should be about three times the design speed expressed in km/h [15 times the

WYE

radius of curvature and minimum sight distance for that design speed, Figure 201.6 gives the clear distance (*m*) from centerline of inside lane to the obstruction.

See Index 1003.1(12) for bikeway stopping sight distance on horizontal curve guidance.

When the radius of curvature and the clear distance to a fixed obstruction are known, Figure 201.6 also gives the sight distance for these conditions.

See Index 101.1 for technical reductions in design speed caused by partial or momentary horizontal sight distance restrictions. See Index 203.2 for additional comments on glare screens.

Cuts may be widened where vegetation restricting horizontal sight distance is expected to grow on finished slopes. Widening is an economic trade-off that must be evaluated along with other options. See Index 902.2 for sight distance requirements on landscape projects.

201.7 Decision Sight Distance

At certain locations, sight distance greater than stopping sight distance is desirable to allow drivers time for decisions without making last minute erratic maneuvers (see Chapter III of AASHTO, A Policy on Geometric Design of Highways and Streets, for a thorough discussion of the derivation of decision sight distance.)

On freeways and expressways the decision sight distance values in Table 201.7 should be used at lane drops and at off-ramp noses to interchanges, branch connections, roadside rests, vista points, and inspection stations. When determining decision sight distance on horizontal and vertical curves, Figures 201.4, 201.5, and 201.6 can be used. Figure 201.7 is an expanded version of Figure 201.4 and gives the relationship among length of crest vertical curve, design speed, and algebraic difference in grades for much longer vertical curves than Figure 201.4.

Decision sight distance is measured using the 3 1/2-foot eye height and 1/2-foot object height. See Index 504.2 for sight distance at secondary exits on a collector-distributor road.

Table 201.7
Decision Sight Distance

Design Speed (mph)	Decision Sight Distance (ft)
30	450
35	525
40	600
45	675
50	750
55	865
60	990
65	1,050
70	1,105
75	1,180
80	1,260

Topic 202 - Superelevation

202.1 Basic Criteria

When a vehicle moves in a circular path, it undergoes a centripetal acceleration that acts toward the center of curvature. This force is countered by the perceived centrifugal force experienced by the motorist.

On a superelevated highway, this force is resisted by the vehicle weight component parallel to the superelevated surface and by the side friction developed between the tires and pavement. It is impractical to balance centrifugal force by superelevation alone, because for any given curve radius a certain superelevation rate is exactly correct for only one driving speed. At all other speeds there will be a side thrust either outward or inward, relative to the curve center, which must be offset by side friction.

If the vehicle is not skidding, these forces are in equilibrium as represented by the following simplified curve equation, which is used to design a curve for a comfortable operation at a particular speed:

wide. See Chapter 7 of the Traffic Manual for glare screen criteria.

203.3 Alignment Consistency

Sudden reductions in alignment standards should be avoided. Where physical restrictions on curve radius cannot be overcome and it becomes necessary to introduce curvature of lower standard than the design speed for the project, the design speed between successive curves should change not more than 10 miles per hour. Introduction of curves with lower design speeds should be avoided at the end of long tangents, steep downgrades, or at other locations where high approach speeds may be anticipated.

The horizontal and vertical alignments should be coordinated such that horizontal curves are not hidden behind crest vertical curves. Sharp horizontal curves should not follow long tangents because some drivers tend to develop higher speeds on the tangent and could over drive the curve.

See "Combination of Horizontal and Vertical Alignment" in Chapter 3 of AASHTO, A Policy on Geometric Design of Highways and Streets, for further guidance on alignment consistency.

203.4 Curve Length and Central Angle

The minimum curve length for central angles less than 10 degrees should be 800 feet to avoid the appearance of a kink. For central angles larger than 30 minutes, a curve is required without exception. Above a 20,000-foot radius, a parabolic curve may be used. Sight distance or other safety considerations are not to be sacrificed to meet the above requirements.

On 2-lane roads a curve should not exceed a length of one-half mile and should be no shorter than 500 feet.

203.5 Compound Curves

Compound curves should be avoided because drivers who have adjusted to the first curve could over drive the second curve if the second curve has a smaller radius than the first. Exceptions can occur in mountainous terrain or other situations where use of a simple curve would result in excessive cost. Where compound curves are necessary, the shorter radius should be at least two-thirds the longer radius when the shorter radius is 1,000 feet or less. On one-way

roads, the larger radius should follow the smaller radius.

The total arc length of a compound curve should be not less than 500 feet.

203.6 Reversing Curves

when horizontal curves reverse direction the connecting tangents should be long enough to accommodate the standard superelevation runoffs given on Figure 202.5. If this is not possible, the 6 percent per 100 feet rate of change should govern (see Index 202.5(3)). When feasible, a minimum of 400 feet of tangent should be considered.

203.7 Broken Back Curves

A broken back curve consists of two curves in the same direction joined by a short tangent. Broken back curves are unsightly and undesirable.

203.8 Spiral Transition

Spiral transitions are used to transition from a tangent alignment to a circular curve and between circular curves of unequal radius. Spiral transitions may be used whenever the traffic lane width is less than 12 feet, the posted speed is greater than 45 miles per hour, and the superelevation rate exceeds 8 percent. The length of spiral should be the same as the Superelevation Runoff Length shown in Figure 202.5A. In the typical design, full superelevation occurs where the spiral curve meets the circular curve, with crown runoff being handled per Figure 202.5A. For a general discussion of spiral transitions see AASHTO *A Policy on the Geometric Design of Streets and Highways*. When used, spirals transitions should conform to the Clothoid definition.

203.9 Alignment at Bridges

Due to the difficulty in constructing bridges with superelevation rates greater than 10 percent, the curve radii on bridges should be designed to accommodate superelevation rates of 10 percent or less. See Index 202.2 for standard superelevation rates.

Superelevation transitions on bridges are difficult to construct and almost always result in an unsightly appearance of the bridge and the bridge railing. Therefore, if possible, horizontal curves should begin and end a sufficient distance from the bridge so that no part of the superelevation transition extends onto the bridge.

48 CFR 42.1303 - Stop-work orders.

42.1303 Stop-work orders.

(a) Stop-work orders may be used, when appropriate, in any negotiated fixed-price or cost-reimbursement supply, research and development, or service contract if work stoppage may be required for reasons such as advancement in the state-of-the-art, production or engineering breakthroughs, or realignment of programs.

(b) Generally, a stop-work order will be issued only if it is advisable to suspend work pending a decision by the Government and a supplemental agreement providing for the suspension is not feasible. Issuance of a stop-work order shall be approved at a level higher than the contracting officer. Stop-work orders shall not be used in place of a termination notice after a decision to terminate has been made.

(c) Stop-work orders should include -

- (1) A description of the work to be suspended;
- (2) Instructions concerning the contractor's issuance of further orders for materials or services;
- (3) Guidance to the contractor on action to be taken on any subcontracts; and
- (4) Other suggestions to the contractor for minimizing costs.

(d) Promptly after issuing the stop-work order, the contracting officer should discuss the stop-work order with the contractor and modify the order, if necessary, in light of the discussion.

(e) As soon as feasible after a stop-work order is issued, but before its expiration, the contracting officer shall take appropriate action to -

- (1) Terminate the contract;
- (2) Cancel the stop-work order (any cancellation of a stop-work order shall be subject to the same approvals as were required for its issuance); or
- (3) Extend the period of the stop-work order if it is necessary and if the contractor agrees (any extension of the stop-work order shall be by a supplemental agreement).

THE PHYSICS OF HIGH-SPEED TRAINS

By Patrick Di Justo July 25, 2013

On Wednesday evening, a train travelling from Madrid to Ferrol, in northwestern Spain, derailed just as it was about to enter the Santiago de Compostela station. At least seventy-eight people were killed, and dozens were injured. Video of the accident shows the train entering the curve at what seems to be a high speed; the passenger cars detach from the engine and derail, while the engine stays on the tracks for a few more seconds before it, too, leaves the rails and hits a wall. Unofficial reports claim that the train was going as fast as a hundred and twenty miles per hour on track rated for only fifty m.p.h.

Unlike Japan's Shinkansen or France's T.G.V., which run on dedicated tracks, the Madrid-Ferrol route is a hybrid line, much like Amtrak's Acela Express. Only part of the track is configured for high-speed travel; the rest is shared with slower trains, and can handle only their more restricted speeds.

High-speed rail is a catchall term with several definitions. The Federal Railroad Administration says it starts at a hundred and ten m.p.h., while the International Union of Railways says a hundred and fifty-five. But whichever definition one favors, the rails themselves must be carefully designed to handle the physical forces imposed upon them by multi-ton trains moving at high velocity.

One of those forces is centrifugal (“to flee from the center”) force, the inertia that makes a body on a curved path want to continue outward in a straight line. It’s what keeps passengers in their seats on a looping roller coaster and throws unsecured kids off carousels. Centrifugal force is a function of the square of the train’s velocity divided by the radius of the curve; the smaller and tighter the curve, or the faster the train, the greater the centrifugal force. As it increases, more and more of the weight of the train is transferred to the wheels on the outermost edge of the track, something even the best-built trains have trouble coping with. That’s where the concepts of minimum curve radius and super-elevation, or banking, come in.

Banked curves, in which the outer edge of the track is higher than the inner edge, balance the load on the train’s suspension. Since gravity pulls a train downward and centrifugal force pulls it outward, a track banked at just the right angle can spread the forces more evenly between a train’s inner and outer wheels, and help to keep it on the track.

But banking the tracks isn’t a cure-all—a passenger train can tilt only so far before people fall out of their seats. So the minimum curve radius comes into play. Imagine that a curved portion of track is actually running along the outer edge of a large circle. How big must that circle be to insure that a train’s centrifugal force can be managed with only a reasonable amount of banking?

It’s relatively easy to calculate these forces and the ways to counteract them, so it’s relatively easy to set a safe maximum speed for a certain kind of track. Yes, badly maintained tracks, trains, or signals can sometimes contribute to a derailment. Historically, however, many of the world’s worst train accidents on sharp curves—the 1918 Malbone Street wreck in the New York City subway system, which killed at least ninety-three people (figures vary), or the Metro

derailment in Valencia, Spain, in 2006, which killed forty-three—were simply caused by the trains going too fast.

That seems to be the case in the Santiago de Compostela accident: tracks rated for fifty miles per hour need almost no banking and can have a curve radius of fifteen hundred feet, while a train traveling at a hundred and twenty miles per hour needs a track with significant banking, and a minimum curve radius of more than a mile and a half. The laws of physics all but insured that in this particular battle between gravity and centrifugal force, the latter would win.

CONDÉ NAST

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April 11, 2018

To: Brian P. Kelly
Chief Executive Officer
California High Speed Rail Authority
770 L Street, Suite 620
Sacramento, CA 95814

RE: REQUEST FOR IMMEDIATE STOP WORK ORDER FOR MERCED TO FRESNO SECTION

Public Safety should be paramount in any track design for High Speed Rail (HSR), but the design for the track curves across the Herndon Overpass structure north of Fresno is a public safety hazard and poses a serious threat to derailment.

Background

Building straight tracks along the UPRR corridor from Merced to Fresno for HSR was the shortest route.

In 2012, the track route called the Hybrid was chosen by the Authority. This route veers from the UPRR corridor and zig-zags across open farmland. The sixty mile straight route now contains nearly 25 miles of high speed curves and horizontal super-elevated spirals with an additional ten miles of track. Trains will travel over the curves and spirals on ballasted track built on alluvial soil at 220 mph. The California High Speed Rail Authority (CHSRA) officials continue to state that this route between Merced and Fresno is the backbone of the high speed rail system, yet this backbone has developed scoliosis, or curvature of the spine; the area in question will need a spinal brace.

(See Attachments 1A and 1B for Merced to Fresno Section alignment.)

This is a request for an immediate Stop Work Order for the Fresno to Merced section to reevaluate the curve designs. This report focuses only on the curve north of Fresno between Herndon Drive and the San Joaquin River. However, similar alignment flaws are shown on the Authority's construction drawings in Madera County for the Chowchilla Boulevard/UPRR Bridge, the Fresno River Bridge, the two single track crossovers between Avenue 10 and 12, and the entire Wye complex surrounding the storage facility site. Each of these high speed rail curves should be re-evaluated, realigned and reconfigured as they each contain similar alignment problems that will lead to future operational and maintenance hazards and derailments.

Dangerous Design

North of Herndon Drive in Fresno, near the San Joaquin River, there is a wide support structure for high speed rail currently being constructed over a single UPRR track. (See Attachments 2 and 3.) As the HSR tracks curve northwards, this wide track support structure transitions into tall support columns. (See attachments 4 and 5.) The trains will travel at 220 mph on top of these 60 to 100 foot tall structures. Near the transitional area between the wide deck and the support columns, the track design calls for a combination of overlapping horizontal and vertical curves. This combination violates the Authority's own Criteria for safe track design. The track design is extremely dangerous; this track design cannot be easily built or safely maintained, thereby creating a significant risk of derailment.

The Draft Environmental Report, the Final Environmental Report and the Construction Documents all use the same curve design for this track; the two sets of environmental documents are identical. This is non-standard practice for good curve design. Usually, in critical locations such as this, between the draft, final and construction documents, multiple track designs are evaluated in order to determine the best and safest

fit. For this alignment, there was only one proposal. A single drawing from the Final EIR will be used for ease of argument.

For five years, I was the Manager of Metro's Green Line track contracts in Los Angeles. This included the Aviation Wye, which is located on the southern boundary of the Los Angeles International Airport (LAX). The size and type of the structures near LAX are similar to the size and type structures from Herndon Drive to the San Joaquin River. On the Los Angeles project, there were many track alternatives studied before the trackway was built. There is not any evidence of any other track design proposed for this critical structure near the San Joaquin River.

At the overlap of vertical and horizontal curves, the tracks begin to curve away from the large structure; three mathematical models are needed to construct the tracks, an unsafe track engineering practice. (See Attachments 6, 7 and 8.) A horizontal spiral curving outwards is built on top of a vertical curve going downwards. (See Attachment 9.) The tracks will be super-elevated from zero to six inches on one side, while the trains are spiraling downwards on a maximum grade slope across the top of a vertical curve. Normal track design does not allow this combination except in amusement parks and coal mines; this is not Disneyland and all of the curvature for HSR should be seriously investigated. The northbound train has the greatest potential for derailment when traveling across the peak of the vertical curve. Maintaining a slower speed may actually make things worse.

This combination of curves is avoided in rail and roadway design criteria, including the CHSRA Criteria. (See Attachment 10A, 10B, 10C and 10D.)

For high speed rail, due to the large radius and length of curves, there can be some overlap at the edges. But in this case, the horizontal spiral and the vertical curve are on top of one another. It will be impossible to build, maintain and operate trains safely over this combination.

Fresno suffers from extreme heat and cold. This will result in extremes in the expansion and contraction of the rail and the structures. Rail and concrete expand and contract at a different rate. Has this been taken into account in the curve designs that are built on the structures? (See Attachment 11.)

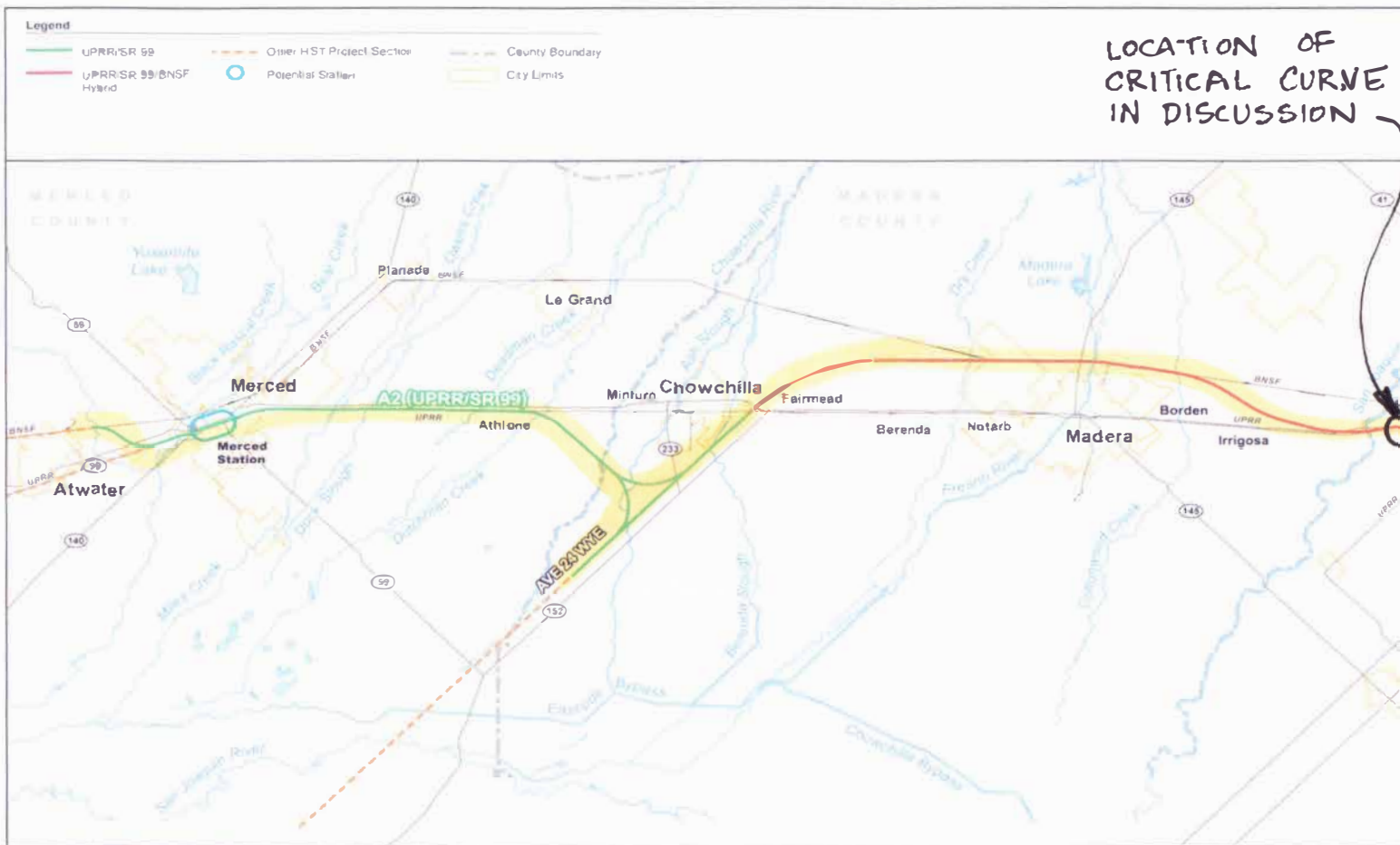
Summary: Combining a horizontal spiral that increases from zero to six inches of super-elevation with a maximum grade vertical curve built on top of a transitional structural support system in a geographical area that experiences extreme temperature range is very dangerous for trains traveling at any speed. This is a request to immediately issue a Stop Work Order to the Contractor for all structures on the Merced to Fresno segment of California High Speed Rail.

Please see additional attachments for further information.

Thank you for your cooperation in this matter.

Susan MacAdams
Track and Alignment Expert
Former High Speed Rail Planning Manager,
Los Angeles County Metropolitan Transportation Authority (Metro)
Metro Red, Blue and Green Lines, Los Angeles
Light and Heavy Rail Track Design and Construction: Baltimore, Boston, & Washington DC
susan.macadams@gmail.com

A2 (UPRR) / A1 (BNSF) – Ave 24 Wye West Chowchilla Design Option



LOCATION OF
CRITICAL CURVE
IN DISCUSSION

2018 Business Plan RECORD DETAIL

First Name : Christina

Last Name : Turner

Stakeholder Comments/Issues : Please find attached our comments to the Draft 2018 High Speed Rail Business Plan.

Best regards,
Christina

CITY OF MORGAN HILL

Christina J. Turner, CPA
City Manager

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Twitter<<https://twitter.com/CityofMorganHil>>

Attachments : HSR Business Plan - MH Comments.pdf (155 kb)



17575 Peak Avenue Morgan Hill CA 95037 (408) 778-6480 Fax (408) 779-7236
Website Address: www.morgan-hill.ca.gov

May 7, 2018

Attn: Draft 2018 Business Plan
California High-Speed Rail Authority
770 L Street, Suite 620 MS-1
Sacramento, CA 95814
e-mail: 2018businessplancomments@hsr.ca.gov

California High-Speed Rail Authority:

Thank you for the opportunity to comment on the High Speed Rail Authority's Draft 2018 Business Plan.

In light of our unique geographical location and the potential impact of High Speed Rail on the City of Morgan Hill, the Morgan Hill City Council adopted five "guiding principles" that must be considered in any High Speed Rail planning document. These comments are provided based on those guiding principles:

Principle No. 1—Avoid residential, school, and commercial impacts by using existing public right-of-way. The Draft Plan achieves this result by extending electrification of the current Caltrain corridor from San Jose to Gilroy. The City of Morgan Hill supports electrification of the Caltrain corridor and the presumed increase in Caltrain commuter service that would result from the project. The City's support assumes that the HSR project will stay fully within the existing UPRR right-of-way, will not require any additional right-of-way acquisition, and will minimize any impact to residential and commercial property. Because the proposed alignment will require grade crossings, High Speed Rail must ensure safe vehicle and pedestrian crossing while also maintaining vehicle circulation, specifically ensuring Emergency Vehicles remain able to meet emergency response times.

In the event that an agreement is not reached for use of the UPRR right-of-way, the City continues to stress that *any* alignment should remain within existing public right-of-way, minimizing any residential or commercial property impact.

Principle No. 2—The most advanced engineering and design solutions should be used to address the real-life issues of constructing California's most ambitious public works project in existing urban centers. The Draft Plan does not directly address construction impacts, but we understand and expect that the extension of Caltrain electrification to Gilroy would not require the construction

of a berm through downtown Morgan Hill or a viaduct. This would minimize the impact on Morgan Hill residents and businesses. Nonetheless, we expect HSRA to continue working with the City to minimize impacts. Noise and vibration continue to be a high concern for residents and to the many nearby businesses, especially those that rely on high precision machine tools for advanced manufacturing processes.

Principle No. 3—Ensure economic vitality for the City, its residents, and businesses during and after construction. The existing railroad right-of-way borders both historic Downtown Morgan Hill, vital industrial zones, and several residential neighborhoods. Construction along this corridor may have quality of life impacts to neighborhoods and serious fiscal impacts upon private business and the community. While the proposal to stay within the UPRR right-of-way and electrify Caltrain would have fewer adverse impacts than other proposed alignments, the long-term viability and livability of these neighborhoods and industrial parks is of paramount importance to the City of Morgan Hill.

Maintaining or improving the existing Caltrain station is vital to ensuring the economic health of the City. It is important that the station continue to provide parking and access to local rail service to people living and/or working in Morgan Hill.

The manner in which the project is delivered will determine the success of the project. The City expects that any infrastructure that is impacted by the construction of High Speed Rail in Morgan Hill will be replaced in kind at no cost to the City.

Principle No. 4—Use HSR to bring benefit to the community by providing telecommunications infrastructure, recycled water, WiFi and public art, among others. While the Draft Plan does not directly address these potential benefits to Morgan Hill, the City recognizes the benefits that electrified Caltrain could provide to Morgan Hill and its residents. We continue to believe that the construction of a massive public works project like High Speed Rail offers an opportunity to bring additional benefits to those areas that will be impacted by the project, including connecting South County with recycled water (purple pipe), telecommunications infrastructure, and by providing beautification opportunities and public art.

Principle No. 5—Construction should occur sequentially from the Central Valley to San Jose. The Draft Plan proposes to complete construction between Gilroy and Madera after construction from San Francisco to Gilroy. This would allow increased passenger service between Gilroy and San Francisco while the HSRA identifies funding for the more expensive tunnel sections. The City supports immediate electrification of Caltrain tracks and increased commuter service. However, if High Speed Rail is unable to secure use of the existing right-of-way, High Speed Rail should continue to evaluate options that limit the impact to the Community and construction of any structures (berms, trenches and/or viaducts) should not begin until a solution for connectivity between Gilroy and Madera is identified and constructed.

Overall, the Draft Plan could be a positive step for Morgan Hill with the electrification of Caltrain. However, many unknowns remain regarding the construction, timing and operations of

High Speed Rail between Gilroy and San Jose. If CHSRA is unable to reach an agreement with UPRR, all other design options and alignments must be considered. The remaining options that the High Speed Rail Authority has proposed are very concerning--one would have devastating impact on our entire community by creating a wall through the middle of our industrial areas and our historic downtown, the other would greatly affect many freeway-fronting businesses and tear through an established neighborhood. Unless HSRA is committed to an alignment that utilizes existing right-of-way, the impacts of alternative alignments must continue to be recognized and considered.

The City of Morgan Hill continues to have many questions that we expect will be answered as plans develop, including what the private property impacts will be, whether grade crossings will be maintained and how they will be improved to accommodate High Speed Rail, how will public safety access be maintained during construction, how many tracks will be needed to operate the system in Morgan Hill, how many trains will pass through Morgan Hill each day, and many others (see Attachment A for additional questions.) The City is committed to engagement with High Speed Rail, particularly throughout the planning and environmental review phases of the project. We appreciate your willingness to listen to our concerns, and your interest in exploring solutions that will minimize the potentially negative impacts of High Speed Rail on our community.

We hope you find this information useful. Please feel free to contact me or Edith Ramirez, Economic Development Director at edith.ramirez@morganhill.ca.gov with any questions or clarifications for the above.

Sincerely,



Christina Turner
City Manager
City of Morgan Hill

C: Morgan Hill City Council

Attachments:

- A. List of Questions to CHSRA regarding 2018 Draft Business Plan

Attachment A

List of Questions to CHSRA regarding 2018 Draft Business Plan

Below is a list of questions the City of Morgan Hill is seeking answers to based on its 2018 Draft Business Plan review.

1. Will the new at grade alignment stay **completely** within the existing right-of-way? Even if additional tracks are needed?
2. Would the new alignment require a maintenance road?
3. What is the right-of-way needed to accommodate the tracks and the service road through Morgan Hill?
4. Would the at grade alignment require additional grade separations through Morgan Hill?
5. Would the new at grade alignment eliminate existing vehicle grade crossings?
6. If no new grade separations will be constructed in Morgan Hill, how will the CHSRA ensure that the response time for life safety services (Police, Fire and EMS) is not compromised?
7. What is the top speed of the new at grade alignment through Morgan Hill with or without grade separations?
8. How high is the infrastructure needed for the Caltrain and High Speed Rail electrified train systems?
9. Would the authority reconstruct the existing overpass on Monterey Road?
10. How will the new alignment support Quiet Crossings improvements?
11. Downtown Morgan Hill has a pedestrian crossing over the current tracks in between Main Avenue and East Dunne Avenue, which is the main pedestrian access to Downtown and must be maintained; how will the new at grade alignment impact the pedestrian crossing?
12. What is the timing for electrification?
13. Would the Morgan Hill train station be expanded to accommodate the added train service, including future ACE service?
14. What is the projected train service through Morgan Hill by all train-operating agencies?
15. What is the projected number of High Speed Rail trains that will run through Morgan Hill?
16. Would the new Draft Business Plan ensure additional commuter train service by Caltrain?
17. Will the Draft EIR/EIS document be delayed considering the new at grade alignment?
18. Will CHSRA study the impacts of **all** previously proposed alignments to understand the impacts and benefits of all three alignments through Morgan Hill?
19. At what point would the Business Plan be revised if the CHSRA does not reach agreement with Union Pacific for the shared use of the tracks through South County?
20. Will the CHSRA extend the review period for the Draft EIR/EIS beyond the required 60 days?

2018 Business Plan RECORD DETAIL

First Name : Mike

Last Name : Conway

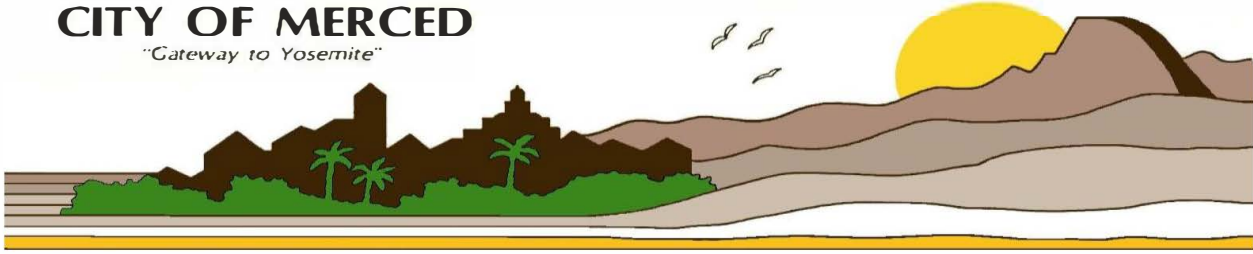
Stakeholder Comments/Issues : Please find attached the City of Merced comments to the CHSRA 2018 Business Plan.
Thank you for the opportunity to provide our thoughts on the plan.

Mike Conway
Assistant to the City Manager/PIO
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209-564-0235 cell
conwaym@cityofmerced.org<mailto:conwaym@cityofmerced.org>
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Attachments : L HSR Final comments 050718.pdf (328 kb)

CITY OF MERCED
"Gateway to Yosemite"



Office of the City Council

209-388-8668

May 7, 2018

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

Dear Mr. Richard:

The City of Merced has been—and continues to be—an ardent supporter of the goal of the California High-Speed Rail Authority (Authority) to unify Northern and Southern California with 3-hour, high-speed rail service. The Authority's recently-released Draft 2018 Business Plan focuses on transparency and the fiscal challenges facing the construction of the rail line from the Central Valley to the Silicon Valley.

The City of Merced firmly believes that its success as a regional hub for transportation, economic activity and educational opportunity is closely tied to the success of the high-speed rail project. With this relationship in mind, the City offers the following comments on the Draft 2018 Business Plan and suggestions for bridging perceived shortcomings and challenges.

From the very beginning of the Draft 2018 Business Plan, the Authority recognizes Merced's value to the high-speed rail system and California's future, noting the important role it will play in providing "more affordable housing options" to Silicon Valley's tech workers who will ride the trains to their jobs. As home to the University of California, Merced, the only research

university in the Central Valley, Merced will be one of the more attractive cities for Silicon Valley's workforce.

Despite the overarching goals of the draft Plan, based on our understanding of the document, there are several areas of concern:

- The Plan does not allow the Authority to open with Valley-to-Valley high-speed rail service on Day 1.
- The Plan does not readily connect high-speed rail service to other transportation modes.
- The Plan does not meet the promises made to voters in 2008 with Proposition 1A.
- The Plan does not align with the 2018 California State Rail Plan (Rail Plan).

As noted, the City is a partner in the success of the high-speed rail project and proposes a number of solutions that address the highlighted concerns allowing the Authority to meet the goals and objectives of the Draft 2018 Business Plan. As Chief Executive Officer Brian P. Kelly states in the Plan (Page ii), the challenges require "a different way of doing business," and that is what the City of Merced is proposing, while still falling within the Authority's key objectives and principles:

- Initiate high-speed rail service in California as soon as possible.
- Make strategic, concurrent investments that will be linked over time and provide mobility, economic and environmental benefits at the earliest possible time.
- Position ourselves to construct additional segments as funding becomes available.

INTERCONNECTION WITH ALTAMONT CORRIDOR EXPRESS

High-speed rail service to Merced is the only way to unify the San Joaquin Valley by providing multimodal rail service via a connection to the Altamont

Corridor Express (ACE). This connection in Merced will provide Valley-to-Valley rail service on Day 1 while funding is identified for the Pacheco Pass tunnels and fulfill the promises made to the voters in Proposition 1A.

There are serious flaws in the Draft 2018 Business Plan as it currently relates to Merced and providing service to the Northern San Joaquin Valley. Merced needs to be part of the initial high-speed rail infrastructure project so that service starts on opening day in Bakersfield and continues to Merced, the Northern San Joaquin Valley, and the San Francisco Bay Area via ACE and Amtrak.

The Initial Operating Segment needs to run from Bakersfield to Merced, rather than end in Madera. By stopping the line in Madera, the Authority shortchanges a large portion of Northern California's population, misses a massive opportunity to provide rail interconnectivity, and positions the Authority for criticism for creating a "train to nowhere."

Merced is a vital link to the Northern San Joaquin Valley communities that would benefit from high-speed rail in Phase 1, including Turlock, Ceres, Modesto, Lodi, Stockton and Sacramento. Residents in those cities are connected to Merced via Amtrak and soon will be connected to Merced via ACE. ACE is extending south to Merced, connecting Northern San Joaquin Valley residents, and providing a springboard to high-speed rail service. In the westerly direction, ACE goes into the East Bay Area and Silicon Valley, providing access to jobs, educational opportunities, medical care, entertainment and international travel.

The Draft 2018 Business Plan does not adequately align with the 2018 California State Rail Plan (Page 2) which "establishes a statewide vision describing a future integrated rail system that provides comprehensive and coordinated service to passengers through more frequent service, and convenient transfers between rail services and transit."

The Rail Plan details the interrelationship of high-speed rail and other rail lines, including ACE. The 2027 Regional Goals in the Rail Plan (Page 137), "focus on targeted investments to increase service to Sacramento, connecting to the HSR network in Merced..." One of the Rail Plan's 2027 statewide goals is, "Operation of HSR Valley-to-Valley service" (Page 136). Clearly, the Rail Plan is expecting high-speed rail service to Merced and the

connectivity it gives to passengers in the Northern San Joaquin Valley, Sacramento and, ultimately, San Jose.

SOLVING THE FUNDING GAP TO MERCED

As with the 2016 Business Plan, the Draft 2018 Business Plan addresses service to Merced, but comes up short on capital (Page 15). In reference to the Merced extension (Page 39), the Authority states, “Our goal is to identify funding for its completion.”

We believe that funding is available by moving Merced ahead in the phased implementation schedule (Page 17). The Draft 2018 Business Plan proposes the segment containing the *Gilroy and Madera To Tunnels* segment without any connection to a station—a proposal that spends money without a gain of ridership. The Authority is legally prohibited from putting a rail station on the west side of the San Joaquin Valley or east of Gilroy, so there is nowhere for passengers to go. That funding is better-spent enhancing services in the San Joaquin Valley by extending the line from Madera to Merced and connecting to the ACE train, a viable intermodal rail service with established Silicon Valley ridership.

By making *Merced to Madera* part of the “A” priority in the phased implementation, high-speed rail can connect to ACE and become the first Valley-to-Valley line. This connects it to the Northern San Joaquin Valley and the Silicon Valley/San Francisco Bay Area as part of the Initial Operating Segment.

By including Merced in the Initial Operating Segment, the Authority achieves maximum ridership on Day 1, no longer pushes out the delivery dates for its Silicon Valley to Central Valley service, and provides a closer match to what voters expected when they approved Proposition 1A in 2008.

We request that the Authority show its commitment to Merced, and the residents of the Northern San Joaquin Valley, by funding the Merced line in the 2018 Business Plan so that service to Merced is part of the Initial Operating Segment.

HEAVY MAINTENANCE FACILITY

Although the 2018 Business plan does not address the location of the heavy maintenance facility (HMF), it plays an important role in the state's high-speed rail plans. Merced is at the geographic center of the high-speed rail project in both Phase 1 and at full buildout. Including Merced as part of the initial operating segment provides the Authority with the option of locating the HMF in Merced. Keeping all HMF site options available for the Authority's consideration will result in the best site being selected. We believe that objective analysis will show that the proposed Merced HMF location near Mission Avenue and Highway 99 is better than all other available options. Not including service to Merced on opening day narrows the Authority's ability to locate the HMF in Merced.

WORKING WITH OUR VALUED PARTNERS

The Draft 2018 Business Plan stresses the importance of connecting to institutions of higher education (Page 21). This creates an educational "corridor (that) will allow for the free flow of students, faculty and professionals to collaborate, stimulating learning and research options." Those Northern San Joaquin Valley communities reached from Merced are also home to a number of additional universities that include UC Merced, CSU Stanislaus, University of the Pacific, CSU Sacramento, UC Davis School of Medicine, and McGeorge School of Law.

Merced is key to providing "blended" service, or rail interconnectivity in its first phase. The City's daily Amtrak service includes commuter express service to Sacramento, along with other regularly-scheduled regional service. Fulfilling this goal would continue with the promise the Authority has made to Californians since its 2012 Business Plan.

We appreciate the opportunity to comment on the Draft 2018 Business Plan. The Authority has received significant support from the Northern San Joaquin Valley and Sacramento area even though the routing selected by the Authority provides less of a direct impact to those regions. Support from those regions helped pass Proposition 1A and their elected representatives provided key votes for the project because of the economic and environmental benefits for the people in these regions.

As a historically underserved and disadvantaged community, the City of Merced requests that the Draft 2018 Business Plan recognize the concerns identified in this letter, so the final version will be a document that is more

inclusive of the Northern San Joaquin Valley, Sacramento and the San Francisco Bay Area.

As stated at the outset, the City of Merced continues to support high-speed rail in California, but we believe that Merced needs to play a more prominent role in Phase 1 if the project is to be a success.

Sincerely,

A handwritten signature in blue ink that reads "Michael W. Murphy". The signature is written in a cursive, flowing style.

Michael W. Murphy, Mayor
City of Merced

2018 Business Plan RECORD DETAIL

First Name : John
Last Name : McKay - MHDA
Stakeholder Comments/Issues : Dear Sirs,

Please accept Morgan Hill Downtown Association's Board of Directors position letter regarding the 2018 Draft Business Plan and Morgan Hill's downtown.

We will gladly make ourselves available for any questions or comments.

Thank you.

John McKay
Board Member
Ph: (408) 706-4730

<http://www.morganhilldowntown.org/>

Attachments : image003.jpg (7 kb)
MHDA Board Position Letter HSR Business Plan 05.07.18.pdf (996 kb)



May 7, 2018

Dan Richard, Chair
California High-Speed Rail Authority
770 L Street, Suite 620 MS-1
Sacramento, CA 95814

Re: Draft 2018 Business Plan California High Speed Rail

Mr. Richard,

Morgan Hill is the living image of the prototypical California city. A community that embraces the natural environment, honors its agricultural heritage, enjoys impressive growth in business and residential development, and nurtures a sense of community that makes for a great quality of life.

The Morgan Hill Downtown Association Board of Directors feel that the downtown business and residential district is the heart of the city that embodies the best qualities of our community and in some measure is responsible for the “small town feel” and connection to our past that so many in our town embrace.

We are committed to promoting a vision of growth in the downtown district that will maintain all the important values that helped create our growing reputation as a place to invest and live.

The California High Speed Rail system has become one of the most important topics in our community because it holds the potential to disrupt much of what we have been working so hard as a community to develop.

There has been much discussion regarding previous high-speed rail alignment options and the MHDA has publicly taken the position that not only areas immediately adjacent the downtown but also those up and down the “Monterey Road” corridor should be avoided due to the business and residential growth of which we are so proud. The number of business and residential developments potentially impacted is greatest in the Monterey Road alignment which has been well documented by CHSR.

The current business plan appears to favor a return to the “Monterey Road” corridor after indications that it would not be a preferred alignment.

The alignment as identified in the new Business Plan may propose some potential benefits to our overall region but still includes plans that could prove to be disruptive and ultimately possibly terminal to the growth and existence of our downtown district that we have worked so hard to achieve.

It is virtually unimaginable that a train would pass through our community immediately adjacent to the downtown at just over 100 miles per hour. A speed which is much reduced from the projected maximum speed but still far exceeds anything currently taking place with our at grade crossings.

This reduced speed will still leave residents and businesses anywhere near the HSR railway subject to noise and vibration impacts.

The possibility of a wall erected to protect the railway and reduce noise impacts is also of great concern. A wall built along the Monterey Road alignment will create a barrier that will split the city visually and possibly culturally.

In a rural community like Morgan Hill we place great value in our low level of intrusive noise and visual impacts. Much of our growing appeal as a tourism destination is based upon our downtown and the rural feel of our community. The new Business Plan will undoubtedly disrupt these values and our appeal.

The possibility that grade separations near the downtown will not be included demands that we trust the CHSRA to reduce the possibility of accidents to an acceptable level on the busiest railway crossings in our community. Considering the density of development near these tracks the possibility of an accident must translate to a zero percent chance at the predicted speeds. Please see the attached photographs of the ongoing development near the proposed alignment.

Even if construction was sequenced in a way to leave at least one railway crossing at either end of our downtown open at all times we fear that the disruption could prove immensely damaging to the continued growth of this most precious of districts in our community.

Regardless of alignment we also want to state that any at grade track installation, with corresponding sound walls, is not welcome in any part of Morgan Hill. Any wall dividing our community can easily be viewed as such and we do not want to create any division in our community as well as being subject to the potentially unsightly wall.

We all recognize the enormity of the issue at hand and hope we can expect a fair alignment by the California High-Speed Rail Authority through our community that does not reverse the course of our current and planned progress.

Thank you for your time and attention.

Sincerely,

Board of Directors
Morgan Hill Downtown Association

Cc:

Michelle Bigelow, City of Morgan Hill, Council Services Manager
John Lang, City of Morgan Hill, Economic Development Coordinator
Edith Ramirez, City of Morgan Hill, Economic Development Director
Christina Turner, City of Morgan Hill, City Manager





2018 Business Plan RECORD DETAIL

First Name : Susan

Last Name : Mansis

Stakeholder Comments/Issues :

Attachments : March Board Meeting Susan Mansis Written Public Comment 162.pdf (34 kb)

February 22, 2018

Dear CHSRA Board of Directors:

I live in the Palmdale to Burbank project section of the purposed High Speed Train Routes. The 2018 Business Plan is now being prepared and is to be released in the upcoming weeks. I have the following requests related to the content and process for the Business Plan. In essence, I will call upon my legislators to not support approval of the Business Plan unless the routes E1 and E2 in the Burbank to Palmdale project section are removed permanently from consideration.

1. The Authority has long promised a public meeting in the northeast San Fernando Valley. When the 2018 Business Plan is released and its public comment period begins, please hold a public meeting at a suitably large and convenient venue in the northeast San Fernando Valley so that the people most impacted may attend and engage directly with the Board, management and consultants.
2. The 2018 Business Plan must eliminate proposed routes E1 and E2.
 - The 2018 Business Plan should acknowledge that the E-3 route was eliminated in the 2016 Business Plan because of "over burden" and that the E-2 route, which has a similar over burden, must be eliminated.
 - Now that the geotechnical testing has been completed in the Angeles Forest, ample evidence exists to remove the E-1 Route given the hydro static pressure, the fractured nature of the rock, the "over burden", and the dewatering risks of such tunnels.
3. The 2018 Business Plan should address the inability of the Authority to propose suitable alternatives for the northeast San Fernando Valley and, if the Authority is not committed to identifying new alternatives, ought to abandon plans for high speed train service from Palmdale to Burbank. The responsibility to identify suitable alternatives is on the Authority and it should not remain, in the form of delay, on the backs of stakeholders in the northeast San Fernando Valley any longer.

Sincerely,

Signature:  Name: Susan Hansen

Address: former 16 yr shadow hills resident until 8/2017

Email: susanhs@gmail.com Phone: ~~424 424~~

Additional Comments: ~~424~~ ~~424~~

2018 Business Plan RECORD DETAIL

First Name : Egon
Last Name : Terplan
Stakeholder Comments/Issues :

Hello,

We are pleased to submit the attached comment letter on the 2018 draft CAHSRA Business Plan.
Please let us know if you have any questions.

Thank you

Regards,
Egon

Egon Terplan
Regional Planning Director
SPUR • Ideas + Action for a Better City
415.644.4284
eterplan@spur.org <mailto:eterplan@spur.org>

SPUR <<http://www.spur.org/>> | Blog <<http://www.spur.org/news>> | Facebook <<https://www.facebook.com/SPUR.Urbanist/>> | Twitter <https://twitter.com/SPUR_Urbanist> | Join <<https://www.spur.org/join-renew-give/individual-membership>>

Attachments : SPUR letter to CAHSRA - Business Plan - May 4, 2018.pdf (1 mb)

May 7, 2018

California High-Speed Rail Authority
770 L Street, Suite 620 MS-1
Sacramento, CA 95814

Re: California High-Speed Rail Draft 2018 Business Plan

Dear California High-Speed Rail Authority,

Thank you for the opportunity to provide comments on the Authority's *Draft 2018 Business Plan*. **SPUR strongly supports the direction articulated in the Draft 2018 Business Plan and the vision of a future California it helps achieve.** The state's investment in a high-speed rail system is key to achieving important goals like reducing the state's greenhouse gas emissions, capturing growth within existing communities, revitalizing downtowns, tying economic centers together, and shifting more intercity travel to a comprehensive and space-efficient statewide rail network.

SPUR, the San Francisco Bay Area Planning and Urban Research Association, is a non-profit, member-supported organization that promotes good planning and good government. We have been following, commenting on, and supporting the high-speed rail project for several decades, including producing numerous reports and policy papers. In the coming years, SPUR looks forward to remaining a thought partner and key participant in the implementation of the state's high-speed rail program at both the statewide and local levels.

Over the past several years, we have been particularly focused on how **high-speed rail can support urban development and become integrated within existing urban communities**. Last Fall, we released *Harnessing High-Speed Rail*, a report focused on the economic development and land-use opportunity of high-speed rail in station cities (particularly in the San Joaquin Valley). In San Jose, SPUR has been a leading advocate working to shape the development around San Jose's Central Station - Diridon. Based on an analysis of international precedents, we released a set of guiding principles for remaking Diridon Station. We also brought a dozen key South Bay decision-makers to visit major multi-modal high-speed rail stations in The Netherlands and France. Each person invited on our study trip represented an agency or institution with a stake in the future of Diridon Station.

After reviewing the draft 2018 Business Plan, SPUR offers the following comments to the California High-Speed Rail Authority:

- 1. Continue with the vision in the draft business plan to complete Phase I construction and connect the early interim service sections.**

SPUR supports the strategy to finish construction on the “Early Interim Services” in the Central Valley and the Bay Area. These are discrete projects that provide independent utility to two key regions in the state. The proposed 2027 timeline for improved rail services between San Francisco and Gilroy (in the Bay Area) as well as between Madera and Bakersfield (in the Central Valley) will improve mobility within each region respectively as well as help to grow public confidence in the overall high-speed rail program.

In the Bay Area, the Authority’s investments reinforce intercity rail services that are either already running and or that are under construction. Investments in the Peninsula Corridor electrification will offer a more reliable, sustainable and competitive solution to auto travel for trips along the Peninsula. In San Jose, the Santa Clara Valley Transportation Authority has committed to bringing an operative BART service by 2026 that will connect to high-speed rail at Diridon Station and link the South Bay to the East Bay. The addition of early interim service by 2027 reinforces these investments and supports a more comprehensive and efficient regional rail service in the Bay Area.

In the San Joaquin Valley, connecting Madera to Bakersfield by 2027 is critical to providing a fast and clean alternative to driving and to supporting a more compact pattern of development. The presence of high-speed rail is an opportunity for each station city and its surrounding metropolitan region to shift more growth toward existing communities, thereby preserving valuable agriculture lands while also revitalizing downtowns and urban centers.

SPUR also supports the plan’s proposed investments within Southern California. The draft high-speed rail business plan proposes investments along the Burbank to Anaheim corridor that will improve the regional rail corridor capacity. For example, the Rosecrans-Marquardt grade separation project is making the most hazardous grade crossing in California safer. In addition, investments in Los Angeles Union Station will improve regional rail service by removing a bottleneck that reduces the number of trains that can go through the station.

- 2. Ensure that the California High-Speed Rail project gets the funding it needs to successfully complete the entire Phase I as soon as possible.**

The costs estimated in the Draft 2018 business plan for the first phase of the system (\$77.3 billion) remain a bargain relative to the \$170 billion or more that it would cost in road and airport expansions to meet the needs of California’s growing population.

Yet for too long, the high-speed rail project has been limited in its funding and hampered by uncertainty in being able to carry out what was necessary to plan and build a project of this scale. Since the passage of Proposition 1A in 2008, important progress towards sustainable funding includes the legislature’s provision of cap and trade auction revenues. These funds have bolstered the project’s finances, raising the available funding from a fifth to a third of the entire Phase I program cost. However, looking forward it will be necessary for the state to consider additional resources to ensure the project can be completed in a timely manner.

Increases and uncertainties in the cost and schedule for the overall project should not bar the legislature from considering additional resources to ensure the rail system can be completed in a timely manner. The sooner the project is completed, the sooner the state can begin realizing the return on its investment. For example, the Silicon Valley to Central Valley line is forecast to generate enough farebox revenue in 2029 to cover the operations and maintenance costs of the system and to begin providing additional revenue that could be used toward system expansion.

3. **Strengthen partnerships with local and regional governments and commit to well-integrated land use and transportation planning around stations in order to realize the full benefits of high-speed rail in station cities.**

SPUR has argued that **high-speed rail has the potential to change the way California grows and develops** in a way that is more space-efficient and environmentally-sustainable while also bringing significant economic opportunity to underperforming parts of California. SPUR recommends that **the Authority, the Governor's Office and the State legislature explore all possible tools to help realize the full economic and land use opportunity of high-speed rail.** We made numerous recommendations in our *Harnessing High-Speed Rail* report, including establishing development corporations and modifying tax increment financing rules. It will be key to combine the state's state investment or creation of new economic development tools with an expectation that local plans meet statewide criteria. Overall, concentrating urban growth around high-speed rail and other transit is not only essential to ensuring high ridership on the system, but also to enable transit in general to become a better option than driving a car.

SPUR also supports the Authority's partnerships with transit agencies and local cities for integrated multi-modal station area planning. Implementation of these plans will require the Authority and each of the other partners to bring resources and expertise to the table. The goal is to create a well-designed station district that combines compact development (particularly employment and other destinations adjacent to the station) with multi-modal designs that encourage biking, walking and taking transit. International best practices demonstrate that the best station area development occurs when all parties (state and local transit, cities, etc.) work in a clear and organized partnership for delivering the station and surrounding infrastructure (including new transit lines, infrastructure and adjacent development).

In conclusion, SPUR supports the direction of the draft 2018 Business Plan and looks forward to working with the Authority and the State legislature to ensure its successful implementation.

Sincerely,



Egon Terplan
SPUR Regional Planning Director

2018 Business Plan RECORD DETAIL

First Name : Larry

Last Name : Ames

Stakeholder Comments/Issues : Hi,

I'm not sure my earlier email from my AOL account went thru, so here's a 2nd copy.

Please contact me if you can't read the attachment.

Thnx!

~Larry Ames

408/966-1467

Attachments : LLA comments on 2018 HSR Business Plan.pdf (559 kb)

California High-Speed Rail Authority
Attn: Draft 2018 Business Plan
770 L Street, Suite 620 MS-1
Sacramento, CA 95814

Via email at 2018businessplancomments@hsr.ca.gov, sent May 7, 2018

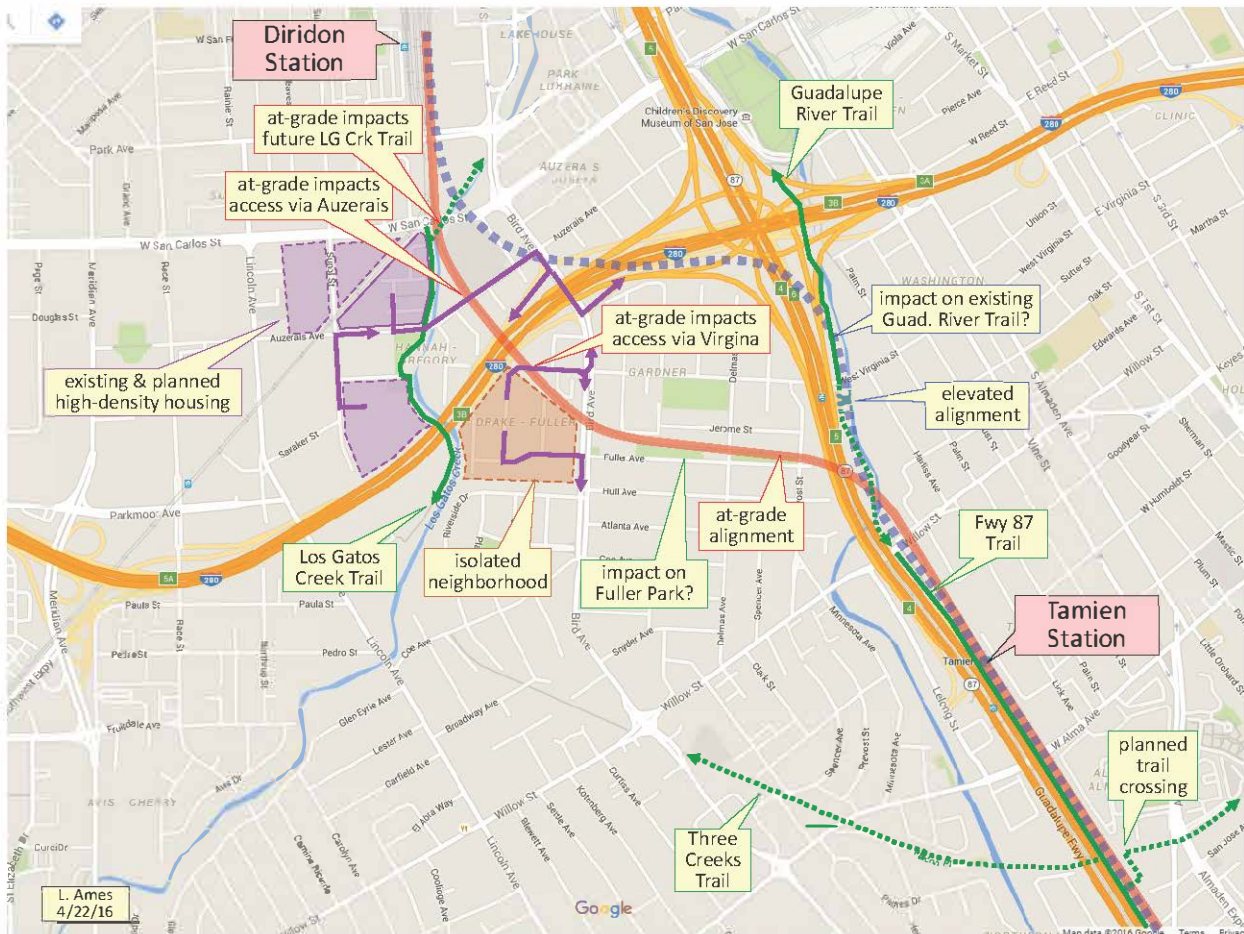
Dear Sir/Madam,

I write to give my personal comments regarding the 2018 High Speed Rail (HSR) Business Plan. Two years ago I [wrote](#) regarding the 2016 Business Plan, and many of my comments then are still relevant:

- I continue to support HSR coming to San Jose and the Bay Area.
- I support the electrification of the CalTrain service from San Francisco to San Jose and on south to Gilroy.
- I support the blended HSR/CalTrain service.

My principal concern is the impact HSR will have on the local communities of North Willow Glen, Gardner, and Newhall.

If “you” (HSR, CalTrain, Joint Powers Board and/or Union Pacific) electrify the existing section of at-grade track between San Jose’s Diridon Station and the nearby Tamien Station (the red curve in the graphic)



and also decide to blend HSR into CalTrain at Gilroy, then the HSR service would follow the current at-grade tracks. While the current pair of tracks (one for freight, one for both north and southbound passengers) may be adequate for present-day usage, they would need to be significantly improved to handle the increased HSR traffic. This would require at least one additional track (and also the possible realignment to smooth out some of the curves), which would take backyards from many residents, diminish or destroy Fuller Park, and probably require the severing of several neighborhood access ways (Virginia St. and Auzerais Ave.) and the further isolating of communities and limited access to new and planned high-density developments.

For years, HSR has been working with the local communities on the preferred “elevated alternative” – the dotted blue line in the graphic. I too support this alignment: it stays within freeway right-of-ways for much of way, thereby reducing the land impacts and limiting the noise impacts (thanks to the existing sound walls). To minimize construction costs, freight could continue to use the current tracks so that the elevated structure could be engineered for the lighter and more agile passenger trains. (This would also allow for a steeper grade which would enable the tracks north of Diridon to descend quickly and touch down at the Maintenance Yard before Taylor St.)

Additional considerations:

- The HSR tracks will cross a number of existing and planned off-road trails (in green in the graphic: the Los Gatos, Guadalupe, Fwy-87, and Three Creeks Trails). These trails are and will be important transportation corridors to provide access to the Diridon Station. They will need to be accommodated in the construction plans.
- Diridon will become a major transportation node, combining CalTrain and HSR in with other regional services (Amtrak, Capitol Corridor, and Altamont Corridor Express – ACE), VTA Light Rail, bus, future BART, and freight service. The station serves event-goers at the nearby SAP Arena, and commuters both now and soon to the planned Google Village. The Station will need to be sized to serve all, and there may not be the real estate available to accommodate HSR service at-grade: you may need to “build up” – which would pair well with an elevated electrified CalTrain line.
- With elevated tracks at Diridon, it’s important to the northern neighbors that the tracks descend back to grade before reaching the residential communities: choose the “quick descent” alternative and touch down at the CalTrain Central Equipment Maintenance and Operations Facility (CEMOF) rather than the “long descent” alternative that had proposed to first touch down in the city of Santa Clara.
- The aesthetic design of the elevated structure will be critical. San Jose already feels “divided” by the downtown earthen bulwarks of Fwy 87 and the existing CalTrain and freight tracks: an elevated HSR must not further divide the city, either physically by restricting access or visually with ugly or bulky structures.
- And in southern San Jose: be aware that the tracks pass across a sensitive wildlife corridor by Tulare Hill (near Metcalf Road), north of Morgan Hill. This is nature’s passageway between the Santa Cruz Mountains and the Diablo Range: it helps keep the wildlife populations from becoming isolated and in-bred. As you make needed improvements in the tracks, be aware of the need to accommodate these wildlife crossings, either by providing adequate undercrossing or overcrossings. Do not build an at-grade intrusion barrier between the tracks.

My recommendation:

Proceed with the 2018 Business Plan for CalTrain electrification and the blending of High Speed Rail at Gilroy, but only if the Plan includes the timely construction of the elevated structure within the Freeway 87/280 Right-of-Way between Tamien and Diridon for both electrified CalTrain and the future HSR service, and only if adequate measures are taken to protect adjacent neighborhoods, crossing trails, and wildlife corridors.

Thank you for this opportunity to give comment.

~Dr. Lawrence Ames,
longtime environmental-, community-, and trail advocate.

cc: City of San José: Mayor Liccardo and Councilmembers Peralez (D3) and Davis (D6),
SJ Parks, Recreation, and Neighborhood Services (PRNS): Dir. Rios
Diridon Station Area Advisory Group (SAAG): Tara Reid, Lee Wilcox
San Jose Downtown Association: Scott Knies
Friends of CalTrain, Greenbelt Alliance, Cmte for Green Foothills, SPUR
Community: J. Urban, H. Darnell, J. Dresden, D. Arant, E. Rast, J. Leyba, D6NLG

2018 Business Plan RECORD DETAIL

First Name :

Last Name : Lames

Stakeholder Comments/Issues :

Dear Sir/Madam,

Attached please find my personal comments regarding the 2018 High Speed Rail (HSR) Business Plan.

Thank you,

~Lawrence Ames

Attachments :

LLA comments on 2018 HSR Business Plan.pdf (559 kb)

California High-Speed Rail Authority

Attn: Draft 2018 Business Plan

770 L Street, Suite 620 MS-1

Sacramento, CA 95814

Via email at 2018businessplancomments@hsr.ca.gov, sent May 7, 2018

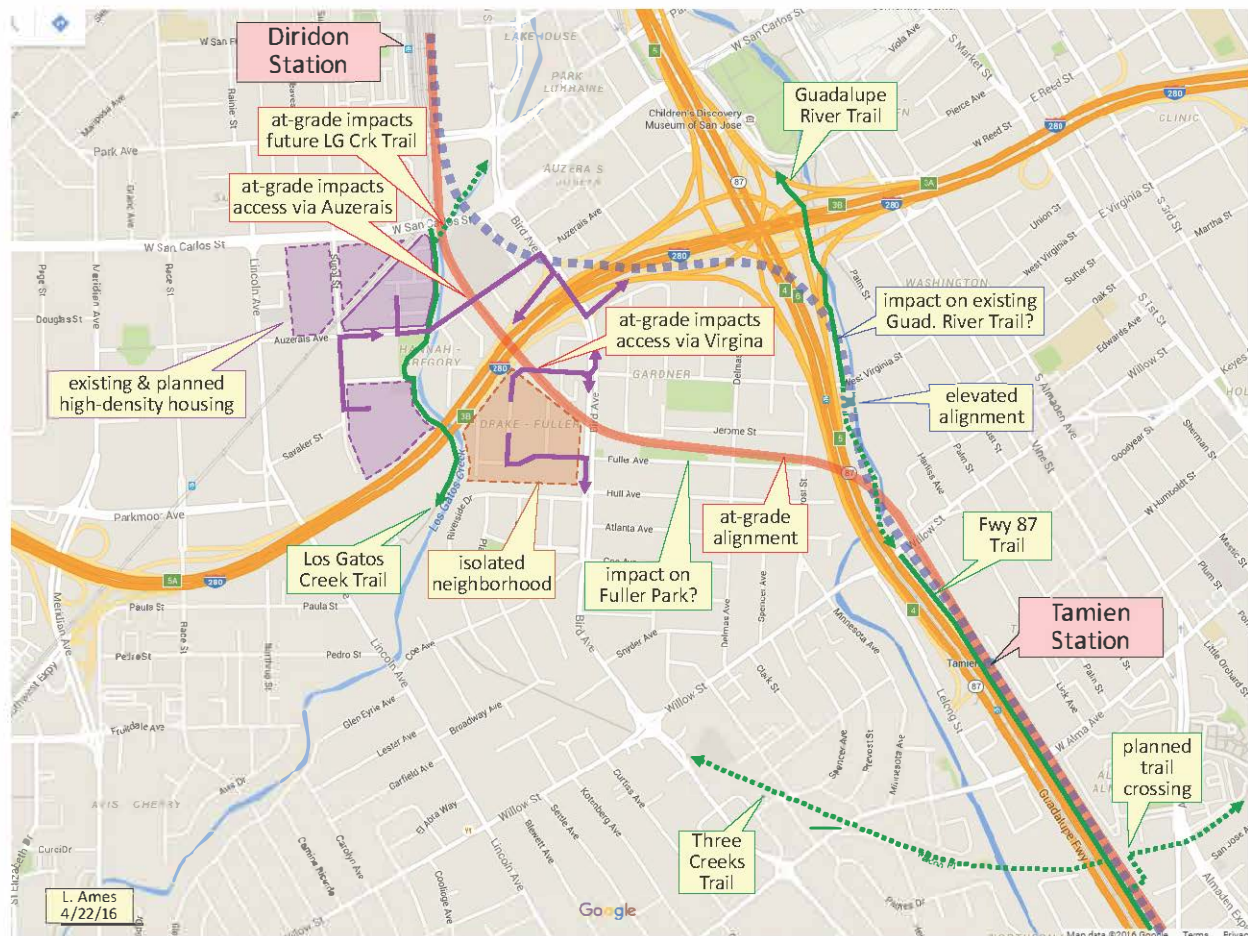
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- I support the blended HSR/CalTrain service.

My principal concern is the impact HSR will have on the local communities of North Willow Glen, Gardner, and Newhall.

If “you” (HSR, CalTrain, Joint Powers Board and/or Union Pacific) electrify the existing section of at-grade track between San Jose’s Diridon Station and the nearby Tamien Station (the red curve in the graphic)



and also decide to blend HSR into CalTrain at Gilroy, then the HSR service would follow the current at-grade tracks. While the current pair of tracks (one for freight, one for both north and southbound passengers) may be adequate for present-day usage, they would need to be significantly improved to handle the increased HSR traffic. This would require at least one additional track (and also the possible realignment to smooth out some of the curves), which would take backyards from many residents, diminish or destroy Fuller Park, and probably require the severing of several neighborhood access ways (Virginia St. and Auzerais Ave.) and the further isolating of communities and limited access to new and planned high-density developments.

For years, HSR has been working with the local communities on the preferred “elevated alternative” – the dotted blue line in the graphic. I too support this alignment: it stays within freeway right-of-ways for much of way, thereby reducing the land impacts and limiting the noise impacts (thanks to the existing sound walls). To minimize construction costs, freight could continue to use the current tracks so that the elevated structure could be engineered for the lighter and more agile passenger trains. (This would also allow for a steeper grade which would enable the tracks north of Diridon to descend quickly and touch down at the Maintenance Yard before Taylor St.)

Additional considerations:

- The HSR tracks will cross a number of existing and planned off-road trails (in green in the graphic: the Los Gatos, Guadalupe, Fwy-87, and Three Creeks Trails). These trails are and will be important transportation corridors to provide access to the Diridon Station. They will need to be accommodated in the construction plans.
- Diridon will become a major transportation node, combining CalTrain and HSR in with other regional services (Amtrak, Capitol Corridor, and Altamont Corridor Express – ACE), VTA Light Rail, bus, future BART, and freight service. The station serves event-goers at the nearby SAP Arena, and commuters both now and soon to the planned Google Village. The Station will need to be sized to serve all, and there may not be the real estate available to accommodate HSR service at-grade: you may need to “build up” – which would pair well with an elevated electrified CalTrain line.
- With elevated tracks at Diridon, it’s important to the northern neighbors that the tracks descend back to grade before reaching the residential communities: choose the “quick descent” alternative and touch down at the CalTrain Central Equipment Maintenance and Operations Facility (CEMOF) rather than the “long descent” alternative that had proposed to first touch down in the city of Santa Clara.
- The aesthetic design of the elevated structure will be critical. San Jose already feels “divided” by the downtown earthen bulwarks of Fwy 87 and the existing CalTrain and freight tracks: an elevated HSR must not further divide the city, either physically by restricting access or visually with ugly or bulky structures.
- And in southern San Jose: be aware that the tracks pass across a sensitive wildlife corridor by Tulare Hill (near Metcalf Road), north of Morgan Hill. This is nature’s passageway between the Santa Cruz Mountains and the Diablo Range: it helps keep the wildlife populations from becoming isolated and in-bred. As you make needed improvements in the tracks, be aware of the need to accommodate these wildlife crossings, either by providing adequate undercrossing or overcrossings. Do not build an at-grade intrusion barrier between the tracks.

My recommendation:

Proceed with the 2018 Business Plan for CalTrain electrification and the blending of High Speed Rail at Gilroy, but only if the Plan includes the timely construction of the elevated structure within the Freeway 87/280 Right-of-Way between Tamien and Diridon for both electrified CalTrain and the future HSR service, and only if adequate measures are taken to protect adjacent neighborhoods, crossing trails, and wildlife corridors.

Thank you for this opportunity to give comment.

~Dr. Lawrence Ames,
longtime environmental-, community-, and trail advocate.

cc: City of San José: Mayor Liccardo and Councilmembers Peralez (D3) and Davis (D6),
SJ Parks, Recreation, and Neighborhood Services (PRNS): Dir. Rios
Diridon Station Area Advisory Group (SAAG): Tara Reid, Lee Wilcox
San Jose Downtown Association: Scott Knies
Friends of CalTrain, Greenbelt Alliance, Cmte for Green Foothills, SPUR
Community: J. Urban, H. Darnell, J. Dresden, D. Arant, E. Rast, J. Leyba, D6NLG

2018 Business Plan RECORD DETAIL

First Name : Michael

Last Name : Summe

Stakeholder Comments/Issues : I urge the abandonment of the High Speed Rail project for the following reasons:
Its high cost
Its limited benefits to the citizens of this state
The harm and injustice it will cause to property owners whose property rights will be violated.

I suggest an alternative be considered: to add an additional lanes to both the north and south bound portions of the I-5 freeway between San Francisco and Los Angeles and possibly beyond.

Michael Summe
Citizen of state of California

2018 Business Plan RECORD DETAIL

First Name : Gerri

Last Name : Summe

Stakeholder Comments/Issues : My name is Gerri Summe. I am one of the founding members of the SAFE Coalition and sit on the Board of the Shadow Hills Property Owners Association.

Thank you giving some sincere thought to the thoughts of California's citizens.

I want to remind you that the communities of Sunland, Tujunga, La Tuna Canyon, Lake View Terrace, Kagel Canyon, Shadow Hills, Sylmar and Pacoima *remain united* against the E1 and E2 routes that will destroy the Angeles National Forest, and destroy our communities as we know them. We continue as a united front, to oppose the above ground, and cut & cover routes, as well as the staging areas at places like Vulcan Materials, just 600 feet from an elementary school, to give you one example.

Please remove these routes from consideration now.

And before praising the original Ara Najarian proposal, now called the Metrolink Alternative, let's stop for a minute before we get to Palmdale. "It's happening!" Michelle Boehm exclaims, regarding the construction in the Central Valley. But how do you get from the Central Valley to Palmdale? While we have all been having a hissy fit about the construction through the Angeles National Forest, I asked two of your engineers one day "So how *are* you getting through the Tehachapi's?" And they answered "We haven't figured that out yet!"

So if you *do* ever figure out how to get through those unstable fault-ridden mountains,

Stop the train in Palmdale. Improve our local Metrolink to take people from Palmdale to Union Station. Improve existing infrastructure. And keep out of Sunland, Tujunga, Shadow Hills, La Tuna Canyon, Lake View Terrace, Kagel Canyon and Pacoima.

Nothing about the current \$77 Billion dollar, ever-rising budget for this train is anything resembling what was originally approved by the voters. *This project needs to be returned to the electorate of this state for a new vote.*

Thank you for reading our comments,

Gerri Summe

Shadow Hills Resident

818-273-4487

2018 Business Plan RECORD DETAIL

First Name : Kimberly

Last Name : Harris

Stakeholder Comments/Issues : To Whom it May Concern,

I am writing to voice my concern over the 2018 CHSRA business plan.

The Southern California portion of the high speed rail design is non-existent in your plan, and yet this area is being held hostage to the threat of the alignments destroying our neighborhoods in the North East San Fernando Valley.

It is obvious by your own studies that tunneling through the Tehachapi and San Gabriel Mountains is infeasible due to the volatility of the area due to geological factors, and yet you refuse to remove the E1, E2 and SR14 alignments from the plan.

With these routes still in your business plan, our property values and our well-being remain in question for the foreseeable future - when there is no reason for it.

The cost overruns of the entire project are also completely unacceptable. Time to face the facts, and invest this money in other important infrastructure projects.

Kindest Regards,

Kimberly

2018 Business Plan RECORD DETAIL

First Name : Armin

Last Name : Kick

Stakeholder Comments/Issues : Alice,

Please find attached our comment regarding the Draft 2018 Business Plan.

Should you have any questions, please don't hesitate to contact us.

Regards,
Armin

Armin Kick
Vice President Locomotives and High-Speed Trainsets
Siemens Industry, Inc.
Mobility Division
Rolling Stock
7464 French Rd
Sacramento, CA 95828
cell 916-799-0843
armin.kick@siemens.com<mailto:armin.kick@siemens.com>

Attachments : 20180507 Letter to CHSRA, Comment Period Business Plan 2018.pdf (421 kb)

May 7, 2018

Mr. Brian Kelly
CEO California High-Speed Rail Authority
770 L Street, Suite 620 MS-1
Sacramento, CA 95814

Subject: Draft 2018 Business Plan Comment Period

Dear CEO Brian Kelly,

Siemens Industry, Inc. would like to express its continued support for the implementation of the nation's first high-speed rail system in California. We appreciate the efforts the California High-Speed Rail Authority is undertaking to prepare the State for this new era of transportation and would like to congratulate the Authority on the progress that is being made in recent years. By including lessons learned and best practices from actual construction as well as ensuring a high level of transparency with regards to project risks, funding and cost estimates, the Draft 2018 Business Plan offers a good framework for the execution of this mega-project.

We share the vision of building high-speed rail and are looking forward to seeing California pioneer expanded travel options. We are convinced that this project will provide a true transportation backbone for decades to come, connecting not only California's mega-regions, but also providing an economical boost for the regions that get connected. Traveling with fast and modern high-speed trains will reduce travel time and generate new opportunities for economic development, while simultaneously improving our air quality and protect natural resources.

Siemens Industry, Inc. established its Rolling Stock business in Northern California more than 30 years ago and currently employs about 1,200 highly skilled women and men. We are proud to be the largest, California-based passenger rail vehicle manufacturer and to build our vehicles for the U.S. in the U.S. As a technology leader in high-speed rail throughout the world, we stand ready to support the California High-Speed Rail vision and to share our experiences with you and your staff whenever appropriate.

Sincerely,



Michael Cahill, President
Rolling Stock
Siemens Industry, Inc.

2018 Business Plan RECORD DETAIL

First Name : Gerri
Last Name : Summe
Stakeholder Comments/Issues : Hello CHSRA,

I had every intention of attending your recent Board Meeting in Los Angeles, but a family emergency came up. Here are the remarks I had hoped to say:

Good Morning Chairman Richard and Board Members,

My name is Gerri Summe. I am one of the founding members of the SAFE Coalition and sit on the Board of the Shadow Hills Property Owners Association. Thank you for hearing our thoughts today.

When this train was originally approved by Prop 1A in 2008, I understood there was about \$10B funded by the bond issue, with expected matching funds from the Feds and private investment. But any private investor with a brain has *run* from this project, as has the federal government, but you continue on.

The cost started at around 30 Billion, and has risen to \$45B, then \$64B, now \$77 *BILLION* dollars, with no end in sight to the expansion of your irresponsible budget. To date there has been *no* consideration of the HUGE gap in funding for this project, and *no* realization by CHSRA that there *is* *NO* feasible way to fund this train. Nothing about the ever-rising budget for this train resembles what was originally approved by the voters. This project needs to be returned to the electorate of this state for a new vote.

I have family in the Bay Area. If you're going alone on a quick trip, you fly. You're there in an hour. If you're making a longer trip, taking the husband and the dogs, you *want* your car. Please wake up. No one is ever going to want to ride this train! By 2033, after your budget has risen further still, it will cost *far* more than either flying or driving.

Enough is enough! This project has morphed into something *far* different than what the voters approved in 2008. It's time to *stop* the fantasy that funding will come out of nowhere, or that Cap & Trade funds will *ever* be enough to pay for this train. If there are any representatives or staffers from the California Legislature in the room today, *PLEASE* be responsible, whether Democrat or Republican. Do *NOT* approve this ridiculous \$77 BILLION Business Plan.

*Please recall that one valid option should be a "no train" option. I believe it is long since time to cut our losses and STOP the TRAIN! *

Thank you

Gerri Summe

gerrisumme@gmail.com

2018 Business Plan RECORD DETAIL

First Name : Neil
Last Name : Peterson
Stakeholder Comments/Issues : All

On behalf of the High Desert Corridor Joint Powers Authority please find attached our formal comments on the CHSRA draft Business Plan.

Transportation Solutions

2017 Fairview Ave East
Ste I
Seattle, WA 98102

80394 Ave 48
Ste 415
Indio, CA 92201

206-910-7515

www.neilpeterson.com

neil@neilpeterson.com <<mailto:neil@neilpeterson.com>>

Attachments : image001.jpg (2 kb)
HDCJPA Letter to CHSRA (002).pdf (335 kb)



High Desert Corridor Joint Powers Authority



E-220 HIGH DESERT CORRIDOR

May 7, 2018

Mr. Brian P. Kelly
Chief Executive Officer
California High-Speed Rail Authority
770 L Street, Suite 620
Sacramento, CA 95814

Dear Mr. Kelly:

The High Desert Corridor Joint Powers Authority (HDCJPA) hereby respectfully submits its comments on the 2018 Draft Business Plan (2018 Draft Plan) prepared by the California High-Speed Rail Authority (CHSRA). HDCJPA was formed in 2006 by the County of Los Angeles, and the County of San Bernardino with participation from the cities of Adelanto, Victorville, Apple Valley, Lancaster, and Palmdale to pursue funding and expedite the planning, design, construction, financing, operation and maintenance of a multi-purpose corridor, including a high-speed rail line connecting Palmdale and Victorville.

The High Desert Corridor Rail Project (HDC Rail Project) is a proposed 57-mile new grade-separated dedicated high-speed rail line between Palmdale, in Los Angeles County and Victorville, in San Bernardino County. The HDC Rail Project will provide a critical connection for high speed rail service between Los Angeles/Anaheim and Las Vegas as well as the Central Valley, projected to carry over 11 million round-trip passengers a year.

LA/Anaheim to Las Vegas HSR Ridership Study

CHSRA recently participated in the investment grade ridership and revenue study (SDG Study) sponsored by the HDCJPA that was conducted by the internationally recognized consulting firm Steer Davies Gleave (SDG). The SDG Study was published in March 2017 and is available on the HDCJPA website. The SDG Study examined potential high-speed rail ridership from Los Angeles and Anaheim to Las Vegas over the California HSR System, the HDC Rail Project and XpressWest HSR from Victorville to Las Vegas. In addition, it measured potential ridership to Las Vegas from Northern California stations on the California HSR System. Because this study included riders traveling over the California High-Speed Rail System, CHSRA contributed \$250,000 of the cost of the SDG Study, and its staff and CHSRA ridership consultant Cambridge Systematics, Inc. actively participated in its development.

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Mayor, City of Adelanto

Jim Kennedy

Council Member, City of Victorville





High Desert Corridor Joint Powers Authority



E-220 HIGH DESERT CORRIDOR

The SDG Study projects that a high-speed rail system from Los Angeles/Anaheim to Las Vegas would capture 27% of the market for high-speed rail service, equivalent to 10.2 million annual round-trips, and to induce a further 1.1 million round-trips. In total, this would result in 11.3 million round-trips, generating \$1.3 billion in annual revenues.

● Of the 11.3 million round-trips, 63% or 7.2 million round-trip passengers would start or end their journey in Anaheim, Los Angeles or Burbank. An additional 10.5 percent, or an additional 1.2 million passengers would come over the California HSR System from stations up to San Francisco. (See SDG Ridership Study, Section 10.11).

CHSRA Draft 2018 Business Plan

Given CHSRA's extensive participation in our ridership study, we were surprised that the CHSRA Draft Business Plan appears to ignore the potential contribution of approximately 8.3 million round-trips to the CHSRA System from development of a high-speed rail line from Palmdale to Las Vegas. These millions of additional riders on the California HSR System are nowhere referenced in the projections prepared by Cambridge Systematics as a Technical Supporting Document appended to the CHSRA Draft 2018 Business Plan. Even more disturbing, their map of the stations for the Phase 1 System does not even show the city of Palmdale, where the CHSRA System would connect to high speed rail service to Las Vegas.

As a result of this omission, it is impossible to assess how the Draft 2018 Business Plan might have changed if the 7.2 million round-trips that the HDC Rail Project together with XpressWest would contribute to the California HSR System in Southern California were included in the forecasted projections. The 7.2 million round-trips equate to 14.3 million one-way trips, which exceeds the 14.0 base one-way ridership projected for the Central Valley to Silicon Valley initial phase.

The 2018 Draft Business Plan prioritizes completion by 2027 of two initial unconnected segments-- in the Central Valley (Madera to Bakersfield), and San Francisco to Gilroy. It states that the subsequent completion of the Pacheco Pass connecting these two segments will then permit operation of San Francisco to Bakersfield in 2029. In the intervening years, CHSRA proposes to "partner with Metro" for certain improvements between Los Angeles and Anaheim. However, the 2018 Draft Plan contemplates that construction of the line from Bakersfield to Burbank would be the final segment built to complete Phase 1 of the System. The Draft 2018 Business Plan assumes this segment would not open until at least 2033.

BOARD OF DIRECTORS

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Council Member, City of Victorville





High Desert Corridor Joint Powers Authority



E-220 HIGH DESERT CORRIDOR

The 2018 Draft Plan does acknowledge that Phase 1 of the high-speed rail system “will offer tremendous opportunity for connecting to additional transformative transportation projects across the state, specifically in Los Angeles and Southern California.” It also specifically calls out the HDC Rail Project as an example of short term project investments detailed in the State Rail Plan that will interact with Phase 1:

The State Rail Plan supports investments connecting privately operated high-speed rail service to Las Vegas and planned service in the High Desert Corridor with the California high-speed rail system at Palmdale.

In preparing its final 2018 Business Plan, CHSRA should actively consider the revenue and ridership potential of completing Anaheim to Palmdale prior to 2033, where over 7.2 million round-trip passengers a year would ride HSR from Anaheim, Los Angeles and Burbank to Las Vegas, continuing over the High Desert Corridor and XpressWest. In this consideration, it is important to note that capital costs associated with both the HDCJPA Rail Project and XpressWest project would not in any way burden the CHSRA capital budget and the forecasted ridership and revenue of the Burbank to Palmdale line are anticipated to cover operating expenses as required by Proposition 1A.

Although we are disappointed in the Authority’s tentative plans to postpone service to Southern California for 15 years, the HDCJPA will not have to wait on the California HSR Project to advance the HDC Rail Project. With over a billion dollars in funds programmed for the project under Los Angeles County’s Measure M and a connection to the XpressWest Project, we expect to be able to inaugurate high speed rail service from Palmdale to Las Vegas years before 2033. We therefore urge the CHSRA to amend its final 2018 Business Plan to leverage these investments to advance the completion of the high-speed rail system in Southern California in a similar timeframe.

Respectfully submitted,

Robert Lovingood
Chairman
High Desert Corridor Joint Power Authority

BOARD OF DIRECTORS

Robert A. Lovingood
Supervisor, San Bernardino County First District (Chairman)

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Council Member, City of Lancaster

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Scott Nassif
Mayor, Town of Apple Valley

Richard Kerr
Mayor, City of Adelanto

Jim Kennedy
Council Member, City of Victorville



2018 Business Plan RECORD DETAIL

First Name : William

Last Name : Slocum

Stakeholder Comments/Issues :

Attachments : March Board Meeting William Slocum Written Public Comment 163.pdf (35 kb)

February 22, 2018

Dear CHSRA Board of Directors:

I live in the Palmdale to Burbank project section of the purposed High Speed Train Routes. The 2018 Business Plan is now being prepared and is to be released in the upcoming weeks. I have the following requests related to the content and process for the Business Plan. In essence, I will call upon my legislators to not support approval of the Business Plan unless the routes E1 and E2 in the Burbank to Palmdale project section are removed permanently from consideration.

1. The Authority has long promised a public meeting in the northeast San Fernando Valley. When the 2018 Business Plan is released and its public comment period begins, please hold a public meeting at a suitably large and convenient venue in the northeast San Fernando Valley so that the people most impacted may attend and engage directly with the Board, management and consultants.
2. The 2018 Business Plan must eliminate proposed routes E1 and E2.
 - The 2018 Business Plan should acknowledge that the E-3 route was eliminated in the 2016 Business Plan because of "over burden" and that the E-2 route, which has a similar over burden, must be eliminated.
 - Now that the geotechnical testing has been completed in the Angeles Forest, ample evidence exists to remove the E-1 Route given the hydro static pressure, the fractured nature of the rock, the "over burden", and the dewatering risks of such tunnels.
3. The 2018 Business Plan should address the inability of the Authority to propose suitable alternatives for the northeast San Fernando Valley and, if the Authority is not committed to identifying new alternatives, ought to abandon plans for high speed train service from Palmdale to Burbank. The responsibility to identify suitable alternatives is on the Authority and it should not remain, in the form of delay, on the backs of stakeholders in the northeast San Fernando Valley any longer.

Sincerely,

Signature: William Slocum Name: William Slocum
Address: 3606 Karst Cyn Rd Sylmar, CA 91342
Email: wslocum1a@gmail.com Phone: 818-890-4590
Additional Comments: _____

2018 Business Plan RECORD DETAIL**First Name :** Cindy**Last Name :** Cleghorn

Stakeholder Comments/Issues : I am a business owner and homeowner in the Sunland-Tujunga area. I am opposed to the inclusion of the Refined E2 alternative and request it be removed from all consideration. This route will divide our community, destroy homes and families. We were promised that routes would follow existing transportation corridors. E2 is not a transportation corridor. Disruption of the Angeles National Forest would be a horrible choice. As you evaluate the 2018 Draft Business Plan please take this comment into consideration. Thank you.

2018 Business Plan RECORD DETAIL

First Name : Kendal

Last Name : Asuncion

Stakeholder Comments/Issues : Please find and accept into the record the Chamber's attached comment letter for the Draft 2018 Business Plan.

Thank you,
Kendal

Kendal K. Asuncion | Public Policy Manager
LOS ANGELES AREA CHAMBER OF COMMERCE
350 S. Bixel St. | Los Angeles, CA 90017
Ph: 213.580.7518<tel:(213)%20580-7518> | Fax:
213.580.7511<tel:(213)%20580-7511>
kasuncion@lachamber.com<mailto:kasuncion@lachamber.com> |
www.lachamber.com

Attachments : 05.03.2018_CAHSRA_Business Plan-Support.pdf (304 kb)



May 7, 2018

Attn: Draft 2018 Business Plan
California High Speed Rail Authority
770 L Street, Suite 620 MS-1
Sacramento, CA 95814

RE: Support for California High Speed Rail Business plan

Dear California High Speed Rail Authority:

On behalf of the Los Angeles Area Chamber of Commerce, which represents more than 1,650 organizations and 650,000 employees in the region, I am writing to express the Chamber's conceptual support for the recently released Draft 2018 Business Plan for California High Speed Rail project. By making investments in advanced infrastructure investments in the Southern California region, California High Speed Rail will create jobs, engage small businesses and foster a new vision for mobility in the State.

The Draft 2018 plan recognizes the challenges associated with megaproject delivery and we are pleased with the direction new leadership is taking to address them. The decision to redefine the alignment of Phase 1 to connect San Francisco to Bakersfield speaks to the Authority's understanding that high-speed rail operations must generate high ridership and demonstrate commercial viability. Additionally, with the federal environmental review deadlines fast approaching, the Chamber is pleased that the Authority aims to ensure the reviews do not expire and that the work on the Los Angeles and Anaheim connections is completed in a timeframe that is compliant to the EIR. High-speed rail is a critical project to expand statewide connectivity beyond our roadway system. It will be both an economic driver in the Southern California region and an important tool to reach the State's greenhouse gas emissions goals.

California High Speed Rail is one of the most transformative infrastructure projects the State and nation has seen in years. The investments in Southern California will help grow jobs and increase our statewide mobility options. We thank you for the opportunity to comment on the draft business plan. Should you have any questions, please contact Kendal Asuncion at kasuncion@lachamber.com or (213) 580-7518.

Sincerely,

A handwritten signature in cursive script that reads "Gary Toebben".

Gary Toebben
President & CEO

2018 Business Plan RECORD DETAIL

First Name : Kelly

Last Name : Erin Decker

Stakeholder Comments/Issues : To the Board Members of the California High Speed Rail Authority,

Please find attached a letter on behalf of the Kagel Canyon Civic Association which sets forth our comments on the Draft 2018 Business Plan.

Sincerely,

Kelly Erin Decker
President,
Kagel Canyon Civic Association

Attachments : HSR Business Plan - 0503018.pdf (533 kb)



Kagel Canyon Civic Association

KCCA BOARD

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Briana Warner

April 30, 2018

California High-Speed Rail Authority
770 L Street
Suite 620 MS-1
Sacramento, CA 95814
Attn: Draft 2018 Business Plan

Re: Public Comment on the Draft 2018 Business Plan

Dear California High-Speed Rail Authority:

I write today on behalf of the Kagel Canyon Civic Association to express concerns with the Draft 2018 Business Plan.

The 2018 Business Plan should set forth a viable plan for financing, constructing, and connecting each of the eight Project Sections which comprise the full vision of the California High-Speed Rail project to connect San Francisco to Los Angeles. Unfortunately, the Business Plan falls short of this expectation in a number of regards, including the following which relate to our Project Section:

- (1) The Supplemental Alternatives Analysis Report and the Environmental Impact Report for the Palmdale to Burbank Project Section should include a range of viable alternative route alignments for review and consideration by the CHSRA. However, all three alignments proposed to connect Palmdale to Burbank go through the Angeles National Forest. The terms of Prop 1A mandate that: *“In order to reduce impacts on communities and the environment, the alignment for the high-speed train system shall follow existing transportation or utility corridors to the extent feasible and shall be financially viable.”* CHSRA has not included for consideration a single alternative that utilizes an existing transportation corridor. This is a violation of the environmental principles that underlie the passage of Prop 1A. The three currently proposed alignments do not represent a sufficiently broad range of alternatives (i.e., any non-Forest alternatives) to ensure that any one alignment may be ultimately determined to be feasible, either financially or from an environmental or engineering perspective.
- (2) Page 18 of the Business Plan is devoted to discussing the myriad challenges associated with tunneling through the San Gabriel Mountains, including but not limited to seismicity, groundwater, and variable geologic conditions. This page explains that CHSRA has not yet obtained “the data needed to quantify those geologic conditions and risks” and that further geotechnical

investigation is required in order to determine tunnel construction methods and to predict the cost of such tunneling. A Business Plan for the entire project cannot be approved when the Authority cannot reasonably calculate a cost estimate for what will be the most expensive and the most environmentally and technically challenging portion of the project. It is not fiscally responsible to approve such a significant “unknown” as part of a project that is already predicted to cost more than twice the amount that voters approved in 2008. Furthermore, the Business Plan ignores the existence of the report entitled “Draft Geotechnical Tunnel Feasibility Evaluation for High-Speed Rail Tunnels Beneath the Angeles National Forest” which was published by the CHSRA in March 2017. This report brings to light “significant design and construction challenges” which are likely to make tunneling technically infeasible and/or cost prohibitive. This report underscores the very real possibility that, since the only three route alignments currently under consideration include such tunneling, no alignment will be proven to be feasible.

For these reasons, the Palmdale to Burbank Project Section as currently presented by the CHSRA is not viable. As the project overall is not viable without the P-B Project Section, the Business Plan overall is not viable. The CHSRA must remedy these failures before approving the Business Plan. In light of the foregoing, we will be recommending to our State Legislators that they reject the 2018 Business Plan unless/until these problems have been resolved.

Sincerely,

A handwritten signature in blue ink that reads "Kelly Decker". The signature is fluid and cursive, with a long horizontal flourish extending to the right.

Kelly Decker
President
Kagel Canyon Civic Association

cc via email to:

California High Speed Rail Authority at 2018businessplancomments@hsr.ca.gov
25th District State Senator Anthony Portantino
Fifth District Supervisor Kathryn Barger
43rd District State Assemblymember Laura Friedman

2018 Business Plan RECORD DETAIL

First Name : Adam

Last Name : Cohen

Stakeholder Comments/Issues : Dear Sir/Ma'am,

I am writing to provide support for the 2018 Draft Business Plan. In particular, I want to provide support for Valley-to-Valley (San Jose to Bakersfield service). Additionally, I would like to attach for the record a letter from the City of Bakersfield in response to the 2016 Business Plan. This letter calls for the electrification of the BNSF railroad from the end of CP4 to the downtown Bakersfield Amtrak Station at Truxtun Avenue. Please refer to #5 (sub-bullet #1) on Page 8.

I support the option above (as explained in the attached letter). Electrifying trains along the BNSF would allow HSR to continue to downtown Bakersfield on system opening (providing this valley-to-valley service), ensuring the greatest possible ridership. This does not require any right-of-way acquisition and would provide the CHSRA time to acquire rights-of-way and construct other parts of the system.

Should you have any questions or require any clarifications, please do not hesitate to reach me at your earliest convenience. Thank you for your time and consideration on this matter.

Very respectfully,

Adam Cohen
661-912-2986
?

Attachments : hsr (1).pdf (1 mb)



April 4, 2016

Chairman Dan Richard and Members of the Board of Directors
California High-Speed Rail Authority
770 L Street, Suite 620 MS-1
Sacramento, CA 95814

Attn: Draft 2016 Business Plan

Dear Mr. Richard and Members of the Board of Directors:

Thank you for the opportunity for the City of Bakersfield (City) to provide its comments regarding your draft 2016 Business Plan (Draft Business Plan). As the ninth largest city in the State of California and 1 of 12 station cities on Phase I of the High-Speed Rail (HSR) system, we believe that our comments should be of heightened interest and significance.

The City has sincerely appreciated the substantially improved working relationship with the High-Speed Rail Authority (HSRA) under the leadership of Mr. Jeff Morales. In particular, HSRA's efforts to evaluate and consider the Bakersfield F Street Station Alignment (BFSSA Alignment) have been appreciated. The City sincerely believes that the BFSSA Alignment will be a more advantageous and less impactful alignment for the City and the community as a whole.

With respect to the Draft Business Plan, the City's primary concern is the addition of an "interim" station at Poplar Avenue. Prior to the public release of the Draft Business Plan, it had been commonly anticipated that a change to the Initial Operating Segment (IOS) would be forthcoming, with Bakersfield becoming the new southerly terminus of the IOS. What was wholly unexpected and highly disconcerting was the Draft Business Plan proposes the IOS might in fact terminate at the end of Construction Package (CP) 4 at Poplar Avenue, which is approximately 23 miles short of downtown Bakersfield.

Reasons for Opposing Poplar Avenue Interim Station

It is acknowledged and appreciated that the Draft Business Plan also states that the IOS should and will extend to downtown Bakersfield if additional federal funding is obtained, but for the following reasons, the City adamantly opposes terminating the IOS at a Poplar Avenue station:

1. **The establishment of an interim station at Poplar Avenue (instead of downtown Bakersfield) does not comply with multiple provisions of Proposition 1A and reduces the stand-alone value of the IOS.**
2. **The environmental impacts of an interim station at Poplar Avenue have not yet even begun to be identified or evaluated; the speculative environmental impacts are substantial.**
3. **The establishment of an interim station at Poplar Avenue is incompatible with the Sustainable Community Strategy and greenhouse gas reduction requirements of SB 375.**
4. **The establishment of an interim station at Poplar Avenue is impracticable from a business perspective.**
5. **Other options exist to bring HSR service to downtown Bakersfield as part of the IOS on an interim basis if additional funding to construct beyond CP 4 does not materialize.**

Caveats

While the City is opposed to an interim station being located at Poplar Avenue under any circumstance, it is important to note two critical caveats regarding the City's position.

Firstly, in discussions with HSRA staff since the release of the Draft Business Plan, the City has been informed that even if the IOS ultimately does end at Poplar Avenue, that this will not stall, delay, or in any other way negatively affect the ability and timing of HSRA's acquisition of property and relocation of affected businesses along the balance of the adopted Fresno to Bakersfield alignment any differently than if it was included as part of the IOS.

Secondly, it is represented in the Draft Business Plan and has been reinforced through discussions with HSRA staff that an interim station at Poplar Avenue, if constructed, would only be an interim facility until the further extension of Phase I. Furthermore, there are no plans or intentions to retain the Poplar Avenue interim station as a permanent station upon extension of Phase I to Bakersfield, either in addition to or in place of the planned permanent station in downtown Bakersfield.

Both of these caveats are absolutely critical to the City and any deviance or departure from them will be adamantly challenged and opposed.

Information Regarding Poplar Avenue Station Site

In order to help understand some of the City's reasons for opposing the Poplar Avenue station location, the following information is offered:

- The proposed interim station is located at the end of CP 4, which is located at the point where the adopted HSR alignment (generally adjacent to the BNSF Railroad) intersects Poplar Avenue, approximately four miles northwest of central Shafter. While the Draft Business Plan does not attempt to identify any more precise location for the station, there is virtually no existing urban development within over a mile of this point. Other than an agricultural trucking/warehousing facility, the area surrounding this location is privately-owned farmland.
- There is no urban infrastructure that exists within the vicinity of the proposed Poplar Avenue interim station. Other than State Highway 43 (a four-lane highway between Shafter and Wasco), the only streets in the surrounding area are two-lane rural roads.
- The Poplar Avenue station site has virtually no existing transportation connectivity. The only form of public transit available to the site is Kern Transit, which runs small intra-regional busses six times per day to and from Bakersfield. Even by car, the site is approximately seven to eight miles to the nearest freeway (State Route 99 via Lerdo Highway).
- Note attached Figure 1, which shows the relative locations of the proposed Poplar Avenue interim station and the Bakersfield F Street Station. Particular attention is drawn to the urbanization in proximity to each station location.

Supporting Information

The following information is provided in support of the City's reasons for opposing this proposal.

1. The establishment of an interim station at Poplar Avenue (instead of downtown Bakersfield) does not comply with multiple provisions of Proposition 1A.

Among the provisions of Proposition 1A (Streets and Highways Code Section 2704) are the following:

Sec. 2704.08(f): In selecting corridors or usable segments thereof for construction, the authority shall give priority to those corridors or usable segments thereof that are expected to require the least amount of bond funds as a percentage of total cost of construction. Among other criteria it may use for establishing priorities for initiating construction on corridors or usable segments thereof, the authority shall include the following: (1) projected ridership and revenue, (2) the need to test and certify trains operating at speeds of 220 miles per hour, (3) the utility of those corridors or usable segments thereof for passenger train services other than high-speed train service that will not result in any unreimbursed operating or maintenance costs

to the authority, and (4) the extent to which corridors include facilities contained therein to enhance the connectivity of the high-speed train network to other modes of transit, including, but not limited to, conventional rail (intercity rail, commuter rail, light rail, or other rail transit), bus, or air transit.

Sec. 2704.09(h): Stations shall be located in areas with good access to local mass transit or other modes of transportation.

Section 2704.09(i): The high-speed rail system shall be planned and constructed in a manner that minimizes urban sprawl and impacts on the natural environment.

For the reasons cited above, the Poplar Avenue station location clearly does not meet the cited requirements of Proposition 1A. The station location has no meaningful connectivity to any mass transit or other modes of transportation. The negative impacts of this circumstance become even more acute and relevant when taking into consideration the fact that the Poplar Avenue station would function as the southerly terminus of the IOS.

One of the essential supporting purposes of locating a station in downtown Bakersfield and the core areas of other HSR station cities is to help in facilitating more dense and compact urban forms in core areas and conversely to help alleviate more accelerated urban sprawl (see Sec. 2704.09(i) above). Even as an interim facility, the Poplar Avenue station will have the opposite effect of this goal.

It will delay and diminish efforts (currently being planned via the Bakersfield Station Area Plan) to focus new development in downtown Bakersfield leveraged off of the Bakersfield HSR station. Conversely, it will have an inducing effect on the predominately rural/suburban urban form in the general vicinity of the Poplar Avenue station location. Even after the interim station is abandoned, a portion of the ancillary development attracted by the Poplar Avenue station will remain, possibly inducing the premature conversion of productive farmland and/or producing urban decay.

2. The environmental impacts of an interim station at Poplar Avenue have not yet even begun to be identified or evaluated; the speculative environmental impacts are substantial.

To the City's knowledge, no CEQA or NEPA review, or any preliminary environmental screening has been conducted for the Poplar Avenue station. For a considerable public improvement with considerable associated impacts to be located in a remote and rural location, it can only be rationally concluded that the environmental impacts will be substantial. Conducting such formal CEQA/NEPA review would be involved and time consuming and vulnerable to legal challenge when considering the substantial change and impact to a rural location. Insofar as one of the tenants for proposing the interim Poplar

Avenue station is to help ensure that the IOS can begin operating as soon as possible, the distinct possibility of environmental complications, challenges, and delays would be counter to that objective.

While it is acknowledged that the Poplar Avenue station is proposed to be an interim station only, a public facility of this nature and magnitude cannot avoid producing substantial direct and indirect impacts; including, but not limited to:

- **Traffic and Circulation:** These impacts will be greatly heightened given the limited nature and capacity of the existing circulation system in the area of the station.
- **Land Use:** As stated, the area around the station is completely rural in character and mostly comprised of productive farmland. The station and its future demand for ancillary uses will constitute a complete and dramatic change from the existing nature and character of the area.
- **Agricultural Resources:** The Poplar Avenue station location is situated directly in the middle of an area of productive farmland. Either this farmland will be permanently lost to urban development, or there will be substantial costs to converting it and placing it back into agricultural production after the station is abandoned.
- **Air Quality:** The cumulative added vehicle miles traveled for Bakersfield area passengers to travel to and from this remote station location will have a considerably exacerbating effect on air quality emissions compared to a downtown Bakersfield station.

3. The establishment of an interim station at Poplar Avenue is incompatible with the Sustainable Community Strategy and greenhouse gas reduction requirements of SB 375.

The Sustainable Communities and Climate Protection Act of 2008 (Sustainable Communities Act, SB 375, Chapter 728, Statutes of 2008) supports the State's climate action goals to reduce greenhouse gas (GHG) emissions through coordinated transportation and land use planning with the goal of more sustainable communities.

Under the Sustainable Communities Act, each of California's Metropolitan Planning Organizations (MPOs) must prepare a "sustainable communities strategy" (SCS) as an integral part of its regional transportation plan (RTP). The SCS contains land use, housing, and transportation strategies that, if implemented, would allow the region to meet its GHG emission reduction targets. Once adopted by the MPO, the RTP/SCS guides the transportation policies and investments for the region.

In July 2014, the Kern Council of Governments (KernCOG) adopted the RTP/SCS for Kern County, which includes Bakersfield.

The SCS identifies specific implementation strategies that local governments, KernCOG, and other stakeholders may consider in order to successfully implement the SCS. This includes construction and upgrades to transit facilities within the metropolitan area, identification of transit-priority areas within Metropolitan Bakersfield, encouragement of infill along major transit corridors that is consistent with the Central Core Area of Bakersfield, and other implementation strategies.

These strategies facilitate future development that efficiently moves the public and goods throughout the region while connecting homes to major regional employment centers. The SCS demonstrates that placement of the HSR Station within Metropolitan Bakersfield would be consistent with the goals and policies of SB 375, and ensures that the City and Kern County continue to meet the Greenhouse Gas Emissions and Vehicle Trip reduction targets established by the California Air Resources Board.

4. The establishment of an interim station at Poplar Avenue is impracticable from a business and cost perspective.

Table 6.3 in the Ridership and Revenue Forecasting Technical Supporting Document attempts to forecast ridership for various operating scenarios, including differences between the Valley to Valley (VtoV) IOS (San Jose to Poplar Avenue) and the Valley to Valley Extended (VtoV Ext.) IOS (San Francisco to Bakersfield).

The City contends that HSR ridership between the Bakersfield area and other San Joaquin Valley stations in particular (Kings/Tulare and Fresno) will be dramatically different between a station located at Poplar Avenue and downtown Bakersfield. At an established fare of \$40 for the 33-mile trip between the Fresno and Kings/Tulare stations, it must be assumed that ridership on this segment will be relatively limited. Since the only other San Joaquin Valley station on the IOS is in the Bakersfield area, the majority of travel within the San Joaquin Valley (based on cost and time efficiency) would be between the Bakersfield area and the other two stations.

For travel within the San Joaquin Valley, Table 6.3 estimates 2025 annual ridership on the VtoV segment (Poplar Avenue station) at 700,000 passengers with annual revenues at \$37.04 million. By contrast, intra-San Joaquin Valley travel on the VtoV Ext. segment (Bakersfield station) is estimated at 1,000,000 passengers (43% greater) with revenues of \$55.47 million (50% greater). For the minimum four year difference between the completion of the IOS and Phase I, this is at least \$73.72 million (\$18.43 million/year) viewed as a missed opportunity by not extending the IOS to downtown Bakersfield.

While these differences are substantial, the City contends that the differences in ridership (and revenue) estimates for these two scenarios would actually be greater than forecasted. The reason for this is not based on complicated modeling, but rather simple math. Using the established fare between Bakersfield and Fresno of \$56, the estimated time and cost of driving from Bakersfield to the Poplar Avenue station, and the estimated time and cost of driving from Bakersfield to Fresno, a passenger taking a HSR train all the way from downtown Bakersfield to Fresno would be paying about the same as driving (based on total driving costs) while saving about 40 minutes in travel time.

By comparison, a Bakersfield resident taking HSR from the Poplar Avenue station to Fresno would be paying an additional cost of \$10 compared to driving (additional \$45 based on gas costs only) to save only about 20 minutes in overall travel time. To the average consumer, the differences in value are significant and would lead one to assume that only a limited number of consumers would chose the HSR option for travel between Fresno and the Bakersfield area with the station at Poplar Avenue.

To our knowledge, the Draft Business Plan does not contain a separate estimate of the direct and indirect costs of constructing an interim station at Poplar Avenue. It is reasonably assumed that as an interim station, facilities would be limited to only those nominally needed, but even with that, the costs cannot be insubstantial. In addition to the basic cost of rail platforms and station facilities, the following would be needed for an interim station:

- A very large amount of (assumed) surface parking, increased by the fact that this would serve as the southerly terminus of the IOS.
 - Bus facilities to accommodate an estimated 72 bus trip ends per day to provide feeder bus service to southern California.
 - Improving and widening access roads and approaches. Merced Avenue, the most direct route from the Poplar Avenue station to State Route 99, currently does not cross the Friant-Kern Canal.
 - Extending needed utilities and infrastructure for an unknown distance to an isolated rural location.
 - While the sum of all these costs will be considerable, the effective cost is even more compounded when considering: (1) that all of these facilities will only have an estimated functional life of four years; and (2) the added cost of removing the majority of the facilities or converting them to an alternative use upon the extension of the HSR system to downtown Bakersfield.
- 5. Other options exist to bring HSR service to downtown Bakersfield as part of the IOS on an interim basis if additional funding to construct beyond CP 4 does not materialize.**

As noted, the Poplar Avenue station is 23 miles northwest of downtown Bakersfield. Not only is the interim station remote and inconvenient to potential HSR riders from the Bakersfield area, the station location is perhaps even more unattractive to potential HSR riders arriving at Bakersfield. Unlike the proposed bus feeder service to southern California, there is no proposed feeder service to central Bakersfield and no significant existing transit service. Passengers arriving at the Poplar Avenue station and destined for the Bakersfield area would essentially be "stuck" if they did not have access to a waiting vehicle.

As noted above, the Poplar Avenue interim station poses numerous disadvantages and negative impacts, and the direct and indirect costs of constructing (and ultimately abandoning) an interim station at that location would be very substantial. If funding is unavailable to construct the 23-mile segment of the HSR system from CP 4 to Bakersfield as part of the IOS, please consider these other less costly options to bring HSR service to Bakersfield on an interim basis, as follows:

1. Electrify the adjacent BNSF/Amtrak rail line in order to allow HSR trains to continue to the existing Bakersfield Amtrak station on an interim basis.
2. Utilize ultra-clean diesel engines that could be used to propel HSR trains from a staging point at Poplar Avenue to the Bakersfield Amtrak station on an interim basis. While this would lengthen travel times from Poplar Avenue to Bakersfield compared to the first option, it would be substantially less costly. It would also be much less costly and impactful than constructing and abandoning a Poplar Avenue interim station. In addition to providing a one-seat ride on the IOS to downtown Bakersfield, it would also make the proposed feeder bus service to southern California more efficient and effective by being able to utilize the existing feeder bus terminal adjacent to the Bakersfield Amtrak station.

Impacts to Shafter Heavy Maintenance Facility Site

As a separate, but also significant final concern regarding the possibility of ending the IOS at the end of CP 4, it is noted that doing so would by default preclude the opportunity to locate the HSR Heavy Maintenance Facility (HMF) at the proposed site just south of Shafter. The City is supportive of establishing the HMF at one of the two proposed sites in Kern County (Shafter or Wasco).

The HSRA has prepared an evaluation matrix of 12 proposed HMF sites. Based on eight separate criteria used to evaluate the sites, the Shafter site received the highest possible rating in 6 of 8 criteria. None of the other 11 sites received the highest rating in more than three criteria categories. To eliminate the Shafter HMF site from consideration simply and solely because it was located a few miles beyond the established end of the IOS would be doing a disservice to Kern County and, ultimately, the efficiency of the entire HSR system.

Summary and Conclusion

In conclusion, it is reiterated that the City is appreciative of the efforts that Mr. Morales and the HSRA have made to address and respond to the City's HSR-related issues and concerns. The City is also appreciative of the Draft Business Plan's stated goal to attempt to extend the IOS to downtown Bakersfield. However, for the aforementioned reasons, the City must go on record stating its firm opposition to the possibility of locating an interim station at Poplar Avenue, and requesting that the Draft Business Plan be modified to eliminate this option, or, at a minimum, evaluate and consider the identified options to extend IOS service to downtown Bakersfield through interim means.

Thank you for thoughtful and meaningful consideration of the City's comments, which were approved by a vote of the Bakersfield City Council on March 30, 2016.

Sincerely,



Alan Tandy
City Manager

cc: Steven Teglia, Assistant City Manager
Andrew Heglund, Deputy City Attorney
Nick Fidler, Public Works Director
Doug McIsaac, Community Development Director

2018 Business Plan RECORD DETAIL

First Name : Yudai
Last Name : Iwasaki
Stakeholder Comments/Issues : Dear CHSRA

Please accept the attached comments regarding your draft 2018 business plan.
We hope you will find it useful in implementing your project.

Best regards,
Yudai Iwasaki

Yudai IWASAKI (Mr.)
International Policy and Project Division Railway Bureau Ministry of Land,
Infrastructure, Transport and Tourism (MLIT)
Mail: iwasaki-y2au@mlit.go.jp
Tel: +81-(0)3-5253-8111 (Ext. 40234)
+81-(0)3-5253-8527 (Direct)

Attachments : 180507_Japan's Comments on the California High-Speed Rail Authority's
Draft 2018 Business Plan.pdf (370 kb)

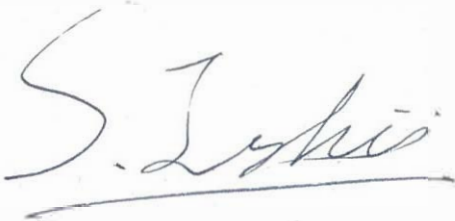
May 7, 2018

California High-Speed Rail Authority
770 L Street, Suite 620 MS-1
Sacramento, CA95814

To Whom It May Concern:

Please accept the attached comments from my bureau regarding your draft 2018 business plan.
We hope you will find it useful in implementing your project.

Sincerely,

A handwritten signature in black ink, appearing to read 'S. Ishii', with a horizontal line underneath.

Sho Ishii
Director
Office of Project Coordination, International Policy and Project Division, Railway Bureau
Ministry of Land, Infrastructure, Transport and Tourism
2-1-3, Kasumigaseki, Chiyoda-ku, Tokyo, Japan
Phone: +81-3-5253-8527 Fax: +81-3-5253-1635

A handwritten signature in blue ink, appearing to read 'Koyo Kondo', with a horizontal line underneath.

Koyo Kondo
Associate Officer
International High-Speed Railway Projects Rolling Stock Company
Kawasaki Heavy Industries, Ltd.
1-14-5, Kaigan, Minato-ku, Tokyo, Japan
Phone: +81-3-3435-2569 Fax: +81-3-3435-2157

Japan's Comments on the California High-Speed Rail Authority's Draft 2018 Business Plan

【 Implementation and Delivery Strategy】

- We believe that the strategy of gradually constructing from the Central Valley section and starting the service as soon as possible is quite correct in light of our experience in Japan. In Japan, demand for constructing Shinkansen lines nationwide grew stronger as people realized its convenience. It is important to start the high-speed railway as early as possible and have many people realized the advantage of high-speed railway.

- On the other hand, we think that the view point of system integration is important even in the case of gradual construction. For example, although the tunnel of Pacheco Pass is supposed to be constructed finally in the Silicon Valley and the Central Valley section, if the specification of the rolling stock is decided prior to the design of the tunnel, the design of the tunnel may lose flexibility. Generally, when constructing a tunnel, the smaller the cross-sectional area becomes, the lower the cost is. However, as the cross-sectional area of the tunnel becomes smaller, it is necessary to take measures on the rolling stock, such as shaping the vehicle to counter micro-pressure waves, and raising airtightness inside the vehicle to avoid ear-popping and the reverse flow of the toilet water caused by the sudden change in air pressure. If you introduced the rolling stock that is not applied with such countermeasures, the cross sectional area of tunnel could not be reduced and an option for cost reduction would be lost. For this, we think that it is important to consider the whole system integration beforehand even in the case of gradual construction.

- As for the procurement plan, the specific schedule and contents is not shown in the plan. However, the schedule and contents of bidding are extremely important when private companies formulate a business plan. In order to enhance the predictability for private companies, please describe specific information as much as possible. Further, we would like to note that Japan is highly interested in bidding of rolling stock and rail infrastructure.

- In November last year, the early train operator was selected. It is important to take the opinions of the operator in the plan. And we value the selection as it shows progress is made in the California high-speed rail project. On the other hand, due to the DB becoming the early train operator, we are concerned that the bidding may be based on the European technical standards and the knowledge and technology of Japanese Shinkansen cannot be utilized. We would like to request that it will be an open bidding that can make use of the knowledge and technology of Japanese Shinkansen.

【Capital Costs and Funding】

- In this business plan, the cost has increased compared to the 2016 Business Plan. Although the lower cost the better it is, in light of our experience in Japan, it is often necessary to review the cost in large-scale projects like high-speed rail. We highly value that this time the cost was analyzed more precisely, considering risks.
- Although there is a gap between the amount of necessary budget and secured financial resources, we hope that efforts will be made to reduce the costs and secure funding sources to realize the project. We would like to mention that Japan once proposed cost reduction of tens of billions of Japanese yen by reducing the cross-sectional area of the tunnel in the case of the Taiwan Shinkansen.

2018 Business Plan RECORD DETAIL

First Name : William

Last Name : Descary

Stakeholder Comments/Issues :

Dear Sir or Madam:

Please accept the three attached pages as my comments on the Draft 2018 Business Plan.

Thank you.

William C. Descary

(661) 834-3507

Attachments : HSR_Draft_2018_Business_Plan__Comments.pdf (357 kb)

May 4, 2018

California High-Speed Rail Authority
Attn: Draft 2018 Business Plan
770 L Street, Suite 620 MS-1
Sacramento, CA 95814

Via Email

RE: Comments on Draft 2018 Business Plan

Chief Executive Officer (CEO) Letter

The Project is described as a “vision.” In fact, what is needed is a detailed description of how to solve the on-going lack of reliable funding. The CEO states that “greater certainty on funding” is needed to deliver the Silicon Valley to Central Valley Line not to mention the rest of the Project. Certainty in funding is impossible when the amount of funding needed is unknown particularly because tunneling cost in the Pacheco Pass is unknown. Similarly, funding needs for Phase I are undetermined largely because of unknown costs to tunnel in the Tehachapi and San Gabriel Mountains among other unknowns.

The CEO says the Authority is transitioning from a planning organization to a project delivery organization. Planning emphasis continues to be needed especially with “much of the system in the environmental and preliminary design stage.” Poor planning has plagued the Project from the beginning. The CEO talks about investing the remaining Prop. 1A bookend funds in Southern California to prepare for HSR. HSR is decades away from Southern California. Furthermore, with all the funding promises in Northern and Southern California, (Pg. 22) Prop. 1A bookend money could well be over committed.

In reality, this Plan is an attempt to explain how at the end of the next decade there might be 224 miles of high-speed rail ready infrastructure along two lines. One in the Central Valley (Bakersfield to Madera) and one in the Silicon Valley (Gilroy to 4th and King Streets in San Francisco via San Jose). In 2008 when the Prop. 1A vote was taken, the central selling point was Bay to Basin in 2 hours and 40 minutes. The Bay to Basin concept and travel time to compete with airlines has been lost. It is now a commuter line between Gilroy and the rest of Silicon Valley as a means to lessen the Bay Area housing crisis by opening Central Valley housing markets (Pg. 20).

Lastly, the CEO says state funding committed to the Project can be leveraged to pursue “additional private and federal funding.” There cannot be “additional” private money because not one dime of private money has been invested in the Project. It is generally accepted there will be no more federal money spent on HSR in California. There is stiff competition for federal rail dollars especially from Amtrak for modernizing its northeast corridor.

Challenges Ahead

First, HSR travel needs along the proposed initial line in the Central Valley need to be re-examined.

It is disingenuous to compare long distance international HSR travel between destination cities such as Madrid to Seville or Paris to Lyon with what is discussed for California; an 800 mile route with 24 stations or an average of 33.33 miles between stations.

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Exhibit 1.3 (Pg. 7) compares estimated travel times by HSR, car and existing passenger rail. Flying time is unfairly omitted based on time to get to and from an airport, finding parking and going through security all of which similarly apply to HSR travel.

It is misleading to compare the geologic, groundwater and seismic challenges of Pacheco Pass with the Gotthard Base Tunnel, a 35 mile tunnel through the granite rock of the Swiss Alps that took sixteen years to build.

The most current Central Valley (Bakersfield to Madera) cost estimate of \$10.6 billion does not include trainsets. Sixteen trainsets are estimated to cost \$1 billion. The Central Valley segment was originally estimated to cost \$6 billion, revised to \$7.6 billion in 2016 and now estimated to cost \$10.6, and according to the 2018 Plan it could cost over \$12 billion.

Details are needed for how HSR would interface with Amtrak in the Central Valley and with Caltrain between San Francisco, San Jose and Gilroy while the Pacheco Pass issues are being solved as this will take years. Ridership on the Central Valley segment between Madera and Bakersfield competing with San Joaquin Amtrak is uncertain at best. Despite adding a southbound and northbound train in June 2016 for a total of seven trains per day each way, for the 2016-17 fiscal year the Amtrak operating subsidy was estimated to be about \$43.4 million according to a report in November 2016. Prop. 1A prohibits an HSR subsidy

The cost of the Merced extension is not included in the \$29.5 billion Silicon Valley to Central Valley cost estimates (Pgs. 15 & 39).

Risk Assessment

The Plan makes it clear that a “mega project of this magnitude and complexity” cannot be completed using only pay-as-you-go financing. The Plan proposes leveraging Cap-and-Trade annual receipts of \$750 million by issuing state revenue or lease revenue bonds totaling \$3.9 to \$11.1 billion. Because of the uncertainty of Cap-and-Trade auction receipts the state would have to provide a “credit enhancement” or guarantee principal and interest payments to bondholders. Additionally, the Cap-and-Trade program would have to be extended to 2050 to allow time to pay off the long term bonds.

The risk and downside of such a financing is that available funds are expended with only the Silicon Valley to Central Valley segment financed. Ridership and revenue forecasts for the valley to valley operation are highly suspect as far as providing funding for continuing to Los Angeles. Valley Amtrak ridership is already heavily subsidized. There is a high probability of Phase I never being completed not to mention the risk of Phase II ever being built.

Conclusion

The Peer Review Group letter to the HSRA Board concerning the Draft 2018 Business Plan dated March 30, 2018 is revealing. It says, “The Authority can no longer be expected to deliver a project for which

California High-Speed rail Authority
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the proposed scope is not matched by adequate and reliable funding.” It goes on to outline in broad terms four courses of action. Under the circumstances discussed above, the first option is the most practical; end the Project immediately. This would entail paying contractor charges, retain, sell or return acquired property, and repay ARRA money. This is consistent with *Issues for Legislative Consideration* identified in the Legislative Analyst’s Office (LAO) review of the Draft 2018 Business Plan dated April 2, 2018.

Issue 1: *Actual Project Costs Could Be Even Higher.* Base cost estimate of \$77.3 billion to complete Phase I, but costs could range from \$63.2 to \$98.1 billion.

Issue 2: *Significant Uncertainties Regarding Funding to Complete IOS.* A large portion of Initial Operating Segment (IOS) funding would come from borrowing against future Cap-and-Trade auction revenues through 2050. If auction revenues did not materialize and/or costs escalated, the state would need to identify other fund sources for the IOS – likely the General Fund.

Issue 3: *No Complete Funding Plan for Remainder of Phase I.* The Plan discusses possibly securitizing the net operating revenues of the IOS but there are challenges with this approach. First, it is unlikely that the IOS will actually generate an operating surplus. Second, securitizing the net cash flow would not make funding available until 2032 even though funds to complete Phase I would be needed sooner. Third, the Plan estimates the funding that could be generated would fall substantially short of the funds needed to complete Phase I and it does not specify how this shortfall would be met.

Issue 4: *Full Funding Plan Needed.* Considering all the above funding challenges, as well as the potential for further cost increases, it is absolutely crucial for the HSR Authority to have a complete and viable funding plan to complete the IOS and the remainder of Phase I. Since no such funding plan exists, an exit strategy needs to be developed now.

In short, it is time to stop this Project.

Sincerely,

William C. Descary

(661) 834-3507

2018 Business Plan RECORD DETAIL

First Name : Michelle

Last Name : Margetts

Stakeholder Comments/Issues : To Whom It May Concern-

Please find attached Acumen's 2018 CAHSR Business Plan Comments as of May 4, 2018, per your request.

Let us know if we can be of further assistance at this time.

Thanks,
Michelle

Michelle M. Margetts
Business Development Manager
michelle.margetts@acumentransit.com
Acumen Building Enterprise, Inc.
Tel: 510.530.3029, ext. 133
www.acumentransit.com
Improving the Nation's Transportation Infrastructure

Attachments : ACUMEN_Comments_2018 CAHSR Business Plan_050418.pdf (303 kb)

COMMENTS:

**CALIFORNIA HIGH-SPEED RAIL AUTHORITY
DRAFT 2018 BUSINESS PLAN**





Acumen Comments on CAHSR Draft 2018 Business Plan as of May 4, 2018:

1. The CEO letter states that CAHSR will conduct business differently and transform from a planning organization to project delivery. The initial stages are dwarfed with what needs to be done in comparison to the project time scale. Has a detailed or resource-loaded schedule been developed for implementation that can be shared with the public?
2. To emphasize the importance of moving CAHSR forward and to give the reader of the business plan a better understanding of the challenge in building high-speed rail, a report section should be dedicated to how the CAHSR current stage of delivery (schedule and costs) compares with international HSR projects. Plan needs to address the issue of why the high-speed rail endeavor in California is taking so long.
3. The CAHSR plan falls short of emphasizing the need to address local traffic concerns in urban areas and the integration of HSR with other modes, such as commuter rail, metros, bus, and autonomous vehicles that will generate HSR users.
4. The picture on page 5 showing urban commuter traffic congestion is not what HSR is about in California. The report states that Los Angeles, San Francisco and San Jose have some of the most grueling commutes in the nation. This is not going to be solved by HSR. Investing in transportation within urban areas will enable people to move about more freely. High-speed rail is a service between long distance urban centers.
5. The plan overemphasizes the desire to construct the Silicon Valley to the Central Valley portion. The report struggles to convey each reason to build this portion. It is a change in direction from past objectives which have been publicly established. The report describes the Central Valley as an area of low population, poverty and unemployment which contradicts the prior established reasons for high speed rail in the area. It states a desire to make trips as quickly as possible in an area well serviced by highways. Ticket revenue, if any, from such a region would obviously not generate an impact in the costs of operating HSR in the region. The report states that the intention is to recover operating costs through ticket revenue. Surely there must be another area in California rather than the Central Valley that can more effectively justify the need for a high-speed rail service.
6. The CAHSR plan should justify its organization and address the problem of leadership and turnover in CAHSR management. Discuss what is being done to stabilize this issue because for certain goals and objectives are being changed and derailed by this problem.



7. The report could have done a better job at explaining the constant escalation of costs. A system that was estimated at \$40 billion in 2008 is now at a staggering \$77 billion to \$100 billion. The report has not adequately explained cost over runs on current construction within the Central Valley. The report states that CAHSR will have better cost and schedule management in the future, but why was this not recognized as a risk earlier and mitigated as such cost over runs have not set a good management example in the public image.
8. CASHR has a 30% Small Business Program that is performing well. Acumen supports the agency's efforts to meet and exceed this program's current objectives. What are the actual small business objectives achieved over the past two years? Three years? Five years?

2018 Business Plan RECORD DETAIL

First Name : Skip

Last Name : Sowko

Stakeholder Comments/Issues : Thank you for providing the Transbay Joint Powers Authority (TJPA) with the opportunity to comment on CHSRA's 2018 Draft Business Plan. Our comments are attached.

Attachments : TJPA Comments-2018 CHSRA Draft Business Plan-5-4-2018.pdf (70 kb)



TRANSBAY JOINT POWERS AUTHORITY

Mark Zabaneh • Executive Director

May 4, 2018

Via U.S. Mail and Email
Mr. Brian Kelly, CEO
California High-Speed Rail Authority
770 L Street, Suite 620 MS-1
Sacramento, CA 95814

Subject: TJPA Comments on CHSRA Draft 2018 Business Plan

Dear Mr. Kelly,

Thank you for the opportunity to review the California High-Speed Rail Authority's (CHSRA) Draft 2018 Business Plan (the "Draft Plan"). The Transbay Joint Powers Authority (TJPA) commends the CHSRA for completing the Draft Plan and continuing to advance this important project.

The TJPA would like to offer the following comments on the Draft Plan:

- 1) The TJPA commends the CHSRA for revising the Central Valley to Silicon Valley Line (the "Valley-to-Valley Line") and extending it to San Francisco. We firmly believe that recognizing San Francisco as the terminus of this segment of the CHSRA Phase 1 System will provide enormous benefits to CHSRA riders as well as the San Francisco Bay Area and Central Valley regions.
- 2) The Draft Plan suggests that the San Francisco terminus of the Valley-to-Valley line is expected to the 4th and King Caltrain station in 2029, and the Salesforce Transit Center in 2033. Thus, the Draft Plan suggests a four-year delay in CHSRA's delivery of high speed rail service to downtown San Francisco as compared to the 2016 Business Plan.

We respectfully advocate that the CHSRA make the Salesforce Transit Center the northern terminus of the Valley-to-Valley Line in 2029. Construction of the Salesforce Transit Center and the start of bus operation revenue service is scheduled to be completed this summer. With this milestone, the focus of the TJPA and the San Francisco Bay Area Region will be the implementation of Downtown Rail Extension (DTX), which includes extending the Caltrain and CHSRA line from the 4th and King Station into the Salesforce Transit Center. The TJPA has been coordinating implementation schedules with CHSRA on a monthly basis for several years. While the DTX is funding dependent, it can be completed and ready to receive CHSRA trains by as early as 2027. Therefore, CHSRA's final Business Plan should identify the Salesforce Transit Center as the northern terminal station for the Valley-to-Valley Line in 2029, with the 4th and King Station identified as the contingency station should the transit center not be timely available because of

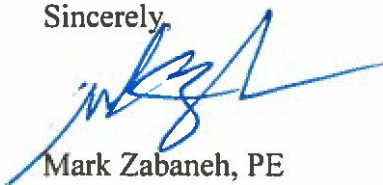
- 3) We are surprised about the Draft Plan's general lack of mention of the status of the Salesforce Transit Center and DTX, particularly when compared with the level of information provided on other components of the CHSRA Phase 1 System—for example, Caltrain electrification and Los Angeles Union Station. The Salesforce Transit Center is the Proposition 1A-designated northern terminus of the system. As the northern bookend, it would be appropriate to provide more detailed discussion in the final Business Plan. We believe the Plan's audience, particularly the investment community, would likewise expect the final Business Plan to give more attention to the Transbay Program, given its vital role in connecting CHSRA's Phase 1 System from Los Angeles/Anaheim to downtown San Francisco.
- 4) The Capital Cost Basis of Estimate Report recognizes that the costs for the Valley-to-Valley Line include a \$550 million contribution from the CHSRA towards the DTX. As construction of the DTX is expected to be ongoing between 2020 and 2027, the final Business Plan should confirm that the agreed \$550 million in funding will be timely available to the TJPA for that work (that is, the CHSRA contribution will not be delayed until 2029 or later).

Also, when CHSRA made its commitment of \$550 million in its 2016 Business Plan, the arrival of CHSRA service at the Salesforce Transit Center was planned for 2029. As discussed above, the TJPA is optimistic that CHSRA can still achieve revenue service at the transit center in 2029 and that CHSRA will make the funds available for construction to meet that schedule. But if CHSRA is now planning for service at the transit center to begin in 2033 or CHSRA is otherwise planning to delay its \$550 million contribution to the DTX, the amount of the contribution should be escalated from the Base Year 2015 dollars reported in the 2016 Business Plan along with the year of expenditure dollars to account for the delay.

Finally, we recommend that the final version of the Business Plan cite the \$550-million contribution to the DTX in the main report, not just in the Capital Cost Basis of Estimate Report.

Please give these comments appropriate consideration, and incorporate any changes required by the comments into the final 2018 Business Plan to improve the information provided to the public. If you have any questions regarding these comments, please do not hesitate to contact me.

Sincerely,



Mark Zabaneh, PE
Executive Director

cc: TJPA Board
2018businessplancomments@hsr.ca.gov



TRANSBAY JOINT POWERS AUTHORITY

Mark Zabaneh • Executive Director

May 4, 2018

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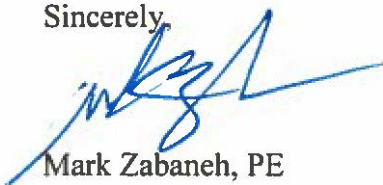
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Please give these comments appropriate consideration, and incorporate any changes required by the comments into the final 2018 Business Plan to improve the information provided to the public. If you have any questions regarding these comments, please do not hesitate to contact me.

Sincerely,



Mark Zabaneh, PE
Executive Director

cc: TJPA Board
2018businessplancomments@hsr.ca.gov

2018 Business Plan RECORD DETAIL

First Name : Dan

Last Name : Conetta

Stakeholder Comments/Issues : Dear HSRA,

I would like to make an informed comment on the High-Speed Rail Project, but to do so I would first need to know the proposed location of the railway. Could you possibly tell me where I can view a map showing the location of the proposed railway location. I am particularly interested in the Burbank area. Thank you for your assistance.

Sincerely,

Dan Conetta

2018 Business Plan RECORD DETAIL**First Name :** Anne**Last Name :** Duzen**Stakeholder Comments/Issues :****Attachments :** [March Board Meeting Anne Duzen Written Public Comment 164.pdf \(34 kb\)](#)

February 22, 2018

Dear CHSRA Board of Directors:

I live in the Palmdale to Burbank project section of the purposed High Speed Train Routes. The 2018 Business Plan is now being prepared and is to be released in the upcoming weeks. I have the following requests related to the content and process for the Business Plan. In essence, I will call upon my legislators to not support approval of the Business Plan unless the routes E1 and E2 in the Burbank to Palmdale project section are removed permanently from consideration.

1. The Authority has long promised a public meeting in the northeast San Fernando Valley. When the 2018 Business Plan is released and its public comment period begins, please hold a public meeting at a suitably large and convenient venue in the northeast San Fernando Valley so that the people most impacted may attend and engage directly with the Board, management and consultants.
2. The 2018 Business Plan must eliminate proposed routes E1 and E2.
 - The 2018 Business Plan should acknowledge that the E-3 route was eliminated in the 2016 Business Plan because of "over burden" and that the E-2 route, which has a similar over burden, must be eliminated.
 - Now that the geotechnical testing has been completed in the Angeles Forest, ample evidence exists to remove the E-1 Route given the hydro static pressure, the fractured nature of the rock, the "over burden", and the dewatering risks of such tunnels.
3. The 2018 Business Plan should address the inability of the Authority to propose suitable alternatives for the northeast San Fernando Valley and, if the Authority is not committed to identifying new alternatives, ought to abandon plans for high speed train service from Palmdale to Burbank. The responsibility to identify suitable alternatives is on the Authority and it should not remain, in the form of delay, on the backs of stakeholders in the northeast San Fernando Valley any longer.

Sincerely,

Signature: Anne Van Duzen Name: Anne Van Duzen

Address: 9815 Wheatland Ave Shadow Hills 91040-1231

Email: amathys2@aol.com Phone: 818-568-5199

Additional Comments: _____

2018 Business Plan RECORD DETAIL

First Name : John

Last Name : Urban

Stakeholder Comments/Issues : Hello,

These comments relate solely to the San Jose section of the HSR alignment.
1) At grade and blended north of Diridon Station is a must. It minimizes costs for tax payers and visual impacts for those people(residents, visitors and office workers) existing north of Diridon. AT- GRADE and BLENDED north of Diridon to Scott Blvd in Santa Clara is highly supported by residents living north of Diridon.

2) Adding another alternative through San Jose is excellent. More choices the better. At-grade and blended from San Francisco to Gilroy gives CAHSRA and the people an inexpensive choice, which is needed in light of the enormous cost overruns in the Central Valley. Partial financing of electrification from Tamien to Gilroy is highly desirable.

3) The CSJ CGO of creating a shared facility at Capitol Expressway should be implemented: Pool the resources of ACE, CapCorridor, Caltrain and HSR to create a joint facility. Save the people's money!

4) Help finance moving CEMOF to Capitol Expressway. This should help the turning radii from Diridon north to Taylor St. 5) Support the CSJ CGO idea of elevating Diridon one level to encourage ground floor human circulation.

John UrbanNewhall neighborhood (within San Jose, CA)

2018 Business Plan RECORD DETAIL

First Name : Vanessa

Last Name : May

Stakeholder Comments/Issues : Good day 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 the Santa Clarita area and into the San Fernando Valley, Los Angeles and all points south is 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 Southern California.

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

- The Refined SR 14 route comes too close to the methane gas producing Lopez Canyon Landfill site. The construction and operation of high speed rail anywhere near this location poses a risk of eliciting a dangerous methane gas leak.
- 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 May

<https://www.avast.com/sig-email?utm_medium=email&utm_source=link&utm_campaign=sig-email&utm_content=webmail&utm_term=icon>
Virus-free.

www.avast.com

<https://www.avast.com/sig-email?utm_medium=email&utm_source=link&utm_campaign=sig-email&utm_content=webmail&utm_term=link>
<#DDB4FAA8-2DD7-40BB-A1B8-4E2AA1F9FDF2>

2018 Business Plan RECORD DETAIL

First Name : Mark
Last Name : Powell
Stakeholder Comments/Issues : Mark R. Powell

27840 Mount Triumph Way
Yorba Linda, CA 92887

May 4, 2018

California High-Speed Rail Authority
Attn: Draft 2018 Business Plan
770 L Street, Suite 620 MS-1
Sacramento, CA 95814

To Whom it May Concern:

Attached for the Authority's consideration are five Worddocuments submitted as five separate comments on their Draft 2018 Business Plan .

Sincerely,

Mark R. Powell

attachments: 5

Attachments :

Comment_1_on_Draft_2018_Business_Plan_Ridership_on_V_to_V_Six_Times_Higher_than_Forecast_by_CRA.pdf (273 kb)
Comment_2_on_Draft_2018_Business_Plan_Ridership_Growing_at_Twice_the_Rate_of_Population_Growth.pdf (262 kb)
Comment_3_on_Draft_2018_Business_Plan_Completion_of_Environmental_Work_is_Unknown.pdf (265 kb)
Comment_4_on_Draft_2018_Business_Plan_Make_and_Economic_Argument_for_Building_High_Speed_Rail.pdf (359 kb)
Comment_5_on_Draft_2018_Business_Plan_GHG_Emissions.pdf (431 kb)

Comment 1 on Draft 2018 Business Plan

THE AUTHORITY'S DRAFT 2018 BUSINESS PLAN PREDICTS RIDERSHIP ALONG AN OPERATING SEGMENT BETWEEN BAKERSFIELD AND SAN FRANCISCO ROUGHLY SIX TIMES GREATER THAN THE RIDERSHIP PREDICTED BY THEIR FIRST RIDERSHIP CONSULTANT TWENTY YEARS EARLIER IN THE ONLY RIDERSHIP STUDY SAID TO BE "INVESTMENT GRADE".

Prepared May 3, 2018 by:
Mark R. Powell
27840 Mount Triumph Way
Yorba Linda, CA 92887
markrpowell@pacbell.net

DISCUSSION:

The perceived need for a statewide high-speed rail system was conceived shortly following the issuance of a grossly inaccurate May 1993 report by the California Department of Finance’s Demographic Research Unit (DRU) projecting that the state’s population would rise from 30 million in 1990 to 49 million in 2020 and more than double to over 63 million by 2040. The Intercity High-Speed Rail Commission, established in 1993, and its successor agency, the California High-Speed Rail Authority, established in 1996, were charged with developing and implementing a 20 year plan for a statewide high-speed rail system to meet the needs of California’s rapidly growing projected population.

Both the Commission and the Authority used the services of Charles River Associates (CRA) to conduct ridership studies on the proposed statewide HSR system. CRA’s first study was completed in July 1996, *Independent Ridership and Passenger Revenue Projections for High Speed Rail Alternatives in California* (1996 CRA Study). Writing about their study, CRA said, “these forecasts and sensitivity analyses represent the most advanced state-of-the-art, comprehensive HSR ridership and passenger revenue forecasts and analyses ever carried out in California, and possibly anywhere.”¹ The Commission added, “to ensure investment grade results, the forecasts were subjected to extensive peer review.”² To date, the 1996 CRA Study is the only ridership and revenue study that either the Commission or the Authority has dubbed “investment grade”.

In making their forecast CRA first broke up the path along the proposed HSR alignment into Origin/Destination Pairings (O/D Pairings). Origin and Destination Areas are referred to as “Catchment Areas” in the following table.

Area	Geographic Definition of Catchment Area
Los Angeles	Los Angeles-Riverside-Orange County, CA CMSA
San Francisco	San Francisco-Oakland-San Jose, CA CMSA
Sacramento	SACOG Planning Area
San Diego	San Diego, CA MSA
Bakersfield	Bakersfield, CA MSA
Fresno	Fresno, CA MSA
Merced	Merced, CA MSA
Modesto	Modesto, CA MSA
Monterey	Salinas, CA MSA
Stockton	Stockton-Lodi, CA MSA
Visalia	Visalia-Tulare-Porterville, CA MSA

Areas of Origin or Destination for Potential Users of a High-Speed Train

CMSA is a Combined Metropolitan Statistical Area

MSA is a Metropolitan Statistical Area

¹ *Independent Ridership and Passenger Revenue Projections for High Speed Rail Alternatives in California*, July 1996 by Charles River Associates, Executive Summary, page E-2. Copy of report located in Davis Transportation Library at UC Berkeley

² *Intercity High Speed Rail Summary Report and Action Plan*, December 1996 by ICHSR Commission, page 4-1. Copy of report located in Davis Transportation Library at UC Berkeley

CRA then estimated the annual number of person-trips by various modes between the O/D Pairings along the route of the high-speed train and then factored in expected growth rates to arrive at an estimate of total person-trips between these O/D Pairings in 2015, a year when they believed the entire statewide system would have been in service for a few years. When making their forecast CRA was working with DRU's May 1993 population forecast predicting that California's population would be 45.7 million in 2015. In their most recent forecast, dated January 2018³, the DRU now predicts that a population of 45.7 million will not be reached until 2036. In other words, the table below, assembled from O/D Pairings found in the 1996 CRA Study, might have been labeled "Forecast Trips in 2036" if CRA had been working with a more accurate population projection. Results from the 1996 CRA Study are shown below.

Forecast Trips in 2015					
O/D Pairing	Person Trips by Private Vehicle	Local Air Trips	Connect Air Trips	Amtrak Rail Trips	O/D Pairing Total
SFBA - Merced	1,618,146	3,704	17,345	16,291	1,655,487
SFBA - Fresno	3,734,266	64,636	216,051	53,965	4,068,918
SFBA - Visalia	167,460	1,723	7,005	19,192	195,380
SFBA - Bakersfield	850,206	9,900	43,671	31,827	935,604
Total SFBA to CV	6,370,079	79,963	284,071	121,276	6,855,388
Within Central Valley	3,492,123	249	-	59,438	3,551,810
Total	9,862,202	80,212	284,071	180,713	10,407,198

1996 CRA Study of Forecast Travel by Mode in 2015 w/o High-Speed Rail

CRA forecast a percentage of travel from each existing mode diverted to the high-speed train and then added induced travel to arrive at a forecast of HST ridership. Results are shown below.

O/D Aggrigated Pairings	2015 Ridership (M)
LA Basin - Bay Area	6.4
San Joaquin Valley - LA Basin	1.7
San Joaquin Valley - SF Bay Area	1.4
Within San Joaquin Valley	0.5
Other	1.2
Total Base System SFBay Area - LABasin	11.2

CRA Forecast Ridership on Basic System
Millions of Riders in 2015

Note: Valley-LA Basin and Valley-SF Bay Area Prorated per Authority's Split in 2008 Business Plan as only a single figure for LA Basin/SF Bay Area to the Central Valley was contained in the 1996 CRA Report.

³ Projections Prepared by Demographic Research Unit, California Department of Finance, January 2018
http://www.dof.ca.gov/Forecasting/Demographics/Projections/documents/P1_County_1yr_interim.xlsx

The Authority's Draft 2018 Business Plan forecast of 12.4 million riders on the Silicon Valley to Central Valley Operating Segment (Bakersfield to San Francisco) in 2032⁴ is 10% higher than the forecast ridership along the entire LA Basin to SF Bay Area alignment as forecast in the investment grade 1996 CRA Study. It is more than six times CRA's forecast ridership of 1.9 million for a stretch of track running from the San Joaquin Valley to the SF Bay Area (i.e. Valley to Valley). Moreover, it is 2 million annual riders higher than CRA's forecast ridership for ALL modes of travel forecast for 2015 (a reasonable proxy for 2032 given new population growth data) along the route of the Authority's Bakersfield to San Francisco initial operating segment.

CONCLUSION:

The Authority needs to investigate and explain to the public why its current ridership forecasting methods are so clearly at odds with the earlier forecast, the only forecast ever dubbed "investment grade". When analyzing the potential success of a statewide high-speed rail program, few things are more important than what the ridership will be because revenue (potential profitability) is directly dependent on ridership.

⁴ Draft 2018 Business Plan, page 90, Exhibit 7.1, Valley-Valley Ridership in 2032, Medium Ridership case. http://www.hsr.ca.gov/docs/about/business_plans/Draft_2018_Business_Plan.pdf

Comment 2 on Draft 2018 Business Plan

THE AUTHORITY'S 2018 BUSINESS PLAN PREDICTS PHASE 1 RIDERSHIP GROWING IN THE YEARS 2040 THROUGH 2060 AT A RATE ROUGHLY TWO TIMES THE RATE OF THE STATE'S PROJECTED POPULATION GROWTH.

Prepared May 3, 2018 by:
Mark R. Powell

DISCUSSION:

The California Department of Finance Demographic Research Unit (DRU) is designated as the single official source of demographic data for state planning and budgeting¹. The DRU routinely issues projections of the state’s population out to the year 2060. The DRU report issued immediately prior to the Authority issuing its Draft 2018 Business Plan was DRU’s January 2018 Report. Predictions of the state’s population contained in this report is shown in Table 1 alongside the Authority’s predicted Phase 1 ridership as presented in the Draft 2018 Business Plan. Ridership is not shown for the years 2032-2039 because these are years where ridership is expected to ramp up due to the newness of the system.

Year	Phase 1 Ridership (millions)	DRU January 2018 Population Forecast (millions)
2040	42	46.8
2045	44.1	48.2
2050	46.3	49.1
2055	48.7	50
2060	51.2	51
20-Year % Increase	21.90%	12.3%

Table 1

Comparison of Rail Authority’s Ridership Predictions on Phase 1 to Growth in State Population
Ridership is the Medium Ridership case for the Draft 2018 Business Plan

Table 1 shows that the Authority’s Draft 2018 Business Plan predicts ridership on Phase 1 growing at nearly twice the rate of the state’s population growth as predicted in DRU’s January 2018 Report.

A closer look at either of the DRU reports shows that the state’s population is currently growing annually at a rate of approximately 0.8%. According to DRU’s January 2018 Report, by 2035 this growth rate will have slowed to about 0.6%. Annual growth is expected to slow to less than .4% by 2055 and to continue declining out to 2060. In spite of this slowing population growth the Authority’s 2016 Business Plan predicts annual ridership growth of 1.0% for the entire 20 year period from 2040 to 2060.

¹ The Demographic Research Unit (DRU) of the California Department of Finance makes this statement on their official website.

<http://www.dof.ca.gov/Forecasting/Demographics/>

Table 2 illustrates how the growth rate of California’s population has been trending downward for more than 28 years and how this trend is expected to continue for the next 42 years.

Year	Population (thousands)	Population	
		5-Year % Increase	Annual % Increase During 5-Year Period
1980	23,775,000	-	-
1985	26,365,000	10.89	2.09
1990	29,942,000	13.57	2.58
1995*	31,989,000	6.84	1.33
2000	34,001,000	6.29	1.23
2005	35,830,000	5.38	1.05
2010	37,335,085	4.20	0.83
2015	39,059,415	4.62	0.91
2020	40,639,392	4.05	0.80
2025	42,326,397	4.15	0.82
2030	43,939,250	3.81	0.75
2035	45,440,735	3.42	0.67
2040	46,804,202	3.00	0.59
2045	48,007,817	2.57	0.51
2050	49,077,801	2.23	0.44
2055	50,044,172	1.97	0.39
2060	50,975,904	1.86	0.37

Table 2
Historical and Predicted Population Growth Rate for California
Years 2020-2060 are per DRU’s January 2018 Report

The Authority’s growth in ridership should match the growth in the state’s population. If it does not, then the Draft 2018 Business Plan should at least explain the discrepancy.

CONCLUSION:

The Authority’s current ridership forecasting methods are predicting ridership growth far exceeding the rate of population growth. When analyzing the potential success of a statewide high-speed rail program, few things are more important than what the ridership will be because revenue (potential profitability) is directly dependent on ridership. The Authority needs to take a critical look at the methods its ridership consultant is using to forecast ridership growth.

Comment 3 on Draft 2018 Business Plan

THE CALIFORNIA HIGH-SPEED RAIL AUTHORITY IN ITS 2009 REPORT TO THE LEGISLATURE AND IN ITS THREE SUBSEQUENT BUSINESS PLANS HAS STATED IN EACH REPORT/PLAN THAT IT EXPECTED TO COMPLETE ALL PERMITTING EFFORTS ALONG THE ROUTE OF PHASE 1 WITHIN ROUGLY TWO YEARS. HOWEVER, EVERY TWO YEARS, EACH NEWLY ISSUED PLAN PUSHES THE COMPLETION DATES OUT ANOTHER TWO YEARS. THE 2016 BUSINESS PLAN PROMISED THAT ALL EIGHT OF THE OUTSANDING PERMITTING EFFORTS WOULD BE COMPLETED IN 2017. NONE WERE COMPLETED. NOW THE DRAFT 2018 BUSINESS PLAN CLAIMS ALL PHASE 1 PERMITTING EFFORTS WILL BE COMPLETE BY THE END OF 2020, BUT PLACES AN ASTERISK BY EACH DATE SAYING THE DATE IS SUBJECT TO CHANGE. THE AUTHORITY'S BUSINESS PLANS SHOULD TRUTHFULLY TELL CALIFORNIANS WHEN THE PERMITTING EFFORT WILL BE COMPLETE. IF THE AUTHORITY AND ITS CONSULTANTS HAVE NO CLUE WHEN PERMITTING WILL BE COMPLETED, THEN THEY SHOULD CLEARLY SPELL THIS OUT IN THEIR BUSINESS PLANS.

Prepared May 3, 2018 by:
Mark R. Powell

DISCUSSION:

The California High-Speed Rail Authority’s December 2009 Report to the Legislature and its subsequent 2012, 2014, and 2016 Business Plans consistently promise completion of the project level permitting of each Phase 1 segment within roughly the next two years. See table below. But each subsequent report pushes the completion dates out another two years. In their 2016 Business Plan the Authority said that every project level permitting effort would be complete by the end of 2017. In the more than 12 years since certifying their *Final Program Environmental Impact Report/Environmental Impact Statement (EIR/EIS)* the Authority has completed only the Merced to Fresno Project Level EIR/EIS. Even the project level permitting effort for the Fresno to Bakersfield segment is not truly “Completed” as claimed in Exhibit 6.0 of the 2018 Business Plan because the Authority is still working on the final alignment into the City of Bakersfield.

Segment	Dec. 2009 Report to Legislature	2012 Business Plan	2014 Business Plan	2016 Business Plan	Draft 2018 Business Plan
San Francisco to San Jose	Oct. 2011	Dec. 2014	Summer 2017	2017	2020*
San Jose to Merced	Mar. 2012	Dec. 2013	Fall 2016	2017	2019*
Central Valley Wye	Mar. 2012	Dec. 2013	Fall 2016	2017	2019*
Merced to Fresno	Nov. 2011	June 2012	Completed	Completed	Completed
Fresno to Bakersfield	Nov. 2011	Dec. 2012	Spring 2014	Completed	Completed
Bakersfield F Street Alignment	Nov. 2011	Dec. 2012	Spring 2014	2017	2018*
Bakersfield to Palmdale	Dec. 2012	Feb. 2014	Fall 2015	2017	2019*
Palmdale to Burbank	Dec. 2011	Oct. 2013	Summer 2015	2017	2020*
Burbank to Los Angeles	Dec. 2011	Oct. 2013	Summer 2015	2017	2019*
Los Angeles to Anaheim	June 2011	Dec. 2014	Spring 2017	2017	2019*
Los Angeles to San Diego	-	-	TBD	TBD	TBD
Merced to Sacramento	-	-	TBD	TBD	TBD

Table 1
Promised Completion Dates for Project Level EIR's Per Authority Plans

One tactic the Authority is using in an effort to complete project level EIR’s is to break their proposed system into smaller projects. For instance, at the time of the December 2009 Report to the Legislature there were nine uncompleted project level EIR’s. In the ensuing eight years, three projects were broken into smaller projects. San Jose to Merced was broken into San Jose to Merced and the Central Valley Wye. Fresno to Bakersfield was broken into Fresno to Bakersfield and Bakersfield F Street Alignment. Palmdale to Los Angeles was broken into Palmdale to Burbank and Burbank to Los Angeles. This tactic has not resulted in the more rapid completion of project level EIR’s. Today, the Authority’s Draft 2018 Business Plan, itemizes ten uncompleted project level EIR’s and no project level EIR has been completed since issuance of the 2016 Business Plan where the Authority promised that all remaining project level EIR’s along the route of Phase 1 would be complete by the end of 2017. Worse, the Authority in their

Draft 2018 Business Plan places an asterisk next to every completion date signifying the “Projected dates are subject to change. In other words, the Authority and its environmental consultant have no idea when or if they will ever successfully gain environmental clearance to build Phase 1 from San Francisco to Anaheim. The Authority should state this fact clearly in the Final 2018 Business Plan.

CONCLUSION:

Either the Authority’s contractors are totally incompetent at estimating completion dates, or the Authority is coercing its contractors to provide unrealistic completion dates. Each of these possibilities puts the public’s tax dollars at risk. The public deserves to hear the truth and the Legislature deserves to know when construction might begin on the various segments before appropriating any more construction funds and risking any more of the public’s tax dollars.

Comment 4 on Draft 2018 Business Plan

PROPONENTS OF HIGH-SPEED RAIL HAVE CLAIMED FOR A QUARTER CENTURY THAT, BECAUSE OF CALIFORNIA'S GROWING POPULATION, THE COST OF EXPANDING THE CURRENT NETWORK OF HIGHWAYS AND AIRPORTS TO MEET FUTURE TRANSPORTATION NEEDS WOULD BE PROHIBITIVE. THE CALIFORNIA HIGH-SPEED RAIL AUTHORITY CLAIMED THIS IN THEIR 2005 STATEWIDE PROGRAM EIR AND CONTINUES TO CLAIM IT TO BE TRUE IN RECENT BUSINESS PLANS AND IN THEIR STATEMENTS TO THE MEDIA. HOWEVER, CIRCUMSTANCES AND KNOWLEDGE CHANGE WITH THE PASSAGE OF A QUARTER CENTURY AND THIS CLAIM IS NOW LIKELY TO BE FALSE.

Prepared May 3, 2018 by:
Mark R. Powell

DISCUSSION:

“The need for the (California high-Speed rail) project is undiminished. As the state's economy and population grows, it will need more transportation than highways and airlines alone can provide.”

Brian Kelly, CEO of California High-Speed Rail Authority
as quoted by Ralph Vartabedian in the LA Times, February 28,2018

This type of statement has been a talking point for high-speed rail proponents going back a quarter century to 1993.

Population Growth:

Two months following publication of a California Department of Finance Demographic Research Unit (DRU) May 1993 Report predicting that California’s population would more than double by the year 2040, Senate Concurrent Resolution 6 (Kopp) *Transportation: Intercity high-speed rail network*, citing that the “population of the state and the travel demands of its citizens are expected to continue to grow at a rapid rate”, was approved by the State’s Assembly and Senate in July 1993 giving birth to the Intercity High-Speed Rail Commission. In the quarter century that has passed since 1993 the DRU has continually refined their model and brought downward the predicted population in the decades to come. For instance, the May 1993 model’s prediction of 49.0 million and 63.3 million persons residing in California in the years 2020 and 2040 respectively has plummeted by more than 8 million in 2020 and by more than 16 million in 2040¹.

California’s population growth rate today is unremarkable and predicted to trend downward out to the year 2060. A March 8, 2017 press release² accompanying the release of a DRU report made these points:

- In the years 2016-2036 California is projected to grow at an annualized rate of 0.76 percent, adding 6.5 million people. More than three-quarters of this increase will be in section of the population over the age of 65.
- By the year 2051 California is projected to join the ranks of Japan and many European countries which have more deaths than births, while migration is expected to keep California’s population growth rate positive.
- The number of Californians age 18-64 is expected to grow by less than 4 million over the next 44 years; an annualized rate of increase of only 0.3%.

And this is not the only new data that diminishes the case for building high-speed rail.

¹ Projection Prepared by Demographic Research Unit, California Department of Finance, January 2018
http://www.dof.ca.gov/Forecasting/Demographics/Projections/documents/P1_County_1yr_interim.xlsx

² Press Release, California Department of Finance, March 8,2017
http://www.dof.ca.gov/Forecasting/Demographics/Projections/documents/P_PressRelease.pdf

Automobile Driving Trends:

Per Capita Vehicle Miles Traveled (VMT) by automobile has been declining in the United States since 2004³; one year before the California High-Speed Rail Authority (Authority) released its *California High-Speed Train Final Program EIR/EIS* (Statewide Program EIR) citing a need for nearly 3000 miles of new highway lanes by January 1, 2019 with 2100 miles of these needed by January 1, 2016 if their proposed statewide high-speed rail system was not built. Moreover, the decline in Per Capita VMT for the entire United States has caused Total VMT to remain flat for this same time period as shown in Figure 1 below. This situation has been duplicated in California over the last decade where Total VMT on the state’s highways has also been essentially flat as shown in Figure 2 below. This is a fact that the Authority continually refuses to acknowledge in its ridership forecasts and in its overall justification for building the largest transportation infrastructure project in the United States.

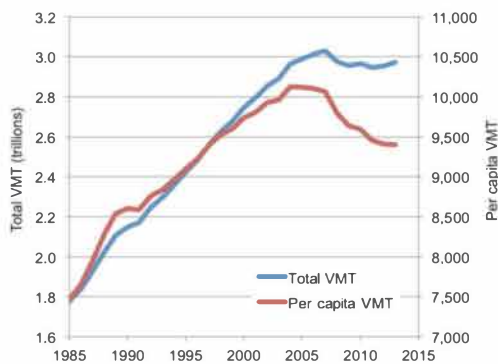


Figure 1. VMT trends for the United States through 2013
Source: FHWA and Census Bureau.

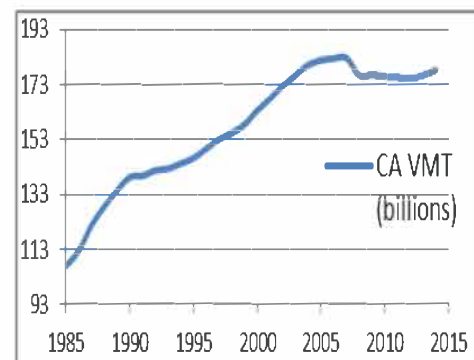


Figure 2 VMT trends for California highways through 2014
Source: Caltrans⁴

The article accompanying Figure 1 found on the State Smart Transportation Initiative (SSTI) website explains the observed phenomena as follows:

“Unlike other past dips in driving, this recent downward shift has had no clear, lasting connection to economic trends or gas prices. Evidence suggests that the decline is likely due to changing demographics, saturated highways, and a rising preference for compact, mixed-use neighborhoods, which reduce the need for driving. Some key factors that pushed VMT upward for decades – including a growing workforce and rising automobile ownership – have also slowed considerably.”

³ State Smart Transportation Initiative (SSTI) website citing data collected by the Federal Highway Administration and the United States Census Bureau

<http://www.ssti.us/2014/02/vmt-drops-ninth-year-dots-taking-notice/>

⁴ Caltrans Traffic Census Program, Historical Monthly VMT, Official Numbers only available thru 2014.

<http://www.dot.ca.gov/trafficops/census/docs/VMTHIST1.xls>

Although under-reported or not reported on at all in the mainstream media which prefers to report automobile chases, crashes, and instances of “carmageddon”, this observed phenomena has been extensively written about by transportation professionals and academia. Writing about this phenomena in a paper published in July of 2015 entitled *Climbing Mount Next: The Effects of Autonomous Vehicles on Society*, David Levinson, Professor and RP Braun/CTS Chair in Transportation, Department of Civil, Environmental, and Geo-Engineering, University of Minnesota, wrote:⁵

“Both car and transit (the passenger trains preceding the automobile) follow the classic lifecycle model or S-curve of birth, growth, maturity, and decline. The S-curve allows us to mathematically approximate the process of growth and decline of technologies.”

“History will tell us for sure, but the evidence for “Peak Travel” has been mounting. This does not mean there will never be a year in which per capita car travel again rises. The economy and gas prices still fluctuate, and a boom year with low gas prices following a recession with high gas prices might very well temporarily bump traffic upward, but that is really short-term noise. In the absence of external events (technological shifts, demographic shifts, social shifts), the curve appears to have peaked.”

The traffic trends illustrated by Figures 1 and 2 are mirrored by the data collected by Caltrans along Interstate 5. Figure 3 below shows the annual average daily traffic (cars and trucks) summed in both directions along Interstate 5 in the Central Valley just north of the Kern/Kings County Line. Traffic volume at this point has been relatively constant, except for a noticeable downturn in 2008, since 2003.

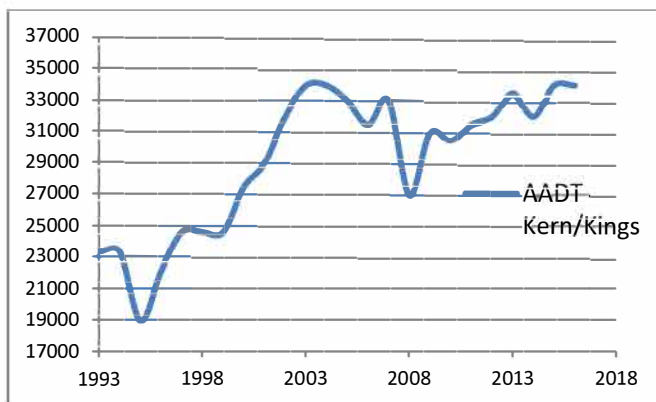


Figure 3
Annual Average Daily Traffic⁶
on Interstate 5 at Kern/Kings County Line

⁵ Minnesota Journal of Law, Science and Technology, *Climbing Mount Next: The Effects of Autonomous Vehicles on Society*, Professor David Levinson, Civil Engineering Dept., University of Minnesota
https://conservancy.umn.edu/bitstream/handle/11299/172960/6%20MJLST_v162_Levinson_787-810.pdf?sequence=1&isAllowed=y

⁶ Caltrans Traffic Census Program, pdf files for years 1993-2016
<http://www.dot.ca.gov/trafficops/census/>

Traffic Volume on Interstate 5 in the Central Valley and High-Speed Rail Ridership:

Aside from illustrating constant traffic volume for more than a decade, traffic counts on Interstate 5 at the Kern/Kings County Line can be used to dispute the Authority's projected high-speed rail ridership numbers. The Kern/Kings County Line is the point on Interstate 5 in the Central Valley with the lowest traffic volume. Passengers in cars at this point represent the maximum possible number of automobile travelers traveling between population centers south of the Tehachapis (LA Basin and San Diego) and the population centers of the Bay Area and Sacramento who desire to make their trip in the shortest possible time and could be potentially diverted to long distance high-speed rail passengers. Of course many of these passenger vehicles are merely traveling locally within the Central Valley, or are destined for locations north or east of Sacramento and the Bay Area, or are destined for Mexico or for points east of Los Angeles (i.e. Phoenix). However, for the sake of illustration, let us assume all of these passengers might be diverted someday to high-speed rail traveling up the Central Valley.

Truck traffic accounts for approximately 28.7% of the traffic⁷ at this location. The passenger count in automobiles and light trucks (vans and trucks with only 4 wheels are not counted as trucks) has been assumed in the Authority's previous studies to be 1.4 occupants. Therefore, there are at the very most approximately 12 million⁸ potential automobile passengers who could be diverted to high-speed rail. A more realistic estimate would involve assuming that no more than half of the 12 million passengers at this point on Interstate 5 are actually traveling between south of the Tehachapis and the Bay Area/Sacramento and that high-speed rail might capture at most 20% of these riders or a little over 1 million riders. This is in stark contrast to the 40 million passengers the Authority expects to ride Phase 1 Blended when "ramp-up" is complete in 2035. Of course the Authority expects a large percentage of riders to be diverted from the airlines.

⁷ Caltrans Traffic Census Program, Truck Traffic, average percentage of trucks on Interstate 5 for years 2013-2016 counted at northern most point in Kern County.

<http://www.dot.ca.gov/trafficops/census/>

⁸ Author calculation: 34,000 Total Vehicles/Day X .713 Non-Trucks/Total Vehicles X 365 Days/Year X 1.4 passengers/Non-Truck = 12 million passengers/year

Airport Utilization Trends:

Aside from predicting the thousands of miles of freeway lanes needed by 2016 if high-speed rail were not built, the Authority’s Statewide Program EIR predicted that airport expansions involving 5 new runways and almost 100 new gates at a cost of \$16 billion⁹ would also be needed by 2016¹⁰. The following table illustrates the change in enplanements at California’s 10 largest airports serving the Bay Area, the Los Angeles Basin, and San Diego from the base year 2000.

Airport Name	CY 2000	CY 2010	CY 12	CY 13	CY 14	CY 15	CY 16	% Change 2000-2016	Change 2000-2016
Los Angeles International	32,167,896	28,857,755	31,326,268	32,425,892	34,314,197	36,351,272	39,636,042	23.2	7,468,146
San Francisco International	19,556,795	19,359,003	21,284,236	21,704,626	22,770,783	24,190,560	25,707,101	31.4	6,150,306
San Diego International	7,898,360	8,430,509	8,686,621	8,878,772	9,333,152	9,985,763	10,340,164	26.4	2,441,804
Metropolitan Oakland International	5,196,451	4,673,417	4,926,683	4,770,716	5,069,257	5,506,687	5,969,705	14.9	773,254
John Wayne Airport-Orange County	3,914,051	4,278,623	4,381,172	4,540,628	4,584,147	4,945,209	5,217,242	33.3	1,303,191
Norman Y Mineta San Jose International	6,170,384	4,056,167	4,077,654	4,315,839	4,621,003	4,822,408	5,321,603	-13.8	-848,781
Sacramento International	3,979,043	4,424,279	4,357,899	4,255,145	4,384,616	4,714,729	4,969,366	24.9	990,323
Ontario International	3,197,795	2,380,881	2,142,393	1,970,538	2,037,346	2,089,801	2,104,625	-34.2	-1,093,170
Bob Hope	2,380,531	2,239,804	2,027,203	1,918,011	1,928,491	1,973,897	2,077,892	-12.7	-302,639
Long Beach /Daugherty Field/	335,225	1,451,404	1,554,846	1,438,756	1,368,923	1,220,937	1,386,357	313.6	1,051,132
Total	84,796,531	80,151,842	84,764,975	86,218,923	90,411,915	95,801,263	102,730,097	21.1	17,933,566

Table 1

Summary of Enplanements at California’s 10 Major Airports Calendar Year (CY) 2000-2016

Source: FAA Passenger Boarding (Enplanement) and All-Cargo Data for U.S. Airports

Total Enplanements are up when comparing CY-2016 to CY-2000, but not up at every airport. Total Enplanements in CY-2016 at San Jose, Ontario, and Burbank are down 2,243,000 from their totals in CY-2000. Yet these three airports are the same three airports mentioned in the Statewide Program EIR as needing more than \$12 billion of the \$16 billion cited in the Modal Alternative (to building high-speed rail) for airport infrastructure improvements .

The figures cited in this paper prove there must today be surplus capacity in existing infrastructure to accommodate over 2.2 million additional enplanements between southern and northern California. To this unused capacity one still needs to consider the unused capacity of Palmdale Regional Airport, a facility shut down to commercial aviation in

⁹ Final Program Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the Proposed California High-Speed Train System, Certified Nov. 2005, Appendix 4-B, CAPITAL COST: AVIATION COMPONENT OF MODAL ALTERNATIVE

http://www.hsr.ca.gov/docs/programs/eir-eis/statewide_final_EIR_vol3appendix4.pdf

¹⁰ Final Program Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the Proposed California High-Speed Train System, Certified Nov. 2005, Chapter 5, page 5-5

http://www.hsr.ca.gov/docs/programs/eir-eis/statewide_final_EIR_vol1ch5.pdf

January of 2009 due to “difficulty developing air service in the high-desert city, where eight airlines have come and gone since 1971”¹¹ and the unknown surplus capacity at the other seven major California airports.

Airline Travel and Diversion to High-Speed Rail:

While no additional airline capacity problem exists today, the question of how many current airline passengers might divert to high-speed rail requires some estimate. The Authority’s 2012 Business Plan itemized 16 million¹² in-state passenger airline boardings in the year 2000 and included 3.4 million boardings in San Diego and Sacramento; two cities not served by Phase 1 Blended. Removing these boardings and scaling up the remainder by the 21% increase in total boardings at all California airports since 2000 yields 15 million boardings. This represents the passengers flying today who might be diverted to Phase 1 Blended. The 2012 Business Plan projected a 36% diversion¹³ from airline to high-speed rail. Multiplying 15 million by 36% yields a little over 5 million passengers diverted to Phase 1 Blended if it were in operation today. 2035 is still 17 years in the future, but one has to wonder where the Authority’s 40 million¹⁴ Phase 1 Blended riders will come from.

CONCLUSION:

Changes in population growth trends, automobile driving trends, and enplanement trends at California’s airports have resulted in the Modal Alternative with its massive freeway and airport infrastructure investments by January 1, 2016 being unnecessary. The “No Project Alternative” is what Californians have been living with and it has proven quite feasible at least out to the current date. Moreover, given today’s population growth trends and changes in the traveling habits of the public, the Authority needs to make a case that high-speed rail will at least be necessary someday. They cannot be allowed to spend taxpayer dollars and proclaim that “the need for the (California high-Speed rail) project is undiminished.” Current data and trends show the need for high-speed rail is much diminished and one doubts that Sacramento’s politicians would even propose a statewide high-speed rail system today if one was not already being considered. The 2018 Business Plan should tell Californian’s what future additional highway and airport infrastructure will be avoided, and at what dollar savings to the taxpayer, if high speed rail is built.

¹¹ Los Angeles Times, January 27, 2009, *Commercial operations to close at Palmdale Regional Airport*
<http://articles.latimes.com/2009/jan/27/local/me-palmdale27>

¹² Ridership and Revenue Model, Chapter 3, Table 3-12: California Airport Demand for In-State Travel
http://www.hsr.ca.gov/docs/about/business_plans/BPlan_2012RidershipModel.pdf

¹³ Ridership and Revenue Model, Chapter 4 – MODEL CALIBRATION AND VALIDATION, Ridership and Revenue Forecasts, page 85

¹⁴ 2016 Business Plan, EXHIBIT 7.3 RIDERSHIP
http://www.hsr.ca.gov/docs/about/business_plans/2016_BusinessPlan.pdf

Comment 5 on Draft 2018 Business Plan

THE CALIFORNIA HIGH-SPEED RAIL AUTHORITY CLAIMS THAT THEY WILL CREATE THE GREENEST INFRASTRUCTURE IN THE NATION IN ITS CONSTRUCTION AND OPERATION AND THAT THEIR TRAINS WILL RUN ON 100% RENEWABLE ENERGY. THE AUTHORITY HAS BEEN ALLOWED TO PAY FOR A SIGNIFICANT PORTION OF CONSTRUCTION COSTS WITH CAP AND TRADE FUNDS LARGELY BECAUSE OF THESE FALSE CLAIMS.

Prepared May 3, 2018 by:
Mark R. Powell

DISCUSSION:

According to the California High-Speed Rail Authority there will be “zero net greenhouse gas (GHG) emissions during construction” and the Authority is making a “commitment to (use) 100% renewable energy during operations”¹.

The millions of tons of CO₂e (carbon dioxide equivalent) in GHG emissions resulting from construction of high-speed rail and the actual use of coal and other fossil fuels to power the trains’ operation are currently being hidden from the public. The Authority’s 2005 *Final Program EIR/EIS for the Proposed California High-Speed Train System* predated California’s Global Warming Initiative (AB 32). As a result, this important aspect of the high-speed rail program was never studied in a thorough and transparent way. This has opened the door for the Authority to make wild claims about its project’s “greenness” that to date have largely gone unchallenged and have led to the misuse of Cap and Trade Funds to pay for a large share of high-speed rail construction costs.

Net Construction Emissions:

The Authority has provided only limited information regarding construction emissions. Its June 2013 report, *Contribution of the High-Speed Rail Program to Reducing California’s Greenhouse Gas Emission Levels* (2013 Emissions Report), itemized 30,107 metric tons CO₂e² of direct emissions for the first 29 mile construction segment. However, this figure did not include indirect GHG emissions associated with the manufacture and transport to the construction site of construction materials, primarily concrete, steel, and ballast, because, according to the Authority, precise quantities, sources, and suppliers were not known³.

Regardless of what the Authority knew in June 2013, more recent testimony by the Authority’s CEO clearly indicates that indirect emissions could now be tallied. Speaking before the Assembly Budget Committee responsible for High-Speed Rail Oversight on January 27, 2016 the Authority CEO, Jeff Morales, spoke at length on how cost estimates are arrived at. He described the assemblage of 200,000 individual line items including concrete, steel, dirt, electrical, etc. and said each includes a unit cost which is multiplied by the units required to build the system⁴. Concrete and steel rails were specifically cited by Mr. Morales.

Total GHG construction emissions would be still unknown today were it not for the work of professors Chester and Horvath working in UC Berkeley’s Department of Civil and Environmental Engineering. They studied this issue and published their findings in 2010. Chester and Horvath estimated that 9.7 million metric tons of GHG would be emitted during the construction of the statewide system, primarily because of the production of massive amounts of

¹ *Contribution of the High-Speed Rail Program to Reducing California’s Greenhouse Gas Emission Levels*, June 2013, page 6

http://www.hsr.ca.gov/docs/programs/green_practices/HSR_Reducing_CA_GHG_Emissions_2013.pdf

² *Contribution of the High-Speed Rail Program to Reducing California’s Greenhouse Gas Emission Levels*, June 2013, page 13

³ *Contribution of the High-Speed Rail Program to Reducing California’s Greenhouse Gas Emission Levels*, June 2013, page 14

⁴ Authority CEO Jeff Morales testimony before the Assembly Budget Committee responsible for High-Speed Rail Oversight on January 27, 2016, YouTube Video 25-27 minutes into the video

<https://www.youtube.com/watch?v=gg-lRSn-QVg>

concrete and steel⁵. Moreover, using mid-level occupancy for the three competing modes of travel (high-speed train, auto, and airplane) the authors estimated it would take 71 years of train operation to mitigate the project's construction emissions⁶. California's Legislative Analyst Office came to a similar conclusion in a 2012 report critical of using GHG reduction funds to pay for Phase 1 (Los Angeles to San Francisco) of the statewide system because "if the high-speed rail system met its ridership targets and renewable electricity commitments, construction and operation of the system would emit more GHG emissions than it would reduce for approximately the first 30 years"⁷. Here, the LAO appears to be citing an updated Chester and Horvath study published in July 2012⁸ focusing on only Phase 1 of the high-speed rail project as outlined in the Authority's Revised 2012 Business Plan and took into account additional highway infrastructure that could be avoided as well as claims that "a future CAHSR system will likely see improved train performance and an opportunity for increased renewable electricity usage".

The Authority promised "zero net greenhouse gas emissions during construction". A reduction in California's GHG emissions due to the trains' operation were to help reduce the state's future GHG emissions, not merely mitigate construction releases. The Authority's zero construction emissions promise relies heavily on a tree planting program⁹. If so, then how many trees and when? The Authority does not answer the question: How many trees is "enough"? However, the Authority does cite the California Air Resources Board, *Compliance Offset Protocol for Urban Forest Projects 2011*.

The cited protocol provides an example of the gross carbon sequestered by a 15.6m (51 foot) hackberry (*Celtis occidentalis*) tree; .477 metric tons of carbon¹⁰. Converting carbon to carbon dioxide yields 1.749 metric tons CO₂e. Therefore, the gross carbon sequestration of 5.5 million fifty-one foot tall hackberry trees would be "enough trees" to sequester the 9.7 million metric tons CO₂e of direct and indirect construction emissions calculated by the Chester and Horvath for the statewide HST system. Of course more trees would still be needed because against "gross sequestration" the protocol mandates that CO₂ emissions from motor vehicles related to tree planting, care, and monitoring as well as CO₂ emissions from equipment related to tree planting and care be subtracted from the amount of gross carbon sequestered. Lastly, more trees must be continually planted to account for the mortality of trees so that the Authority's forest of 5.5 million 51 foot tall hackberry trees could live in perpetuity. The Authority has made no promises as to when these trees will be planted. However, in a December 8, 2015 interview

⁵ Life-cycle assessment of high-speed rail: the case of California
Mikhail Chester and Arpad Horvath, January 2010, pages 5 and 6
<http://iopscience.iop.org/article/10.1088/1748-9326/5/1/014003/pdf>

⁶ Life-cycle assessment of high-speed rail: the case of California
Mikhail Chester and Arpad Horvath, January 2010, Table 2, page 7
<http://iopscience.iop.org/article/10.1088/1748-9326/5/1/014003/pdf>

⁷ The 2012-13 Budget: Funding Requests for High-Speed Rail, April 17, 2012, page 8
<http://www.lao.ca.gov/analysis/2012/transportation/high-speed-rail-041712.pdf>

⁸ High-speed rail with emerging automobiles and aircraft can reduce environmental impacts in California's future
<http://iopscience.iop.org/article/10.1088/1748-9326/7/3/034012/pdf>

⁹ Contribution of the High-Speed Rail Program to Reducing California's Greenhouse Gas Emission Levels, June 2013, Diagram entitled GHG EMISSIONS SOURCES FOR HIGH-SPEED RAIL SYSTEM, page 9
http://www.hsr.ca.gov/docs/programs/green_practices/HSR_Reducing_CA_GHG_Emissions_2013.pdf

¹⁰ *Compliance Offset Protocol for Urban Forest Projects 2011*, Appendix B, page 35
<http://www.arb.ca.gov/regact/2010/capandtrade10/copurbanforestfin.pdf>

televised on KCRA News in Sacramento CEO Morales did provide the exact number of trees planted since construction activities began the previous year. ..ZERO.¹¹

Certainly the planting of trees is an absurd means to mitigate total construction emissions and so the Authority has other plans to augment its tree planting program. Its *Voluntary Emissions Reduction Agreement* with the San Joaquin Air Pollution Control District involves the Authority providing funds for the “replacement of fossil fuel burning irrigation pumps with electric pumps, and the replacement of, or retrofit of, vehicles with more efficient engines (that) have a GHG emissions benefit”.¹² The number of engines to be replaced is of course not specified.

A larger question left unanswered involves the funds the Authority will use to pay for tree planting and engine replacement. Private industry must mitigate the environmental impact of a given project with the profits derived from that project. If mitigation makes the project unprofitable, then the project is not built. The Authority’s mitigation efforts must be treated in the same fashion. Therefore, the only legitimate funds spent on mitigation efforts would be those derived from its anticipated operating profits, capitalized and provided upfront by private investment; a source of funds that does not exist. Instead, the Authority seeks to spend funds on mitigation that are derived from Cap-and-Trade fees whose sole purpose in the first place is to provide funds for the very same type of projects (i.e. GHG reduction projects) that the Authority claims it will provide. There is no reason to pass these funds through the hands of the Authority and then allow the Authority to claim it has mitigated its GHG emissions...even if it could.

The Illusion of a Train Powered by Renewable Energy Sources:

Chester and Horvath generously assumed the trains would run on a power mix relatively high in renewable sources¹³. However, high-speed electric trains would replace fossil fueled propelled automobiles and airplanes. When Phase 1 is completed the trains would place a new demand on the electric grid that must be met immediately by a power provider. Some electric generator, idle at that moment, must come on line. It may be a peaking unit in California powered by natural gas or a coal burning plant in Utah. The exact source is unknowable. But it will not be a wind or solar powered electric plant. These plants are always running when wind or sunshine is available because they operate at low cost. Wind and solar sources will already be generating all the power they can produce when the first trains require power.

The Authority’s business plans are constantly changing direction as are their assumptions on energy consumption and energy cost. Here, the 2012 Business Plan is cited, a plan that referred to paying 15.2 cents/kWh for electrical energy, inclusive of a 3 cent premium for renewable energy. Energy consumption was established at 63 kWh/mile¹⁴. Train miles traveled between

¹¹ KCRA New Sacramento YouTube video, December 8, 2015

https://www.youtube.com/watch?v=IclcPa9z5_E

¹² *Contribution of the High-Speed Rail Program to Reducing California’s Greenhouse Gas Emission Levels*, June 2013, page 15

¹³ Life-cycle assessment of high-speed rail: the case of California
Mikhail Chester and Arpad Horvath, January 2010, page 2

<http://iopscience.iop.org/article/10.1088/1748-9326/5/1/014003/pdf>

¹⁴ Estimating High-Speed Train Operating and Maintenance Cost for the CHSRA 2012, pages 7-8
http://www.hsr.ca.gov/docs/about/business_plans/BPlan_2012EIREstimateOperatMaintCost.pdf

2022 and 2030 was projected to be 99 million¹⁵ resulting in an energy use of 6,300 million kWh¹⁶. See Attachment 1. To make good on its claim that it will power its trains with 100% renewable energy, The Authority needs to fund the construction of the necessary renewable power plants. California Valley Solar Ranch¹⁷, a 250MW facility producing 650 million kWh/year recently built at a cost of a \$1.63 billion (\$1.2 billion financed at a 3.5% interest rate using a federal loan guarantee coupled with a check from the U.S. Treasury for \$430 million)¹⁸ serves as a proxy for the needed capital. The Authority's trains would be consuming 1,200 million kWh in 2030 and needing the output of 1.85 Solar Ranches; 460MW of capacity costing \$3 billion. A premium of 42 cent/kWh¹⁹, fourteen times the Authority's offer, would be needed to raise the necessary capital by 2030. More than 20% of this capacity, costing half a billion dollars, must be constructed before the first trains run. Otherwise, those trains will be totally powered by fossil fuels and the GHG emissions per passenger mile for train travelers will be no better than for passengers traveling in an automobile meeting the federal fuel efficiency standards scheduled to be in place in 2022.

CONCLUSION:

The Authority's contractors have a vested interest, perhaps even more of an interest than the Authority Board Members themselves, in keeping this project alive and the accompanying cash flow that fills their corporate coffers. The high-speed train has been their gravy-train for nearly 2 decades. It is time for the Authority to ask their contractors some hard questions. What are the estimated direct and indirect CO₂e construction emissions that will result from one of the largest infrastructure projects undertaken in the United States? A program that "includes installing potentially up to 2,200 miles of trail weighing 276,000 tons; 3.5 million square feet of buildings and facilities; 6,500 miles of electrical wires and cables; and approximately 190 grade separations. A significant portion of the project—approximately 190 miles—may be constructed on elevated structures or in tunnels."²⁰ And this is merely the scope of Phase 1 Blended.

Additionally, the Authority's contractors need to spell out where all the green energy to power the train will be sourced and when, or if, it will become available. They know that the electrical power demand of high-speed trains will result in an immediate incremental supply of new power and they know that incremental source cannot be green.

¹⁵ Estimating High-Speed Train Operating and Maintenance Cost for the CHSRA 2012, pages 8 and 12, Operations and Maintenance of Equipment Costs for Medium Ridership Case was divided by their variable costs to arrive at Trainset Miles.

http://www.hsr.ca.gov/docs/about/business_plans/BPlan_2012EIREstimateOperatMaintCost.pdf

¹⁶ Estimating High-Speed Train Operating and Maintenance Cost for the CHSRA 2012, 99 million trainset miles are multiplied by 63kWh/mile.

http://www.hsr.ca.gov/docs/about/business_plans/BPlan_2012EIREstimateOperatMaintCost.pdf

¹⁷ Energy.Gov Loan Programs Office, California Valley Solar Ranch

<http://energy.gov/lpo/california-valley-solar-ranch>

¹⁸ A Gold Rush of Subsidies in Clean Energy Search, New York Times, November 11, 2011

<http://www.nytimes.com/2011/11/12/business/energy-environment/a-cornucopia-of-help-for-renewable-energy.html>

¹⁹ Author calculation: \$3.0 billion/6,300 million kWh less \$.05/kWh due to solar's lower operating costs compared to fossil fuel plants. See Penn State Engineering Department study.

<https://www.e-education.psu.edu/eme801/node/530>

²⁰ Revised 2012 Business Plan, page 3-3

http://www.hsr.ca.gov/docs/about/business_plans/BPlan_2012_rpt.pdf

The Draft 2018 Business Plan is silent on how construction emissions will be mitigated and equally silent on where the renewable power will come from to run their trains. These defects need to be addressed in the Final 2018 Business Plan if the Authority is to continue using Cap-and Trade Fees to finance their railroad.

attachments (1)

Attachment 1										
Ridership, Revenue and O&M Costs taken from Medium Ridership Case -PB April 2012 Estimated Cost for CHSRA 2012 Business Plan										
Year	2022	2023	2024	2025	2026	2027	2028	2029	2030	
Ridership (millions)	4	5.4	6.7	8.1	9.6	12.9	14.2	19.3	21.4	
Revenue (millions 2010\$)	278	372	467	564	663	941	1040	1242	1380	
O&M Costs (millions 2010\$)	196	247	258	334	358	480	503	568	627	
Ops. and Maint. of Equipment (See Note 1)	82	124	133	196	216	265	280	344	391	
Variable Costs/TSM (2009\$)	20	20	20	20	20	20	20	20	20	
Variable Costs/TSM (2010\$) (See Note 2)	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	
TSM (Millions) (See Note 3)	4.0	6.0	6.5	9.6	10.5	12.9	13.7	16.8	19.1	
Trainset Elec. Consumption (millions of kWh) (See Note 4)	236	357	383	564	622	763	806	990	1125	5845.3
Station Electrical Consumption (millions of kWh) (See Note 5)	17	25	27	39	44	53	56	69	79	409.2
Total Yearly Electrical Consumption (millions of kWh)	253	382	410	604	665	816	862	1059	1204	6254.5
Capital Cost to Generate Needed millions of kWh in Millions of 2010\$ (See Note 6)	618	934	1002	1477	1627	1997	2110	2592	2946	2946
Equivalent California Valley Solar Ranch Facilities	0.39	0.59	0.63	0.93	1.02	1.26	1.33	1.63	1.85	
Incremental Use of Electric Power (Millions of kWh)	253	129	28	194	62	151	46	197	145	
Incremental Capitalization Costs in Millions (2010\$)	618	316	68	475	151	369	113	482	354	2946
Average Green Charge Needed to Build Solar Generating Capacity (\$/kWh)										0.47
Average Green Charge Needed After Adjusting for Variable Cost Differential Between Solar and Fossil Fuels (See Note 7)										0.42
Notes:										
1 Authority treats Ops. and Maint. of Equipment as a variable cost at \$20/Trainset Mile (TSM) in Tables 5 and 7 of April 2012 PB report <i>Estimating High-Speed Train Operating and Maintenance Cost for the CHSRA 2012 Business Plan</i>										
2 Adjust Variable Costs upward by 2.5% to convert from 2009\$ to 2010\$										
3 Dividing Ops. And Maint. Of Equipment costs by total variable costs yields the driver of Ops. And Maint. Of Equipment Costs, Trainset Miles.										
4 Electrical Consumption of 59 kWh/TSM found on page 7 of April 2012 PB report <i>Estimating High-Speed Train Operating and Maintenance Cost for the CHSRA 2012 Business Plan</i>										
5 7% allowance for station and maintenance facilities electricity consumption found on page 7 of April 2012 PB report <i>Estimating High-Speed Train Operating and Maintenance Cost for the CHSRA 2012 Business Plan</i>										
6 Use California Valley Solar Ranch as Proxy. A \$1.63 billion facility built with \$1.2 billion federal loan guarantee awarded in 2011 and cash grant of \$430,000 adjusted downward by 2.5% to reflect 2010\$. Facility expected to generate 650 million kWh per year.										
7 Solar has a lower variable cost than fossil fuel of approximately \$05/kWh according to a Penn State Engineering Department study. https://www.e-education.psu.edu/eme801/node/530										

2018 Business Plan RECORD DETAIL

First Name : Howard

Last Name : Jaquith

Stakeholder Comments/Issues : Ridership is cooked 4100 a day out of Merced and 4000 a day out of Fresno. The way I figure if you took the daily auto/plane/train out of Merced tripled it and you would still be short 2000 riders a day. Maybe this is going to be the HSR social club people will just ride to visit. Stop this madness I can only imagine what AMTRAK would have done with the 18 billion you have wasted.

Howard Jaquith (riding Amtrak for second time this month)

2018 Business Plan RECORD DETAIL

First Name : John

Last Name : Deeter

Stakeholder Comments/Issues : Attached is my comment letter on the 2018 California HSR Business Plan

--

PLEASE NOTE MY NEW E-MAIL ADDRESS: jdeeter@gmail.com
For the time being, my old address bj556@scn.org remains valid
Phones: (916) 442-2591 (home), (916) 952-1268 (cell)

<https://www.avast.com/sig-email?utm_medium=email&utm_source=link&utm_campaign=sig-email&utm_content=webmail&utm_term=icon>

Virus-free.

www.avast.com

<https://www.avast.com/sig-email?utm_medium=email&utm_source=link&utm_campaign=sig-email&utm_content=webmail&utm_term=link>

<#DAB4FAD8-2DD7-40BB-A1B8-4E2AA1F9FDF2>

Attachments : BizPlan-2018-FINAL.pdf (85 kb)

Rescoping the HSR Plan to Reduce Costs and Accelerate State Rail Improvements

From: John Deeter, Chair of the Transportation, Air Quality & Climate Change Committee,
Environmental Council of Sacramento (Affiliation supplied for identification only)
Contact information: 916-952-1268 / jdeeter@gmail.com

To: California High Speed Rail Authority

Date: May 3, 2018

RE: Draft 2018 Business Plan

The cost of the California High Speed Rail (HSR) project has grown far beyond what was expected when it was launched with the passage of Proposition 1A in 2008. The projected completion date of 2033 for Phase 1 of a high speed line from San Jose to Burbank with blended running at either end to extend service to Anaheim and San Francisco is not realistic: the HSR Authority itself admits that it has not identified a source for half of the funds needed to accomplish this goal. It is now time to look for ways to rescope this project to make it less expensive, and to provide superior train service to more of the state more expeditiously.

What makes the current HSR plan exorbitantly expensive is the extensive tunneling -- near forty miles -- to maintain a high speed alignment in the mountain sections from Burbank to Bakersfield via Palmdale and from the Central Valley to Gilroy via Pacheco Pass. What is proposed here is to reduce the mountain sections to the absolute minimum for Phase 1, which means changing the route between Los Angeles and Bakersfield to an alignment via Tejon Pass, and deferring the Pacheco Pass connection for the time being. Initially, HSR would be restricted to the Central Valley (CV) from Merced to Bakersfield, along with a new rail connection via Tejon pass, and serving the major urban centers with blended operations on regional rail systems north of Merced and south of San Fernando.

These points will be discussed in more detail below:

1. Curtailment of the Initial Operating Segment (IOS) to just the CV segment, from Merced to Bakersfield.
2. Major investment in the regional rail network in northern California, to provide feeder train services from Sacramento and the Bay Area to join the HSR segment at Merced, ideally using through trains switching between electric and diesel power at Merced.
3. Relocation of the Tehachapi crossing from the extravagantly expensive route via Palmdale to the direct route across Tejon pass .
4. Investment in other high ridership corridors, including the Pacific Surfliners, the Capitol Corridor and a new corridor from Los Angeles to the Coachella Valley, along with additional, modest investments in high speed rail.

1. Initial Operating Segment

The immediate focus should be on completing the Central Valley (CV) segment, all the way from Merced to Bakersfield. This project should include electrification to provide a full demonstration of the benefits of high speed rail to the people of the state at the least possible cost. The cost of this segment is about \$15 billion -- or perhaps a little more with electrification -- which is fully within the state's financial capabilities. However, the IOS needs to satisfy certain conditions to unlock Prop. 1A bond money: primarily, that it attract enough riders to cover operation and maintenance (O&M) costs,

and that the Prop. 1A bonds pay for less than half of the capital costs. High ridership on the CV segment can be achieved with robust feeder services from the Bay Area via a greatly improved Altamont corridor and from Sacramento using existing tracks with more modest improvements (see below). Prop. 1A bonds would provide about \$7 billion for this IOS, setting aside \$1 B already allocated for the bookends (San Jose-San Francisco and Burbank-Anaheim). Over \$4 B of non-bond money has been spent already, so only another \$4 B or \$5 B from other sources would be needed to complete the IOS.

2. Feeder Service for the Initial Operating Segment

To make the Central Valley IOS effective would require feeder services from Sacramento and the Bay Area, ideally using through trains switching between electric and diesel power at Merced. This scheme would necessitate substantial improvements to the existing alignment, particularly across Altamont Pass and through Niles Canyon. These improvements would cost an additional \$5 B or so, but this is only 35% of the cost for extending the Central Valley segment to San Francisco to complete the currently planned "Valley-to-Valley" IOS.

Moreover, an improved route across Altamont Pass would provide a critical link in regional rail service in northern California in addition to providing feeder service to HSR. This route is the natural gateway between the Bay Area and the northern San Joaquin Valley (SJV), and some improvements are already being planned by the San Joaquin RRC. Travel in this market is nearly four times that between the Bay Area and the southern valley (see Exhibit 1.5 on page 16 in the Draft 2018 State Rail Plan). The direct route to the Central Valley via Altamont Pass would provide critical rail service in this corridor, and relatively inexpensive improvements to it deserve much higher priority than the proposed HSR link to the southern CV via Pacheco pass.

The Sacramento branch of the feeder service should be able to support at least ten round trips per day, and the branch to the Bay Area even more since there are three possible termini (San Francisco, Oakland, and San Jose). The total ridership might exceed 15 thousand per day (nearly five million per year). The high speed portion of this service (Merced to Bakersfield) would certainly generate an operating surplus -- perhaps the entire operation would generate a surplus as well. If diesel operations north of Merced were also converted to electric power, northern California would acquire a modern (electric) regional passenger railroad system spanning over two hundred miles of service in addition to the electric high speed segment south of Merced.

3. Rail Link from Southern California to the Central Valley via Tejon Pass

Along with finishing the Central Valley segment as a demonstration project, the entire HSR project should be reconsidered, including rerouting the alignment to avoid as much as possible the rugged mountainous terrain that entails inordinately expensive tunneling. The 2005 EIR estimated that only about 20 miles of double track tunneling for Phase 1 (Los Angeles to San Francisco) would be needed, but this has expanded to about 45 miles in the latest engineering studies. The key to reducing project costs lies first and foremost in reducing tunneling to the absolute minimum necessary to connect major markets.

The largest saving is obtained by relocating the Tehachapi crossing from the expensive route via Palmdale to the more sensible, direct route across Tejon pass. The principal reasons given in the 2005 EIR for choosing Palmdale over Tejon Pass (pp. 6A 17-19) now support the opposite conclusion: Tejon Pass requires less tunneling and would therefore be much less expensive. Indeed, a critical point was ignored in the EIR that should have dictated this choice: the Tejon route is about 30 miles shorter than the Palmdale alternative, with a corresponding reduction in operations and maintenance (O&M) costs.

The extra O&M cost for the longer route via Palmdale is an additional, recurring expense on top of the extra capital cost for this segment.

The costs given in the 2005 EIR for the two alternatives connecting Los Angeles and Bakersfield were almost identical -- \$8.6 billion in 2003 dollars, or \$13 B in current (2017) dollars. A reevaluation of Tejon Pass might increase the cost a bit, but certainly not so much as to rival that for the Palmdale route, now estimated at \$26.6 billion (2017 dollars) -- twice the original estimate even after adjusting for inflation. The difference between costs for the two routes is how much it costs to put Palmdale on the main HSR line, and is an unjustified expenditure considering that the Antelope Valley is hardly a secondary market let alone a major urban center. Moreover, the bulk of the some six million annual Palmdale riders would be mainly commuters into the Los Angeles basin and these could be accommodated by improving the existing Metrolink line.

The lower cost of the route via Tejon pass yields a much higher return on investment (ROI) than the longer and more expensive Palmdale route, so it is bound to attract stronger interest from potential partners -- such as national rail agencies -- who could provide technical expertise as well as financial assistance for this difficult mountain crossing. Indeed, a partner with experience in mountain railways might recommend less tunneling for the Tejon Pass route (estimated at 23 miles in the 2005 EIR), by choosing a more aggressive profile for the very steep grade at Grapevine (6% for I-5 with no tunnels).

4. Major Investments in Other High Ridership Rail Corridors

According to the Draft 2018 State Rail Plan, much of future rail ridership in the state will come from regional services, measured not only by the number of riders but also by total distance traveled (passenger miles). In particular, the regional rail network in the Los Angeles metropolitan area (Metrolink) is expected to play an essential role in providing mobility across this 120-mile wide region. Rail trips on regional services are generally less than 100 miles, and even the corridor services (Pacific Surfliner, Capitol Corridor and the emerging corridors on the Central Coast and from Los Angeles to the Coachilla Valley) are dominated by short trips less than 200 miles. The State Rail Plan estimates that rail ridership in 2040 might total about 400 million trips per year (1.3 million per day) of which 40 million (ten percent) will use HSR and only 10 million (2.5 percent) will travel 200 miles or more by rail. HSR has its place in the overall rail plan but other services are collectively more important.

The Draft State Rail Plan presents a scheme for improvements to the California passenger rail network through the year 2040 along with associated cost estimates, arriving at a total sum of some \$132 billion or \$6 B per year. There is some overlap between HSR and other projects, but at least \$70 B can be attributed to HSR (including an interstate link to Las Vegas), leaving around \$60 B for other rail projects. But most of the non-HSR projects get deferred until completion of HSR Phase 1, which won't happen until 2035 and probably much later than that.

Focusing the rail program in the near term strongly on HSR drastically impedes investment in other rail markets, and particularly the corridor services -- Pacific Surfliner, Capitol Corridor and San Joaquins -- that the state is directly responsible for. Reducing the cost of HSR would allow a much better balance in funding among the various rail services in the state, putting the corridor services on a more equitable footing as HSR

5. Discussion and Concluding Remarks

In 1990 California had a sensible plan to link north and south ("Los Angeles-Fresno-Bay Area-Sacramento High Speed Rail Corridor Study Draft Final Report"), but over the next 15 years this plan was hijacked by political and parochial interests to ensure that very specific markets would be given

priority, even over the critical north-south spine. Returning to the spirit of the 1990 plan would entail a thorough reconsideration of the plan outlined in the 2005 and 2012 EIRs, and encapsulated as Proposition 1A approved by the voters in 2008.

The California HSR project should be drastically rescoped to reduce costs in order to build an affordable Phase 1 system within a ten-year time frame. To do this would require eliminating two-thirds of the expensive construction in rugged terrain, thereby saving some \$24 billion. Operations at the highest speeds (200 mph) would initially be restricted to the Central Valley segment from Merced to Grapevine. The Tehachapi crossing would be moved to Tejon Pass, and HSR trains would operate on tracks shared with regional services north of Merced and south of San Fernando. The markets that would be lost in this scheme are direct services between Palmdale and Bakersfield and between San Jose and Fresno, and fast service between Burbank and Palmdale, but these are relatively minor markets and their loss would barely affect intercity ridership. Travel time for the longest markets would see a modest increase compared to Phase 1 as currently proposed -- Los Angeles-San Francisco, for instance, would rise from 3.5 hours to about four.

The result is a Phase 1 system (Anaheim-San Francisco) considerably different than that envisioned by Prop. 1A. But that measure provided only limited funding for HSR, and Article 2 acknowledges that the intent of Prop. 1A is to *initiate* construction of a high speed rail system without specifying precisely how to complete it. What Prop. 1A does require is a fully funded IOS to release Prop. 1A bond money, and only suggests how that might lead to a Phase 1 system. This is just as well, since the cost of the project has now ballooned to twice that contemplated when Prop. 1A was approved, even after adjusting for inflation. The strategy proposed here is intended to get the costs of the entire state rail program under control, starting with downsizing the high speed portion to a level the state will be able to finance.

It is true that the state would effectively be renegeing on the promise of "high speed rail for everyone," but that was never financially feasible and was made only to obtain the support of outlying markets such as Sacramento, and to satisfy the interests of developers in the Antelope and Central Valleys. What is offered here is "high speed rail only where it really makes sense," very possibly limited to just the Central Valley where it is least expensive. Outlying areas would still get high speed trains, but at reduced speed away from the spine in the CV. In this way, project costs are kept under control, and a surprisingly large HSR system can be completed within a relatively short time frame.

6. References

"Los Angeles-Fresno-Bay Area-Sacramento High Speed Rail Corridor Study Draft Final Report," March 1990. Oversight provided by an ad-hoc study group (mainly politicians), with Parsons Brinkerhoff as the primary consultant.

"High speed ground transportation for America." U.S. Department of Transportation, Federal Railroad Administration, 1997.

"California High-Speed Rail Program EIR/EIS." California High Speed Rail Authority, 2005.

"Text of Proposed Law: Proposition 1A." California Secretary of State, 2008.

"Bay Area to Central Valley HST Final Program EIR/EIS." California High Speed Rail Authority, 2012.

"Capitol Corridor, 2014 vision plan update final report." CCJPA, 2014.

"Our future is on track: Metrolink's 10-year strategic plan." Metrolink, 2015.

"California State Rail Plan." California Department of Transportation (Caltrans), 2018 (Draft).

2018 Business Plan RECORD DETAIL

First Name : Mary Pat

Last Name : Marcus

Stakeholder Comments/Issues : Attached is Bakersfield Homeless Center's Comments on Draft 2018 Business Plan, also being fedexed to the California High Speed Rail Authority/Draft 2018 Business Plan.

[http://logo.dentons.com/dentons_logo.png]

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Legal Secretary to Ivor E. Samson

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Website<<http://www.dentons.com>>

Dentons US LLP

Maclay Murray & Spens > Gallo Barrios Pickmann > Muñoz > Cardenas &
Cardenas > Lopez Velarde > Rodyk > Boekel > OPF Partners > ?? >
McKenna Long

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Attachments :

image001.png (1 kb)
BHC letter to HSRA re Comments on Draft 2018 Business Plan 5-3-18.PDF
(47 kb)

May 3, 2018

VIA FEDEX and EMAIL

California High Speed Rail Authority
Attn: Draft 2018 Business Plan
770 L Street, Suite 800 MS-1
Sacramento, CA 95814
Email: 2018businessplancomments@hsr.ca.gov

Re: Bakersfield Homeless Center's Comments on Draft 2018 Business Plan

I am writing to submit comments on the Draft 2018 Business Plan on behalf of our client, the Bakersfield Homeless Center ("BHC"). These comments are submitted at the urging of Assemblyman Rudy Salas as well as senior members of the High Speed Rail Authority's ("HSRA") staff in the hope that HSRA (and the Board of Public Works) will re-consider its decision not to proceed with early acquisition of the BHC property.

By way of background, the BHC has offered year-round emergency shelter for 35 continuous years, beginning with the opening of the Good Shepherd Shelter in 1983. The mission of the BHC is to provide support and resources to families and individuals in crisis while helping them to achieve their highest level of self-sufficiency- in other words, to help homeless single women and families with children transition to stable, self-sufficient community living. BHC is a full-service shelter operating 24 hours a day year-round, and offering emergency shelter, food and other basic necessities in conjunction with a comprehensive supportive services program. It is the only shelter in Kern County that provides services to homeless families with children.

In early 2015 the BHC was told that its property would be in the HSR alignment immediately south of downtown Bakersfield and that HSRA wanted to pursue an "early acquisition" of the property for numerous reasons that would be beneficial to both HSRA and the BHC.

In October, 2016 an HSRA retained appraiser inspected the property and a right of way agent was assigned (but no copy of the appraisal has been provided to the BHC.). Thereafter, until September, 2017, the BHC was continually told that it was going to be acquired and would be on the Board of Public Work's agenda "next month." In reliance on these representations, the BHC has deferred maintenance of facilities while awaiting the HSRA and the other state agencies to take the action that had been promised. During this time, donors have (understandably) been unwilling to support planning and capital improvement efforts at BHC's existing facilities. The result has been a substantial loss of lost donor focus while awaiting HSRA and the other state agencies to begin the acquisition that had been promised. Unfortunately, in September 2017 BHC was told for the first time that HSRA's promised early acquisition would NOT go forward. We have made numerous appeals to HSRA staff as well as to state legislators to try and get this change of position reversed but without success. Finally, on January 30, 2018 in a meeting with Assemblyman Salas, Tom Flores and Diana Gomez it was suggested that we make this

request to the HSRA Board as a comment to the 2018 Draft Business Plan to see if funds could be allocated for this early acquisition, hence this letter.

Acquisition of BHC's property represents only a small change to HSRA's Business Plan but a tremendous issue for the Bakersfield community. If the HSR ever intends to go south of Bakersfield it will need to acquire the BHC's property. We respectfully request that you do so now, as previously and repeatedly promised.

Very truly yours,

Dentons US LLP



Ivor E. Samson

mpm

cc: Assemblyman Rudy Salas (Via U.S. Mail)
Hon. Dan Richard (Via Email)
Diana Gomez (Via Email)

2018 Business Plan RECORD DETAIL

First Name : Donna

Last Name : Ellis

Stakeholder Comments/Issues :

Attachments : March Board Meeting Donna Ellis Written Public Comment 165.pdf (36 kb)

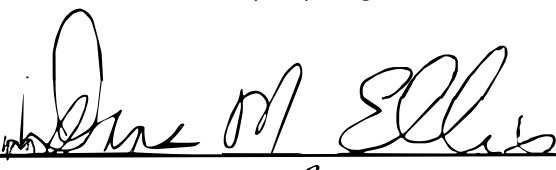
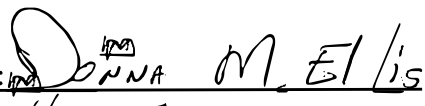
February 22, 2018

Dear CHSRA Board of Directors:

I live in the Palmdale to Burbank project section of the proposed High Speed Train Routes. The 2018 Business Plan is now being prepared and is to be released in the upcoming weeks. I have the following requests related to the content and process for the Business Plan. In essence, I will call upon my legislators to not support approval of the Business Plan unless the routes E1 and E2 in the Burbank to Palmdale project section are removed permanently from consideration.

1. The Authority has long promised a public meeting in the northeast San Fernando Valley. When the 2018 Business Plan is released and its public comment period begins, please hold a public meeting at a suitably large and convenient venue in the northeast San Fernando Valley so that the people most impacted may attend and engage directly with the Board, management and consultants.
2. The 2018 Business Plan must eliminate proposed routes E1 and E2.
 - The 2018 Business Plan should acknowledge that the E-3 route was eliminated in the 2016 Business Plan because of "over burden" and that the E-2 route, which has a similar over burden, must be eliminated.
 - Now that the geotechnical testing has been completed in the Angeles Forest, ample evidence exists to remove the E-1 Route given the hydro static pressure, the fractured nature of the rock, the "over burden", and the dewatering risks of such tunnels.
3. The 2018 Business Plan should address the inability of the Authority to propose suitable alternatives for the northeast San Fernando Valley and, if the Authority is not committed to identifying new alternatives, ought to abandon plans for high speed train service from Palmdale to Burbank. The responsibility to identify suitable alternatives is on the Authority and it should not remain, in the form of delay, on the backs of stakeholders in the northeast San Fernando Valley any longer.

Sincerely,

Signature:  Name: 
Address: 9803 Sunflow Way, Sun Valley, CA 91352
Email: Tenn^{est}erTenny2013@gmail Phone: 818767-2207
Additional Comments: _____

2018 Business Plan RECORD DETAIL

First Name : Robert

Last Name : Johnson

Stakeholder Comments/Issues :

Attachments : March Board Meeting Robert Johnson Written Public Comment 166.pdf (36 kb)

2018 Business Plan RECORD DETAIL

First Name : Michael

Last Name : Swallow

Stakeholder Comments/Issues :

Attachments : March Board Meeting Michael Swallow Written Public Comment 167.pdf (36 kb)

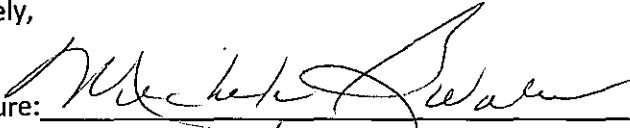
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 - Now that the geotechnical testing has been completed in the Angeles Forest, ample evidence exists to remove the E-1 Route given the hydro static pressure, the fractured nature of the rock, the "over burden", and the dewatering risks of such tunnels.
3. The 2018 Business Plan should address the inability of the Authority to propose suitable alternatives for the northeast San Fernando Valley and, if the Authority is not committed to identifying new alternatives, ought to abandon plans for high speed train service from Palmdale to Burbank. The responsibility to identify suitable alternatives is on the Authority and it should not remain, in the form of delay, on the backs of stakeholders in the northeast San Fernando Valley any longer.

Sincerely,

Signature:  Name: Michele Swanson
Address: 10156 Adelante Way Shasta Hills
Email: montsaintmichele@gmail.com Phone: 818-252-7984

Additional Comments: _____

2018 Business Plan RECORD DETAIL

First Name : Tarisha

Last Name : Harpes

Stakeholder Comments/Issues :

Attachments : March Board Meeting Tarisha Harpes Written Public Comment 168.pdf (38 kb)

February 22, 2018

Dear CHSRA Board of Directors:

I live in the Palmdale to Burbank project section of the proposed High Speed Train Routes. The 2018 Business Plan is now being prepared and is to be released in the upcoming weeks. I have the following requests related to the content and process for the Business Plan. In essence, I will call upon my legislators to not support approval of the Business Plan unless the routes E1 and E2 in the Burbank to Palmdale project section are removed permanently from consideration.

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Sincerely,

Signature:  Name: Tarisha Harper

Address: 10439 Oro Vista Ave. Sunland CA 91040

Email: tmharper88@gmail.com Phone: (818) 823-8405

Additional Comments: Use our tax dollars to
conserve water !! Not build trains
that no one will ride!

2018 Business Plan RECORD DETAIL

First Name : Alan

Last Name : Byler

Stakeholder Comments/Issues :

Attachments : March Board Meeting Alan Byler Written Public Comment 169.pdf (35 kb)

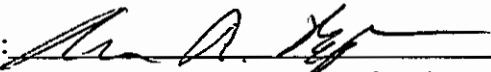
February 22, 2018

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Sincerely,

Signature:  Name: Alan R. Byler
Address: 11250 Wheatland Ave. Lake View Terrace, CA 91342
Email: ~~lpn lpn~~ Phone: ~~lpn~~
Additional Comments: ~~lpn lpn~~

2018 Business Plan RECORD DETAIL

First Name : Pamela

Last Name : Harper

Stakeholder Comments/Issues :

Attachments : March Board Meeting Pamela Harper Written Public Comment 170.pdf (35 kb)

2018 Business Plan RECORD DETAIL

First Name : Lonnal

Last Name : Hernandez

Stakeholder Comments/Issues :

Attachments : March Board Meeting Lonnal Hernandez Written Public Comment 171.pdf (36 kb)


February 22, 2018

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Sincerely,

Signature:  Name: Lonnat Hernandez
Address: 11557 Terra Bella St. L.U.T. CA 91342
Email: Lonnahernandez17@gmail.com Phone: (818) 890-3142
Additional Comments: o o o o o o o o

2018 Business Plan RECORD DETAIL

First Name : John

Last Name : Descouroyez

Stakeholder Comments/Issues :

Attachments : March Board Meeting John Descouroyez Written Public Comment 172.pdf
(35 kb)

February 22, 2018

Dear CHSRA Board of Directors:

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Sincerely,

Signature: John Descour Name: John Descour 20942
Address: 11250 Wheatland Ave Sylmar Ca 91742
Email: _____ Phone: 818-714-5253

Additional Comments: _____

2018 Business Plan RECORD DETAIL

First Name : Unknown

Last Name : Ineligible Writing

Stakeholder Comments/Issues :

Attachments : March Board Meeting Ineligible Written Public Comment 173.pdf (34 kb)


February 22, 2018

Dear CHSRA Board of Directors:

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Sincerely,

Signature:  Name: EMILIA

Address: 11250 Wheatland Ave Lakewood Terrace CA 91342

Email: ~~lml@lml.com~~ Phone: _____

Additional Comments: _____

2018 Business Plan RECORD DETAIL

First Name : David

Last Name : Dandridge

Stakeholder Comments/Issues :

Attachments : March Board Meeting David Dandridge Written Public Comment 174.pdf (36 kb)


February 22, 2018

Dear CHSRA Board of Directors:

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Sincerely,

Signature:  Name: David Dandridge

Address: 11410 Lemoncrest Ave LVT 91342

Email: sober24@gmail.com Phone: 818) 590-7312

Additional Comments: You want my home? Five words:
over my cold dead hands.

2018 Business Plan RECORD DETAIL

First Name : John

Last Name : Galway

Stakeholder Comments/Issues :

Attachments : March Board Meeting John Galway Written Public Comment 175.pdf (35 kb)

2018 Business Plan RECORD DETAIL**First Name :** Rita**Last Name :** Takenovchi**Stakeholder Comments/Issues :****Attachments :** March Board Meeting Rita Takenovchi Written Public Comment 176.pdf (35 kb)

February 22, 2018

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Sincerely,

Signature: Rita Takenouchi Name: Rita Takenouchi

Address: 12216 Spring Trail

Email: Rita.foon.takenouchi@gmail.com Phone: 818.834.6654

Additional Comments: _____

2018 Business Plan RECORD DETAIL

First Name : Marlene

Last Name : Rader

Stakeholder Comments/Issues :

Attachments : March Board Meeting Marlene Rader Written Public Comment 177.pdf (35 kb)

February 22, 2018

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Sincerely,

Signature:  Name: Maelene Rader

Address: 12614 Trail 3 Kagel Canyon CA 91342

Email: generalmae@aol.com Phone: 818-890-7593

Additional Comments: ~~mae~~ ~~mae~~ ~~mae~~ ~~mae~~

2018 Business Plan RECORD DETAIL

First Name : Roy

Last Name : Romero

Stakeholder Comments/Issues :

Attachments : March Board Meeting Roy Romero Written Public Comment 179.pdf (35 kb)

February 22, 2018

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Sincerely,

Signature:  Name: Roy Romero

Address: 10082 Burling St Shadow Hills

Email: LAW22LOGAN@YAHOO.COM Phone: 818-353-8240

Additional Comments: _____

2018 Business Plan RECORD DETAIL

First Name : Nanette

Last Name : Wenger

Stakeholder Comments/Issues :

Attachments : March Board Meeting Nanette Wenger Written Public Comment 180.pdf (36 kb)

February 22, 2018

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Sincerely,

Signature: _____



Name: _____

Nanette Wenger

Address: _____

9700 SHADOW ISLAND DRIVE, SHADOW HILLS 91040

Email: _____

nanettefawn@gmail

Phone: _____

818) 957-6009

Additional Comments: _____

lwn

2018 Business Plan RECORD DETAIL

First Name : Vince

Last Name : Moore

Stakeholder Comments/Issues :

Attachments : March Board Meeting Vince Moore Written Public Comment 181.pdf (36 kb)


February 22, 2018

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Sincerely,

Signature:  Name: Vince Moore
Address: 60768 Wheatland Ave Shadow Hills
Email: VkMoore@yahoo.com Phone: 818 448 9023
Additional Comments: _____

2018 Business Plan RECORD DETAIL

First Name : Monica

Last Name : Vacas

Stakeholder Comments/Issues :

Attachments : March Board Meeting Monica Vacas Written Public Comment 182.pdf (38 kb)

February 22, 2018

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Sincerely,

Signature: Monica R. Vas Name: Monica R. Vas
Address: 10227 Kanark St Sun Valley Ca 91352
Email: monicavas@hotmail.com Phone: (818) 953-7477
Additional Comments: Notes were never disclosed the damage involved with the CHSRA ballot

2018 Business Plan RECORD DETAIL

First Name : Diana

Last Name : Shepherd

Stakeholder Comments/Issues :

Attachments : March Board Meeting Diana Shepherd Written Public Comment 183.pdf (37 kb)


February 22, 2018

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Sincerely,

Signature:  Name: Diana Shepherd
Address: 9578 La Canada Way, Sunland, CA 91060
Email: ted@jlshepherd.com Phone: (818) 898-2361
Additional Comments: SAVE OUR COMMUNITIES!

2018 Business Plan RECORD DETAIL

First Name : Suzanna

Last Name : Wood

Stakeholder Comments/Issues :

Attachments : March Board Meeting Suzanna Wood Written Public Comment 184.pdf (38 kb)

February 22, 2018

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Sincerely,

Signature: Suzanna Wood Name: Suzanna Wood
Address: 100 21 Stonehurst Ave, Sun Valley CA 91352
Email: SuzannaWood26@gmail.com Phone: 818 814 3275
Additional Comments: We the people need to be heard & represented — ? by you??

2018 Business Plan RECORD DETAIL

First Name : David

Last Name : Elson

Stakeholder Comments/Issues :

Attachments : March Board Meeting David Elson Written Public Comment 185.pdf (35 kb)

February 22, 2018

Dear CHSRA Board of Directors:

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Sincerely,

Signature:  Name: David Elson

Address: 10270 McBroom St. Shadow Hills, CA 91040

Email: Delson310@gmail.com Phone: (440) 823-1174

Additional Comments: This is appalling and unfair. A project like this will ruin our community and lives.

2018 Business Plan RECORD DETAIL

First Name : Susan

Last Name : Colgan

Stakeholder Comments/Issues :

Attachments : March Board Meeting Susan Colgan Written Public Comment 186.pdf (35 kb)

February 22, 2018

Dear CHSRA Board of Directors:

I live in the Palmdale to Burbank project section of the proposed High Speed Train Routes. The 2018 Business Plan is now being prepared and is to be released in the upcoming weeks. I have the following requests related to the content and process for the Business Plan. In essence, I will call upon my legislators to not support approval of the Business Plan unless the routes E1 and E2 in the Burbank to Palmdale project section are removed permanently from consideration.

1. The Authority has long promised a public meeting in the northeast San Fernando Valley. When the 2018 Business Plan is released and its public comment period begins, please hold a public meeting at a suitably large and convenient venue in the northeast San Fernando Valley so that the people most impacted may attend and engage directly with the Board, management and consultants.
2. The 2018 Business Plan must eliminate proposed routes E1 and E2.
 - The 2018 Business Plan should acknowledge that the E-3 route was eliminated in the 2016 Business Plan because of "over burden" and that the E-2 route, which has a similar over burden, must be eliminated.
 - Now that the geotechnical testing has been completed in the Angeles Forest, ample evidence exists to remove the E-1 Route given the hydro static pressure, the fractured nature of the rock, the "over burden", and the dewatering risks of such tunnels.
3. The 2018 Business Plan should address the inability of the Authority to propose suitable alternatives for the northeast San Fernando Valley and, if the Authority is not committed to identifying new alternatives, ought to abandon plans for high speed train service from Palmdale to Burbank. The responsibility to identify suitable alternatives is on the Authority and it should not remain, in the form of delay, on the backs of stakeholders in the northeast San Fernando Valley any longer.

Sincerely,

Signature: Suzanne Colgan Name: SUZANNE COLGAN

Address: 10503 Wheatland Ave (Shadow Hills), CA 91040

Email: scolgan@rocketmail.com Phone: 818/352-0995

Additional Comments: o o o o o o o o

2018 Business Plan RECORD DETAIL

First Name : David
Last Name : DePinto
Stakeholder Comments/Issues :

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

Subject: SAFE Coalition Comments on 2018 "Business Plan"

Date: Mon, 7 May 2018 16:59:36 -0700

From: David DePinto <ddepinto@depintomorales.com>

To: Richard, Dan@HSR <Dan.Richard@hsr.ca.gov>, Boehm, Michelle@HSR <Michelle.Boehm@hsr.ca.gov>, Brian.Kelly@hsr.ca.gov <Brian.Kelly@hsr.ca.gov>, palmdale_burbank@hsr.ca.gov <palmdale_burbank@hsr.ca.gov>, Arellano, Genoveva@HSR <garellano@arellanoassociates.com>

May 7, 2018

*SUBJECT: SAFE COALITION COMMENTS ON 2018 BUSINESS PLAN -
NOTE VIDEO
SUBMITTAL TO BE VIEWED AS AN INTEGRAL PART OF OUR
SUBMITTAL -
**<https://vimeo.com/268459373> *

Dear High Speed *TRAIN* Authority:

Given how much our communities have suffered and been damaged since August 14, 2014, when we were first "thrown under the train" by the "yellow banana," we are pleased to be both involved enough and informed enough to provide enlightened and passionate feedback on the 2018 Business Plan. Since we have heard nothing from CHSRA since early 2016 due to its abdication of its "community outreach" program, since the Authority is years late on delivering the DEIR which it first said would be released in August 2016, and since the Authority reneged on plans to hold a board meeting in the northeast San Fernando Valley since June 2015, this video submittal, which will at least let you see and hear our faces and voices, along with this incisive cover letter, must suffice.

Maybe in an alternate universe or alternate reality this would be called a "Business Plan." Because in the real world, a Business Plan is created by a stable, qualified and experienced management team. In the real world a Business Plan adds up and is precise. In the real world, a Business Plan has achievable timelines and schedules. In the real world, a Business Plan reflects stakeholder input. In the real world, a Business Plan is measurable and sets up accountability. In the real world, a Business Plan is the sum of its parts....

Our primary question and challenge to this Business Plan is that if one of its key elements, in this case, the Burbank to Palmdale project section, is so fatally flawed, full of "show stoppers" and unachievable, then the Business Plan, itself, does not hold together. This 2018 Business Plan, unfortunately, lacks one crucial element: reality.

We read this document with anticipation after reading the press release and knowing a new executive was in place. Unfortunately, the new management personnel has not been in place long enough to have created and taken ownership of this Business Plan. You can't fool us. You can't railroad us. This Business Plan is a product of past regimes that have created the largest boondoggle in California and possibly United States public works history. This Business Plan does not apply lessons learned; it is a prescription for mistakes to be repeated over and over and over because the Authority's culture remains one of being treated as a

special child, given priority and privilege without having earned it or respected the public trust that created it.

This Business Plan is vapid, devoid of facts, devoid of connection to the real California and devoid of responsiveness to communities held hostage for far too long. We substantiate our claim that the Business Plan is the sum of its parts and, thus, infeasible because it has a \$12 billion hole in it; it has a 5-10 year scheduling gap in it. As a result, the Authority's Board and the Legislature must reject this Business Plan and send management and staff back to the drawing board.

Following is a brief illustration of the shortcomings of the Palmdale to Burbank project sections, shortcomings that make that section and the entire Business Plan infeasible.

1. The Burbank to Palmdale routes are infeasible and fatally flawed due to environmental complexity, unjust location of routes that divide communities and change community character, and budgets that remain both unfounded exorbitant.
2. The Authority has not presented the NE San Fernando Valley with any new options since early 2016 and has not improved on the old, flawed alternatives.
3. The Authority continues to miss deadlines to present environmental studies to the NE San Fernando Valley, is nearly two years past August 2016 when the studies were first stated to be completed, and recent announcements about the studies being delayed until 2020 further hold our communities hostage unjustly.
4. The Authority has failed to hold a board meeting in the NE San Fernando Valley as promised to stakeholders in 2015.
5. CHSRA's own geotechnical studies substantiate the flaws in all of the tunneled route proposals, in particular the study released in March 2017. In CHSRA's own words from that document: "the geologic and hydrogeologic conditions along the tunnel alignments present significant design and construction challenges." Those challenges would further exacerbate the environmental complexity, time delays and cost overruns characterizing the Authority's work to date. It's important to note that this definitive and enlightening Geotechnical study, produced by the Authority, was only obtained by the SAFE Coalition after months of dogged pursuit of information from the Authority, from elected officials and, ultimately, through a public records request that took many months to complete.
6. All communities in the northeast San Fernando Valley oppose the project universally and unanimously due to all of the frequently stated damage and risks presented to densely populated residential and commercial areas, as well as to sensitive environmental areas.
7. All elected officials in the NE San Fernando Valley are on the record individually, and some collectively, as opposed to the routes under consideration.

To conclude, if a major project section, such as Palmdale to Burbank, is infeasible and fatally flawed, then since it is a pillar of the Business Plan, itself, then logically the Business Plan is incomplete, infeasible, flawed and should not be approved by the Board or by the Legislature. We'd add one further note. Our research indicates that southern California taxpayers are being ripped off worse than taxpayers anywhere else in California by the fact that a disproportionate amount of CHSRA funds are being spent in northern and central California, creating whatever economic benefits the project possesses, while creating zero transportation benefits. The SAFE Coalition calls upon the Authority to immediately remove the flawed routes proposed for the Burbank to Palmdale project section and to quickly propose how remaining funds can be made available for other local transportation/bookend projects.

On behalf of all the communities which comprise the SAFE Coalition, please take these comments and the video to heart and revise your Business Plan and remove these infeasible routes from further consideration.

Dave DePinto

--

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

Attachmentse

gglopligbplmohmc.gif (19 kb)

2018 Business Plan RECORD DETAIL

First Name : District
Last Name : 6
Stakeholder Comments/Issues : Got it. Thanks Ed!

Best,

Mary Anne Groen
Chief of Staff
Office of Councilmember Dev Davis
200 E. Santa Clara Street
18th Floor
San Jose, CA 95113-1905
Tel (408) 535-4906
maryanne.groen@sanjoseca.gov<mailto:maryanne.groen@sanjoseca.gov>

Follow the Councilmember on Social Media:
[cid:image001.jpg@01D27575.C60363A0]<<https://twitter.com/DevDavisCA>>
[cid:image002.png@01D27575.C60363A0]<<https://www.facebook.com/devdavisCA/>> [cid:image003.jpg@01D27575.C60363A0]
<<https://www.instagram.com/devdavisca/>>

P.S. Stay updated on current issues in District 6 and the City of San José by signing up to receive our newsletter here<<https://visitor.r20.constantcontact.com/d.jsp?llr=iz8nzydab&p=oi&m=1103564828456&sit=efuntohfb&f=eed530b3-fcb2-4536-bcc3-a14cc7e20f3a>>.

[cid:image004.jpg@01D2A964.1C1249B0]

From: Edward Saum [mailto:edward@saumdesignconsulting.com]
Sent: Monday, May 07, 2018 2:37 PM
To: 2018businessplancomments@hsr.ca.gov
Cc: District 6 <district6@sanjoseca.gov>; The Office of Mayor Sam Liccardo <TheOfficeofMayorSamLiccardo@sanjoseca.gov>; Reid, Tara <Tara.Reid@sanjoseca.gov>; Wilcox, Leland <Leland.Wilcox@sanjoseca.gov>
Subject: CHSRA 2018 Business Plan Comments

To Whom It May Concern -

Attached please find the responses of the Shasta / Hanchett Neighborhood Association (S/HPNA) to the High-Speed Rail Authority's request for comments on the Draft 2018 Business Plan. S/HPNA represents 1,400 households in the neighborhoods immediately west of San Jose Diridon Station, and along the West of the current Caltrain corridor from Park Avenue in the south to West Taylor Street in the North.

Please feel free to contact me if you have any comments, questions, or concerns.

Edward Saum

President, Shasta / Hanchett Park Neighborhood Association

Attachments :
image001.jpg (906 bytes)
image002.png (1 kb)
image003.jpg (930 bytes)
image004.jpg (4 kb)

2018 Business Plan RECORD DETAIL

First Name : Greg

Last Name : Greenway

Stakeholder Comments/Issues : Please see comments from Peninsula Freight Rail Users Group on the 2018 HSR Business Plan.
Thank you, Greg Greenway

Attachments : PFRUG Comments on HSR Business Plan 050718.pdf (257 kb)



May 7, 2018

Delivered by E-mail

2018businessplancomments@hsr.ca.gov

Dan Richard
Board Chairman
California High-Speed Rail Authority (CHSRA)
770 L Street, Suite 620 MS-1
Sacramento, CA 95814

Attn: Draft 2018 Business Plan

Dear Chairman Richard and Members of the Board of Directors:

The Peninsula Freight Rail Users Group (PFRUG) offers the following comments on the 2018 California High Speed Rail (HSR) Business Plan. PFRUG is an industry association whose members include the freight rail shippers on the Caltrain rail corridor, the two public ports on the San Francisco Bay Peninsula (San Francisco and Redwood City) and other business and labor stakeholders. PFRUG has participated actively in the planning process for Caltrain modernization and high-speed rail since 2009.

Attention to Freight Rail in the Draft Business Plan

We appreciate the extensive references to freight rail as a partner with passenger rail, and the importance given to planning for freight in relation to the California High Speed Rail project.

At the same time, the draft Business Plan gives a relative lack of attention to Northern California freight rail. It is encouraging that the draft document notes, "The Authority continues to be in discussions with Caltrain, Caltrans, the City of San José, Santa Clara County, Union Pacific Railroad and other partners about right of way and operational options between Santa Clara and Gilroy, including how passenger and diesel freight trains could share the corridor." PFRUG strongly encourages you to include more extensive language about the Authority's commitment to making a shared freight/passenger corridor work successfully on the Peninsula in particular. How, for example, do the lessons of "shared corridor modeling" in Southern California apply to Northern California (the Caltrain corridor) going forward?

Past plans recognized that "America's freight rail system is the envy of the world" and that freight rail is a vital component of California's intermodal infrastructure for goods movement by "providing efficient connections to and from California's ports." PFRUG is glad to see that the current draft affirms that freight railroads "play vital roles in the national and statewide economy by maintaining and expanding their ability to move freight by rail, to serve the state's ports and other shippers and to help relieve the state's crowded highway network." PFRUG recommends that this theme be emphasized more in the final document.



Finally, the 2018 draft notes that, “A well-defined and collaborative relationship between the Authority and the freight railroads in California is critical to the successful implementation of the high-speed rail program.” PFRUG encourages the Authority to acknowledge and continue to include local freight shippers (in addition to freight operators) among the freight stakeholders with whom the agency collaborates.

Planning for Compatibility with Freight Rail

PFRUG strongly encourages CHSRA to take freight rail into account when planning for future high-speed passenger service. Caltrain provides a model of how to do this successfully, following a collaborative planning process that recognizes the mutual benefits of moving people and goods by rail. Following are considerations and lessons from that local planning process:

- Work closely with freight rail shippers in addition to freight rail operators during outreach, planning and design of the project. Designate staff contacts for regular updates and meetings with PFRUG. Reach out to PFRUG to allow us to participate constructively in the planning process. We appreciate efforts on the part of HSR staff to inform and work with us, and to include PFRUG in the agency’s local stakeholder advisory group. We encourage CHSRA to continue to affirm this approach as part of the Business Plan.
- Make explicit the assumptions regarding design and operations that underlie cost estimates, specifically as they relate to freight and passenger rail compatibility on the Caltrain corridor.
- Ensure that design and operations assumptions support the long-term viability of shared freight rail use under a “blended system” on the Caltrain corridor, particularly continued freight rail operation during the hours of 8pm–5am. Caltrain has worked closely with local stakeholders to achieve this goal, and its 2015 petition to the FRA was approved by the federal government. This raises a critical question for HSR: What are the planned hours of operation of high-speed trains? What are the plans for HSTs between the hours of 8:00pm and 5:00am, the peak hours for freight rail use of the corridor?
- Ensure that design and operational assumptions support the continuation of the current regulatory standard of 22.5 feet for the overhead electrical lines used by high-speed trains.
- Protect the level of service for freight during the construction period. Electrification of a main line has not occurred in the United States for many years, and the engineers responsible for electrification of the Caltrain corridor will, to some degree, be learning on the job. PFRUG insists that construction be planned in a way that ensures full freight service during construction of the blended system, and Caltrain has committed to this goal for the PCEP.
- Build tracks to account for heavier rail cars in the future. The weight of loaded freight rail cars throughout the country is growing from the current 286,000 pounds to 315,000 pounds.



Railroads have consistently raised the weight limits for rail cars and are likely to push for greater freight car weight capacity over the time horizon for HSR planning and construction.

If HSR and Caltrain are building a system for the long term, it makes sense to build the system to accommodate heavier rail cars. High speed passenger trains also require tracks built to higher standards, which should also accommodate heavier freight trains, but it is important to discuss this issue explicitly at early stages of the planning process.

- Regarding the management and oversight of the project following environmental review, consider experience with freight rail as a desirable qualification, and seek substantial expertise in this area from employees and consultants who advise the board and staff.
- Consider the business opportunities of moving freight on high-speed trains and/or facilitating investments in electrification of existing freight service on corridors to be shared with high speed trains. Currently, major package delivery companies contract with freight railroads for intermodal service. The CHSRA should investigate market opportunities that could potentially attract investment to improve the infrastructure for both freight and passenger rail.

PFRUG has appreciated the availability and proactive approach of CHSRA staff in the two years since the last Business Plan was developed. Most fundamentally, we hope that the Authority will keep local freight shippers (in addition to freight operators) closely involved in the planning process. We urge you to incorporate our comments into the final business plan and look forward to working with CHSRA as the project moves forward.

Sincerely,

A handwritten signature in black ink, appearing to read "Greg Greenway". The signature is fluid and cursive, with a long horizontal stroke at the end.

Greg Greenway
Executive Director, PFRUG

2018 Business Plan RECORD DETAIL

First Name : Linda

Last Name : Johnson

Stakeholder Comments/Issues : Attached please find a comment letter.

Thank you,

Linda Johnson
Principal Planner
City of Anaheim
Public Works Department<<http://www.anaheim.net/229/Public-Works>> ;
Traffic and Transportation<<http://www.anaheim.net/361/Traffic-Transportation>>
200 South Anaheim Boulevard | Suite 276
Anaheim, CA 92805
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LJohnson@anaheim.net<<mailto:LJohnson@anaheim.net>>

[cid:image003.jpg@01D296A4.4BD9E5E0]

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Attachments :

image001.jpg (3 kb)
180507 City of Anaheim Comment Ltr.pdf (114 kb)



City of Anaheim
DEPARTMENT OF PUBLIC WORKS

May 7, 2018

California High-Speed Rail Authority
Attn: Draft 2018 Business Plan
770 L Street, Suite 620 MS-1
Sacramento, California 95814

Subject: California High-Speed Rail (CHSR) Project – Draft 2018 Business Plan

Dear Sir:

We appreciate the opportunity to review the Draft CHSR 2018 Business Plan. Following are our comments:

- The 2016 Business Plan refers to the high-speed rail one-seat ride between the Bay Area and Southern California (page 30). Please adjust the Draft 2018 Business to reflect the Phase I high-speed rail system connecting San Francisco/Merced with Los Angeles/Anaheim through the phased and blended implementation of a one-seat ride adopted by the Authority in the 2012, 2014 and 2016 Business Plans.
- The Draft 2018 Business Plan states that the Authority's \$500 million 2012 Southern California Memorandum of Understanding (MOU) funds will be directed to two projects: Rosecrans/Marquardt Grade Separation Project and Los Angeles Union Station and Link US. We request that CHSR consider other early investments identified in the MOU if funds become available. As indicated in the MOU and identified in the 2016 Business Plan (pages 55-59), there are several high priority projects in Orange County which would improve mobility, safety and the environment and benefit travelers through greater interconnectivity including the State College Boulevard, Orangethorpe Avenue and Ball Road grade separation projects in the City of Anaheim.

Thank you for consideration of our comments.

Should you have any questions, please contact me at (714) 765-5065 or REmami@anaheim.net.

Sincerely,

Rudy Emami, P.E.
Public Works Director

C: Linda Andal, Interim City Manager

2018 Business Plan RECORD DETAIL

First Name : Rob

Last Name : Ball

Stakeholder Comments/Issues : Please find attached Kern COG's comment on the Draft 2018 Business Plan.

Robert "Rob" Ball, Deputy Director & Director of Planning for Kern Council of Governments, www.kerncog.org<<http://www.kerncog.org>>
office 661-635-2900, direct 661-635-2902,
rball@kerncog.org<<mailto:rball@kerncog.org>>

Attachments : KernCOG Comments-Draft HSR Business Plan 5-7-18.pdf (137 kb)



**Kern Council
of Governments**

May 7, 2018

Chairman Dan Richard and Members of the Board of Directors
California High-Speed Rail Authority
770 L Street, Suite 620 MS-1
Sacramento, CA 95814

Re: Draft 2018 Business Plan - Comments from Kern COG

Dear Mr. Richard and Members of the Board of Directors:

Thank you for the opportunity for Kern Council of Governments (Kern COG) to provide comments and recommendations regarding the draft 2016 Business Plan (Draft Business Plan). As you know Kern COG and its staff has been working cooperatively with this project for over twenty-five years and our staff will continue to do so to ensure the best possible planning practices are achieved.

With respect to the Draft Business Plan, Kern COG staff has coordinated our response with the City of Bakersfield, County of Kern, and numerous stakeholders within our jurisdiction to ensure not only concerns of the Draft Business Plan are identified, but also recommended solutions to address those concerns.

Kern COG staff looks forward to working with your staff to complete the Draft Business Plan on-time and with local concerns addressed of not only Kern County but other communities impacted by the Initial Operating Segment.

Sincerely,

A handwritten signature in black ink that reads "Ahron Hakimi".

Ahron Hakimi,
Executive Director

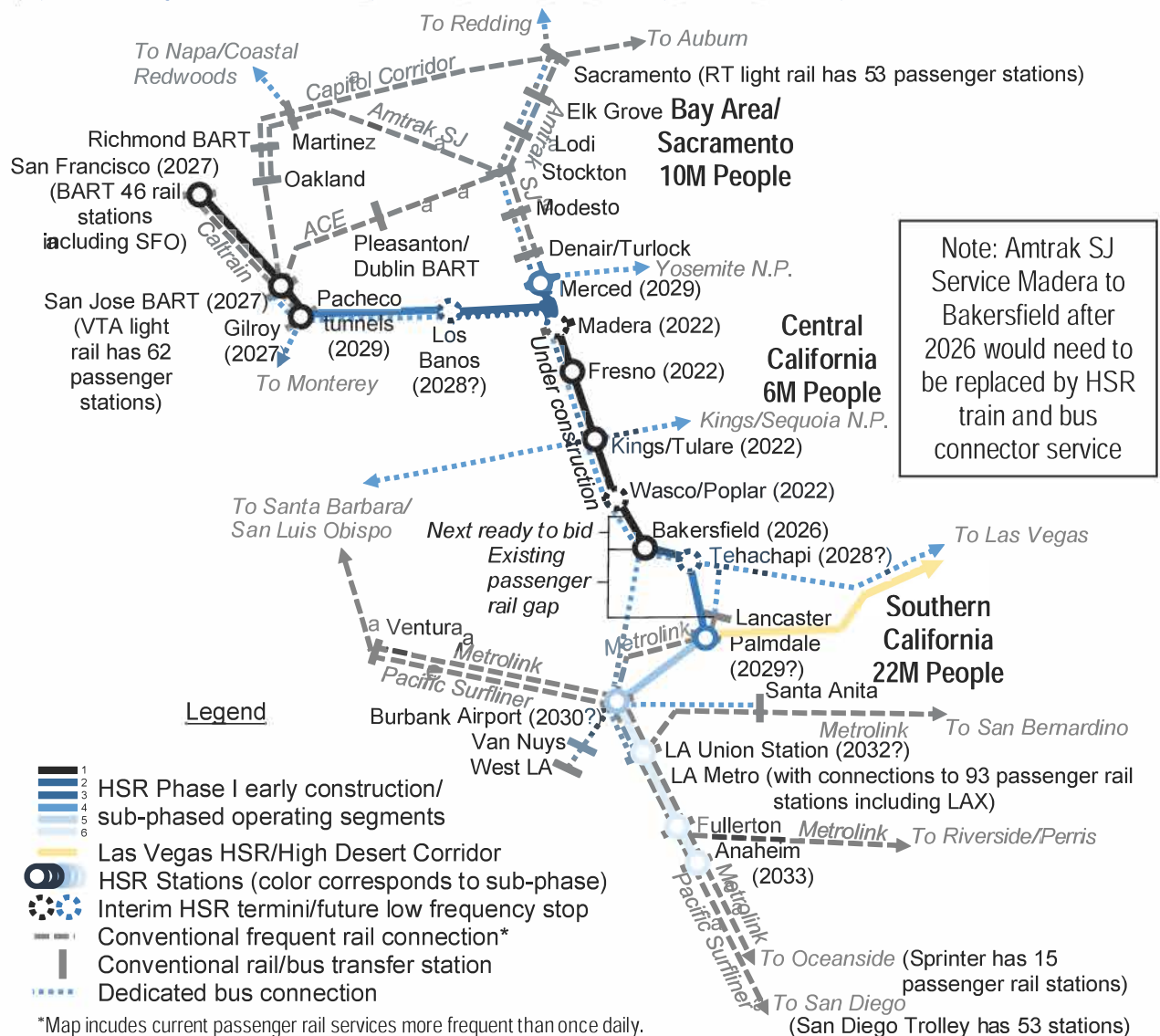
Enclosure

Draft 2018 HSR Business Plan – Kern COG Comments – May 2018

1. Elimination of Amtrak San Joaquin service South of Madera at the start of HSR service – 2026/7
 Kern COG supports the HSR early operation segment to include Bakersfield to Madera on p. ii of the CEO letter. The Business Plan also references the Draft California State Rail Plan (SRP) in several locations. On p. 129 of the SRP "Service Goals and Improvements" section, the first bullet point describes the San Joaquin service elimination from the Amtrak Bakersfield station to mid-corridor starts in Fresno and Stockton. Later on Page 129, the elimination of all passenger rail service South of Fresno is discussed. Figure 1 below illustrates a Kern COG staff recommended phased replacement of Amtrak SJ diesel service as each segment of HSR Phase I system comes online. Replacement of duplicate diesel passenger rail service in this corridor with electric HSR and connector bus service will likely result in significant operating cost savings for the state. The proposal also frees up rail main lines for un-subsidized goods movement. However, this is a major change from prior plans and has serious impacts which must be addressed.

Figure 1 – HSR Phase I System: Early Operational Sub-Phasing Serving 40M+ People Adapted from 2016/18 Business Plans: Ridership and Revenue Forecasting Appendix

http://www.hsr.ca.gov/docs/about/business_plans/2016_Business_Plan_Ridership_Revenue_Forecast.pdf



The state must mitigate the Impacts of eliminating Amtrak stations and passenger rail service to communities South of Madera (Corcoran, Allensworth, Wasco, Bakersfield and the surrounding communities that use these stops).

Page 129 of the SRP, under the "Planning, Analysis, and Project Development" section, in bullet point number five, states: "*Study potential regional rail and integrated Express Bus needs to communities between Fresno and Bakersfield, developing recommendations that consider capacity currently used for San Joaquin service, along with regional rail opportunities and the need to feed HSR stations at Fresno, Kings-Tulare, and Bakersfield.*" Since the planning period described in this section begins in 2022, we are assuming from the 2018 HSR draft business plan that HSR service could begin as early as 2026 between Bakersfield and Madera. Planning needs to begin immediately to mitigate the following impacts to the communities losing Amtrak service:

- a. **Comprehensive connector bus system** - Provide coordinated access to new HSR service and Southern California via dedicated connector bus service. This would include a parallel bus service to the operational HSR corridor that would pick up passengers at cities such as Shafter, Delano and Corcoran that don't have a HSR stop, and arrive just in time to catch the train at the appropriate HSR station.
- b. **Interim HSR termini** - Provide interim HSR platforms/stops at temporary HSR system termini, including a stop at the community of Wasco downtown at the current Amtrak SJ station site. Provide sufficient connector bus spaces and facilities to safely transfer passengers connecting with Southern California destinations. These temporary termini could also be co-located with railway maintenance facilities to make better use of the infrastructure investment in the stop.
- c. **Low frequency future and/or emergency stops** - As the HSR system completes portions of longer segments, provide new interim platforms at the termini at locations such as Wasco, Madera, Los Banos, and Tehachapi (see figure 1). These platforms will allow the HSR system to benefit from rail travel time improvements sooner, creating a potential future low frequency stop location or emergency turnout for the system. These also provide a node for future transit oriented development in these smaller communities. The stop platforms should include rail sidings off the two mainlines just like the regular HSR station stops. These stops also provide access to these impacted disadvantaged communities should the IOS be used by Amtrak San Joaquin Service.
- d. **Wasco-Bakersfield is next segment ready to bid** - The locally generated alternative alignment for the Wasco (Poplar Ave) to Bakersfield segment will be environmentally cleared by mid-2018 and will be the next segment ready to bid and construct. Building all the way to Bakersfield prior to initial operation in 2026/27 will minimize traffic impacts and need for extra bus bays at an interim stop in Wasco. Still, a downtown platform in Wasco will be needed for future low frequency service and to mitigate impacts to that disadvantaged community by the loss of an Amtrak station.
- e. **Reserve right to operate commuter rail on BNSF mainline in future in South Valley** - In 2012 Kern COG completed a Commuter Rail Study that included a plan for commuter rail service between Wasco, Shafter, NW Bakersfield and downtown Bakersfield. The future NW Bakersfield stop is in the Amtrak SJ business plan. The state of California has invested hundreds of millions in improvements to the BNSF mainline, and based on that investment should retain the right to operate passenger service along the South Valley BNSF corridor in the future. The State should negotiate such an agreement with BNSF before Amtrak passenger rail service is eliminated in the South Valley. The agreement should anticipate future service in Kern between Wasco and Bakersfield to the Bakersfield HSR station when future ridership warrants such a service.
- f. **State plan missing planned commuter rail routes in Kern** - The State Rail Plan should include the planned commuter rail routes from the Kern COG 2012 Commuter Rail Plan, including stops in

NW Bakersfield (Amtrak SJ) and Rosamond (Metrolink) which are currently funded in the out years of the 2014 RTP. These routes would provide an important future feeder rail system to the HSR stations at Bakersfield and Palmdale. See Kern COG's *Commuter Rail Feasibility Study*. http://www.kernco.org/wp-content/uploads/2010/03/KernCOG_Commuter_Rail_Draft_Report_20120720.pdf

2. Interim Use of the IOS by the Amtrak San Joaquins

Any use of the IOS alignment by the Amtrak San Joaquins should mitigate the potential loss of service to the disadvantaged communities of Corcoran, Allensworth, and Wasco.

3. Potential Co-location of HMF at interim HSR stop at Wasco platform

Kern COG recommends that the State consider co-locating a HSR passenger boarding and alighting platform be located co-terminus with the HSR Heavy Maintenance Facility (HMF). Both the Wasco and Shafter HMF locations could serve as a low frequency stop on the HSR system. This site could also be the location for a rail maintenance-of-way facility.

4. Tehachapi Pass Freight Capacity

Unlike passenger rail service, rail freight rarely requires a subsidy. One of the more expensive infrastructure projects on the HSR system will be the system of tunnels and viaducts between Bakersfield and Palmdale over the Tehachapi Pass. The Tehachapi pass is also a rail bottleneck. State Senator Beall has suggested constructing a third parallel rail line for freight, with sufficient protective rail barriers between tracks to prevent accidents. This HSR corridor could provide a revenue stream that could be bonded off of to help finance the tunnel system over the Tehachapi Pass. This option should be explored further by the State and discussed in the 2018 HSR Business Plan.

5. Build South through 2028

The decision to build North first was made before LA was awarded the 2028 Olympics. It makes sense now to build South to Palmdale by 2028 to connect with the Southern California Metrolink System and possibly the Las Vegas HSR ahead of the HSR connection to San Jose. During the 1984 LA Olympics, some events such as whitewater kayaking were held in central California, and Yosemite N.P. had a record number of visitors that year. This would provide a 3 seat rail ride (no busses) between Southern and Northern California with travel times that would compete with passenger car travel. In addition, these segments are farther along environmentally than the Pacheco Pass alignment and can be delivered faster.

6. Specific Text Related Comments

- a. **Station Development Coordination** - Page 15, third paragraph states: "In this Draft 2018 Business Plan, we now define the Silicon Valley to Central Valley Line as service between San Francisco and Bakersfield". In the 2016 Business Plan, the definition of the Silicon Valley to Central Valley was a service between San Jose and Poplar Avenue (north of Bakersfield). Kern COG supports this change which recognizes that Kern COG and the City of Bakersfield have approved the HSR Downtown Station Area Plan (SAP) and EIR. The City and Kern COG have been on record as supporting the High-Speed Rail Locally Generated Alternative Plan that includes a high-speed rail station near F Street in downtown Bakersfield. Once the Locally Generated Alternative Alignment, EIR EIS has been adopted this year several questions will require a response. Funding has been identified for the Fresno HSR station. Funding needs to be identified for development and

construction of the Bakersfield Station. Kern COG Staff recommends that the Authority build all station facilities in close collaboration with local government on design, phasing, management and revenue allocation. Proceeds from concessions should be re-invested back into the station that generates them to help fund the facilities and improve ridership. A station oversight agreement or Joint Powers Authority (JPA) should be set up to govern expenditures at each station. Note that station design would be governed by the agreement.

- b. **Budget for Zero Emission Vehicle Bus Connectors** - Page 27, third paragraph, states *"our intent is to initiate procurement of the high-speed rail trains that we need as soon as feasible – this may be through a lease or phased purchase, whichever is determined to be best value."*

Since one of the purposes of high-speed rail is to reduce vehicle emissions, there is no mention of the Authority purchasing or contracting with an electric over-the-road coach company to purchase or contract with bus services that operate electric buses only to offset the emissions generated by busing riders to and from the north of Bakersfield station (estimated to be at least 1,000 passengers per hour).

- c. **Greater Detail Needed on Station Costs** - Page 39, Exhibit 3.8, introduces estimates for the cost of stations, terminals, intermodal expenses to be at \$625 million. Please include a more detailed accounting in the appendix for the amount of funding for each proposed station along the Bakersfield to Madera IOS to identify funding levels for each interim stop platform and station. Funding levels should be roughly proportional to expected boardings.
- d. **Greater Detail Needed on Support Facilities Costs** - Exhibit 3.8 also lists estimates for the cost of support facilities, yards, shops, and administrative buildings at \$487 million. Given previous estimates about the cost of a heavy maintenance facility, these estimates appear to be low. Note that Kern has two sites that will be significantly cheaper to build than any other sites along the IOS.
- e. **Tunneling Contracts Should Be Bundled to Save Costs** - Page 43, fourth paragraph states: "Tunneling contracts will need to be procured before civil works contracts."

Given that you are providing funding for the LOSSAN corridor years before it is needed, tunneling contracts for the Pacheco Pass should also include tunneling through Kern County (Tehachapi Mountains) to keep the IOS Phase 1 on-schedule.

- f. **Improved Bus Connector Service Between Bakersfield and Santa Clarita** - Page 70, sixth bullet states Improved express bus service is needed between Bakersfield and Santa Clarita, connecting to more frequent rail services between Santa Clarita and Los Angeles, Orange County and San Diego, as well as the rest of the Metrolink system. Please note that Kern Transit is beginning an inter-city service between Bakersfield and Santa Clarita (including the Metrolink Station) this Fall. Kern Transit could be a possible contracting agency once high-speed rail service commences in Bakersfield.

2018 Business Plan RECORD DETAIL

First Name : Jarrett

Last Name : Mullen

Stakeholder Comments/Issues : Hello,

Thank you for the opportunity to comment on the Authority's 2018 Draft Business Plan. Enclosed are comments on the draft plan from the city's Chief Transportation Official, Joshua Mello.

Regards,

[Description: Description: Description:
cid:image001.jpg@01CD0081.14A23B90]

Jarrett Mullen| Senior Transportation Planner
Planning & Community Environment - Transportation

250 Hamilton Avenue | Palo Alto, CA 94301

D: 650.329.2218 E:
jarrett.mullen@cityofpaloalto.org<mailto:jarrett.mullen@cityofpaloalto.org>

Please think of the environment before printing this email - Thank you.

Attachments :

image001.jpg (4 kb)
2018-05-07_Letter-Mello-CAHSR_BusinessPlan[SIGNED].pdf (119 kb)



CITY OF
**PALO
ALTO**

PLANNING & COMMUNITY ENVIRONMENT

250 Hamilton Avenue, 5th Floor
Palo Alto, CA 94301
650.329.2441

California High-Speed Rail Authority
ATTN: Draft 2018 Business Plan
770 L Street, STE 620 MS-1
Sacramento, CA 95814

May 7, 2018

RE: California High-Speed Rail Authority Draft 2018 Business Plan

Dear Mr. Kelly:

As the City of Palo Alto's Chief Transportation official, I am pleased to present comments on the California High-Speed Rail Authority's *2018 Draft Business Plan*. As the representative of a major economic center in the San Francisco Bay Area, which is both impacted by and benefits from increased passenger rail service along the Caltrain Corridor, I have the following feedback on the plan. Some relevant policies from the City's *Comprehensive Plan 2030* are listed below:

- Policy T-3.15: Pursue grade separation of rail crossings along the rail corridor as a City priority.
- Policy T-3.16: Keep existing at-grade rail crossings open to motor vehicles, pedestrians and bicyclist, consistent with results of a focused circulation study and a context sensitive alternatives analysis.
- Policy T-3.17: Until grade separation is completed, improve existing at-grade rail crossings to ensure the highest feasible level of safety along the corridor and provide additional safe, convenient crossings.
- Policy T-3.18: Improve safety and minimize adverse noise, vibrations and visual impacts of operations in the Caltrain rail corridor on adjoining districts, public facilities, schools and neighborhoods with or without the addition of High Speed Rail.
- Policy T-3.19: Coordinate proactively with the California HSR Authority and Caltrain to minimize negative impacts and maximize benefits to Palo Alto from any future HSR service through Palo Alto.
- Goal T-8: Influence the shape and implementation of regional transportation policies and technologies to reduce traffic congestion and GHG emissions.

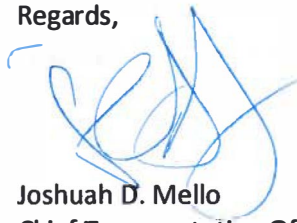
Grade separation of the City's four existing at-grade road crossings with the Caltrain corridor is a city priority and focus of a city-led planning effort, *Connecting Palo Alto*. An outcome of this community planning process was identification of three key issues with the present condition of the rail corridor: connectivity, mobility, and safety. I am pleased to see the *Draft 2018 Business Plan* identify similar issues with at-grade crossings and that grade separation work has commenced in several areas ahead of future high-speed service.

To that end, I am concerned that the *Plan* does not have a comprehensive funding program to support much-needed grade separation work at the 46 existing at-grade crossings along the San Jose-San Francisco segment of the high-speed rail system. Many of these crossings have appeared on the California Public Utilities Commission Section 130 priority list due to reoccurring collisions resulting in injuries or deaths. Rather than addressing key safety issues with existing at-grade crossings along this project segment, the *Plan* appears to prioritize construction of a dedicated San Jose-Gilroy trackway, which will likely require numerous new structures, the cost for which could be similar to substantially funding a San Jose-San Francisco grade separation program.

Funding a Peninsula grade separation program ahead of the dedicated Gilroy-San Jose segment trackway would align with a key goal from the *Draft 2018 Business Plan*: "strategic, concurrent investments, linked over time." With up to eight trains per hour per direction along the San Jose-San Francisco segment local mobility and safety will be affected along the Peninsula rail corridor if at-grade crossings are not removed or grade separated. By comparison, the Gilroy-San Jose segment is characterized by 6 peak hour, peak-direction Caltrain trains per day, with likely lower demand for increased service.

The City of Palo Alto currently hosts two transportation-related meetings and I would like to invite the project team to both to share progress on the San Jose-San Francisco segment and the current *Business Plan*. The first is the *Manager's Mobility Partnership*, a regular meeting attended by City Managers from the Mid-Peninsula to discuss mobility issues and the second is the *City of Palo Alto's Rail Committee*, a City Council subcommittee that advises City Council on rail-related transit matters.

Regards,



Joshuah D. Mello
Chief Transportation Official

2018 Business Plan RECORD DETAIL

First Name : Kelly

Last Name : Colgan

Stakeholder Comments/Issues :

Attachments : March Board Meeting Kelly Colgan Written Public Comment 187.pdf (34 kb)

February 22, 2018

Dear CHSRA Board of Directors:

I live in the Palmdale to Burbank project section of the proposed High Speed Train Routes. The 2018 Business Plan is now being prepared and is to be released in the upcoming weeks. I have the following requests related to the content and process for the Business Plan. In essence, I will call upon my legislators to not support approval of the Business Plan unless the routes E1 and E2 in the Burbank to Palmdale project section are removed permanently from consideration.

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Sincerely,

Signature: Kelly Colgan Name: KELLY COLGAN
Address: 10553 WHEATLAND AVE., SHADOW HILLS CA.
Email: KSC0995@CA.RR.COM Phone: 818 635 2596
Additional Comments: _____ ~~km km~~

2018 Business Plan RECORD DETAIL

First Name : Josephine

Last Name : Zarate

Stakeholder Comments/Issues :

Attachments : March Board Meeting Josephine Zarate Written Public Comment 188.pdf (36 kb)

2018 Business Plan RECORD DETAIL

First Name : Keith

Last Name : Benzer

Stakeholder Comments/Issues :

Attachments : March Board Meeting Keith Benzer Written Public Comment 189.pdf (35 kb)

February 22, 2018

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Sincerely,

Signature: Keith Benzler Name: Keith Benzler
Address: 10533 Johnson Ave Burbank ca 91510
Email: [redacted] Phone: [redacted]
Additional Comments: STOP the Train

2018 Business Plan RECORD DETAIL

First Name : Virigina

Last Name : Benzer

Stakeholder Comments/Issues :

Attachments : March Board Meeting Virigina Benzer Written Public Comment 190.pdf (34 kb)

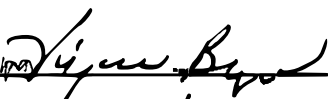


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Sincerely,

Signature:  Name: Virginia Benzler
Address: 10533 Johanna Ave Sausalito Ca 94060
Email:  Phone: 

Additional Comments: _____

2018 Business Plan RECORD DETAIL

First Name : Thomas

Last Name : Despres

Stakeholder Comments/Issues :

Attachments : March Board Meeting Thomas Despres Written Public Comment 191.pdf (38 kb)

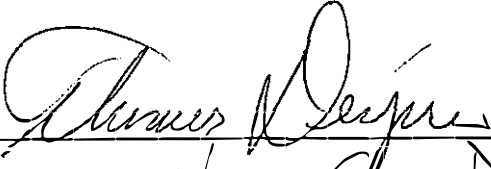
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Sincerely,

Signature:  Name: THOMAS DESJARDES
Address: 10340 VAWCER CLOUD DR SHADOW HILLS, CA
Email: thom.desjardes@gmail.com Phone: 818-256-9683
Additional Comments: THIS CHSRA PROJECT IS AN HISTORIC MISTAKE

2018 Business Plan RECORD DETAIL

First Name : Cynthia

Last Name : Despres

Stakeholder Comments/Issues :

Attachments : March Board Meeting Cynthia Despres Written Public Comment 192.pdf (36 kb)

2018 Business Plan RECORD DETAIL

First Name : Jose

Last Name : Miguel

Stakeholder Comments/Issues :

Attachments : March Board Meeting Jose Miguel Written Public Comment 193.pdf (35 kb)

February 22, 2018

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Sincerely,

Signature: Jose Miguel Name: Jose Miguel
Address: 110316 Casuga Ave, Pacoima, CA, 91331
Email: jose.miguel@nyu.edu Phone: (818) 447-5881
Additional Comments: pa pa pa pa

2018 Business Plan RECORD DETAIL

First Name : Nicole

Last Name : Chase

Stakeholder Comments/Issues :

Attachments : March Board Meeting Nicole Chase Written Public Comment 194.pdf (35 kb)

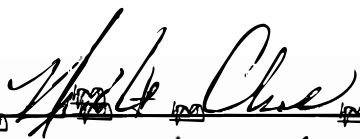
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Sincerely,

Signature:  Name: Nicole Chase
Address: 12695 Burbank Blvd Sylmar, CA 91342
Email: chaseaction@gmail.com Phone: (714) 621-1444
Additional Comments: _____

2018 Business Plan RECORD DETAIL

First Name : Lais

Last Name : Rodriguez

Stakeholder Comments/Issues :

Attachments : March Board Meeting Lais Rodriguez Written Public Comment 195.pdf (35 kb)

February 22, 2018

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Sincerely,

Signature: *Lois Rodriguez* Name: Lois Rodriguez
Address: 9315 Telfair
Email: _____ Phone: 818-823-0732

Additional Comments: _____

2018 Business Plan RECORD DETAIL

First Name : Annette

Last Name : Bogne

Stakeholder Comments/Issues :

Attachments : March Board Meeting Annette Bogne Written Public Comment 196.pdf (36 kb)

February 22, 2018

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Sincerely,

Signature: Annette Bogn Name: Annette Bogn
Address: 11005 Allegheny St Shadow Hills CA 91352
Email: anettebogn@netscape.net Phone: 818 930-9885

Additional Comments: _____

2018 Business Plan RECORD DETAIL

First Name : Karon

Last Name : Roberson

Stakeholder Comments/Issues :

Attachments : March Board Meeting Karon Roberson Written Public Comment 197.pdf (35 kb)

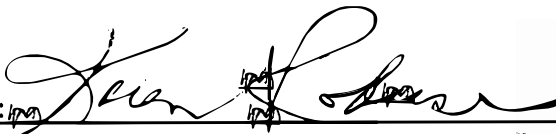
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Sincerely,

Signature:  Name: STEVEN ROBINSON
Address: 7112 MORNING GLOW Van Valley 91352
Email: ~~_____~~ Phone: ~~_____~~
Additional Comments: ~~_____~~

2018 Business Plan RECORD DETAIL

First Name : Kim

Last Name : DiMaggio

Stakeholder Comments/Issues :

Attachments : March Board Meeting Kim DiMaggio Written Public Comment 198.pdf (37 kb)

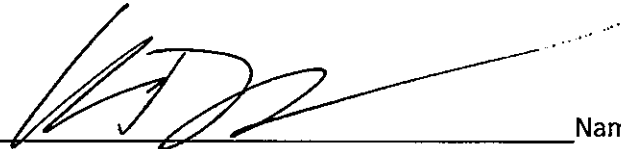
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Sincerely,

Signature:  Name: Kim Di Maggio

Address: 11583 Bonham Avenue, Lake View Terrace, CA 91342

Email: kedimaggio222@gmail.com Phone: 818/345-5701

Additional Comments: Save our Community

2018 Business Plan RECORD DETAIL

First Name : Barbara

Last Name : Rowe

Stakeholder Comments/Issues :

Attachments : March Board Meeting Barbara Rowe Written Public Comment 199.pdf (37 kb)

February 22, 2018

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Sincerely,

Signature: Barbara Rowe Name: BARBARA ROWE
Address: 10807 Wescott Ave, Sunland 91040
Email: BarbRowe@gmail.com Phone: 818-395-0183
Additional Comments: _____

2018 Business Plan RECORD DETAIL

First Name : Jessica

Last Name : Younan

Stakeholder Comments/Issues :

Attachments : March Board Meeting Jessica Younan Written Public Comment 200.pdf (34 kb)


February 22, 2018

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Sincerely,

Signature:  Name: Jessica Younan
Address: 12146 Via Santa Rosa, Sylmar, CA 91342
Email: jjyounan@gmail.com Phone: 818-625-4559
Additional Comments: _____ a _____ a a _____

2018 Business Plan RECORD DETAIL

First Name : Gordon

Last Name : Wray

Stakeholder Comments/Issues :

Attachments : March Board Meeting Gordon Wray Written Public Comment 201.pdf (34 kb)

February 22, 2018

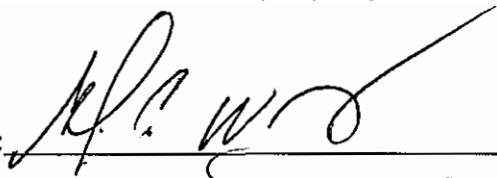
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Sincerely,

Signature:



Name:

Gordon Wray

Address:

10215 Foothill Blvd.

LVT

Email:



Phone:



Additional Comments:

2018 Business Plan RECORD DETAIL

First Name : L

Last Name : Sweet

Stakeholder Comments/Issues :

Attachments : March Board Meeting L Sweet Written Public Comment 202.pdf (36 kb)

February 22, 2018

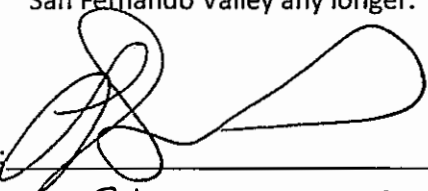
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Sincerely,

Signature:



Name:

L. SWEET

Address:

11054 LONGFORD ST, SYLMAR CA

Email:

LAURALENA.SWEET@GMAIL.COM

Phone:

619 549-3617 91340

Additional Comments:

~~_____~~ ~~_____~~ ~~_____~~

2018 Business Plan RECORD DETAIL

First Name : William

Last Name : Alan

Stakeholder Comments/Issues :

Attachments : March Board Meeting William Alan Written Public Comment 203.pdf (37 kb)


February 22, 2018

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Sincerely,

Signature:  Name: WILLIAM ALVIN
Address: 11054 LONGFORD ST. SILMAR CA 91342
Email: TSILWILLIAM@GMAIL.COM Phone: 425 2461542

Additional Comments: _____

2018 Business Plan RECORD DETAIL

First Name : Sandra

Last Name : Wilson

Stakeholder Comments/Issues :

Attachments : March Board Meeting Sandra Wilson Written Public Comment 204.pdf (36 kb)

2018 Business Plan RECORD DETAIL**First Name :** Karo**Last Name :** Torossian**Stakeholder Comments/Issues :****Attachments :** March Board Meeting Karo Torossian Written Public Comment 205.pdf (36 kb)

February 22, 2018

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Sincerely,

Signature: Karo Torossian Name: Karo Torossian
Address: 10019 Cabanas Ave, Tujunga 91042
Email: Torossian@Gmail.com Phone: 8183958575

Additional Comments: _____ ~~lps lps~~ _____ ~~lps lps lps~~ _____

2018 Business Plan RECORD DETAIL

First Name : Stanley

Last Name : Gianoue

Stakeholder Comments/Issues :

Attachments : March Board Meeting Stanley Gianoue Written Public Comment 206.pdf (35 kb)

February 22, 2018

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Sincerely,

Signature: Stanley W. Gianone Name: Stanley W. Gianone

Address: 11423 Ruggers Ave

Email: StanGianone@yahoo.com Phone: 818 400 5971

Additional Comments:

2018 Business Plan RECORD DETAIL

First Name : Maureen

Last Name : Neven

Stakeholder Comments/Issues :

Attachments : March Board Meeting Maureen Neven Wirtten Public Comment 207.pdf (34 kb)

2018 Business Plan RECORD DETAIL

First Name : Jacquie

Last Name : Bleth

Stakeholder Comments/Issues :

Attachments : March Board Meeting Jacquie Bleth Written Public Comment 208.pdf (35 kb)

February 22, 2018

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Sincerely,

Signature: Jaquie Bleth Name: Jaquie Bleth
Address: 10426 Ormond Street Shadow Hills 91040
Email: jacquie-bleth@yahoo.com Phone: 818 771-1053
Additional Comments: _____

2018 Business Plan RECORD DETAIL

First Name : Shawn
Last Name : Montano
Stakeholder Comments/Issues :
Attachments : March Board Meeting Shawn Montano Written Public Comment 209.pdf (37 kb)

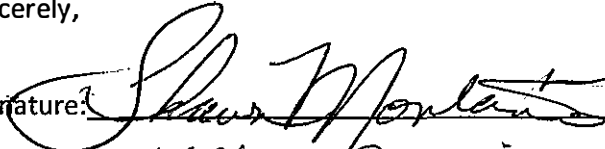
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Sincerely,

Signature:  Name: Shawn Montaño
Address: 11243 Spring Tr, Kagel Cyn 91342
Email: shawnsantiquelights@gmail.com Phone: (818) 209-6418

2018 Business Plan RECORD DETAIL

First Name : Susan

Last Name : Steoman

Stakeholder Comments/Issues :

Attachments : March Board Meeting Susan Steoman Written Public Comment 210.pdf (37 kb)

February 22, 2018

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Sincerely,

Signature: Susan Steedman Name: SUSAN STEEDMAN
Address: 10309 McBroom St Sunland, CA 91040
Email: enchantedbranch@earthlink.net Phone: 818 353-1511
Additional Comments: e e e e e

2018 Business Plan RECORD DETAIL

First Name : Sharain

Last Name : Jones

Stakeholder Comments/Issues :

Attachments : March Board Meeting Sharain Jones Written Public Comment 211.pdf (35 kb)

February 22, 2018

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Sincerely,

Signature:  Name: Sharae Jones

Address: 9703 Sombra Terrace St Shadow Hills CA 91080

Email: sharaejones@gmail.com Phone: 818 317 6432

Additional Comments: 

2018 Business Plan RECORD DETAIL

First Name : Melanie

Last Name : Horienick

Stakeholder Comments/Issues :

Attachments : March Board Meeting Melanie Horienick Written Public Comment 212.pdf (37 kb)

February 22, 2018

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Sincerely,

Signature: Melanie Horvencik Name: Melanie Horvencik
Address: 10109 + 10114 Stonehurst Ave, Sun Valley, CA 91352
Email: impyscwgrl@aol.com Phone: (818) 252-6422
Additional Comments: my husband signed as well
Christophe Janowski @

2018 Business Plan RECORD DETAIL

First Name : Donna

Last Name : Lauber

Stakeholder Comments/Issues :

Attachments : March Board Meeting Donna Lauber Written Public Comment 213.pdf (42 kb)

February 22, 2018

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Sincerely,

Signature: Donna M. Lauber Name: DONNA M. LAUBER
Address: 12721 KAGEL CYN ROAD LAKE VIEW TERRACE CA 91342
Email: buffalo2620@gmail.com Phone: (818) 272 8147
Additional Comments: EQUESTRIAN health & safety issues ~~ignored~~ not
addressed by ANY VALID VETERINARIAN sources such as
UC DAVIS OR TEXAS A&M vet schools, research
centers. Those should be **REQUIRED**

2018 Business Plan RECORD DETAIL

First Name : Teresa

Last Name : Garcia

Stakeholder Comments/Issues :

Attachments : March Board Meeting Teresa Garcia Written Public Comment 214.pdf (36 kb)

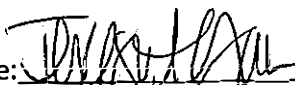
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Sincerely,

Signature:  Name: TERESA A. GARCIA
Address: 11018 TURKLEBERRY ST SUN VALLEY, CA 91352
Email: teresannegarcia@gmail.com Phone: 818 214 2000
Additional Comments: _____

2018 Business Plan RECORD DETAIL

First Name : Dean

Last Name : Ineligible

Stakeholder Comments/Issues :

Attachments : March Board Meeting Dean Written Public Comment 215.pdf (36 kb)

February 22, 2018

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Sincerely,

Signature: Dean White Name: DEAN
Address: 10618 Tax Forest Rd, Sun Valley CA, 91352
Email: WHITE@GMAIL.COM Phone: 310 703-3946
Additional Comments: STOP THIS PROJECT

2018 Business Plan RECORD DETAIL

First Name : Timothy

Last Name : Lauber

Stakeholder Comments/Issues :

Attachments : March Board Meeting Timothy Lauber Written Public Comment 216.pdf (37 kb)

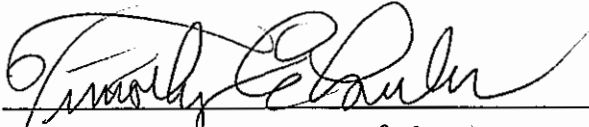
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 - Now that the geotechnical testing has been completed in the Angeles Forest, ample evidence exists to remove the E-1 Route given the hydro static pressure, the fractured nature of the rock, the "over burden", and the dewatering risks of such tunnels.
3. The 2018 Business Plan should address the inability of the Authority to propose suitable alternatives for the northeast San Fernando Valley and, if the Authority is not committed to identifying new alternatives, ought to abandon plans for high speed train service from Palmdale to Burbank. The responsibility to identify suitable alternatives is on the Authority and it should not remain, in the form of delay, on the backs of stakeholders in the northeast San Fernando Valley any longer.

Sincerely,

Signature:  Name: TIMOTHY E. LAABER
Address: 1771 KAGEL CANYON ROAD, SYLMAR, CA 91511
Email: timlaaber@fox.com Phone: 818-846-3304
Additional Comments: _____

2018 Business Plan RECORD DETAIL

First Name : Tammy

Last Name : Parkinson

Stakeholder Comments/Issues :

Attachments : March Board Meeting Tammy Parkinson Written Public Comment 217 .pdf (36 kb)

February 22, 2018

Dear CHSRA Board of Directors:

I live in the Palmdale to Burbank project section of the purposed High Speed Train Routes. The 2018 Business Plan is now being prepared and is to be released in the upcoming weeks. I have the following requests related to the content and process for the Business Plan. In essence, I will call upon my legislators to not support approval of the Business Plan unless the routes E1 and E2 in the Burbank to Palmdale project section are removed permanently from consideration.

1. The Authority has long promised a public meeting in the northeast San Fernando Valley. When the 2018 Business Plan is released and its public comment period begins, please hold a public meeting at a suitably large and convenient venue in the northeast San Fernando Valley so that the people most impacted may attend and engage directly with the Board, management and consultants.
2. The 2018 Business Plan must eliminate proposed routes E1 and E2.
 - The 2018 Business Plan should acknowledge that the E-3 route was eliminated in the 2016 Business Plan because of "over burden" and that the E-2 route, which has a similar over burden, must be eliminated.
 - Now that the geotechnical testing has been completed in the Angeles Forest, ample evidence exists to remove the E-1 Route given the hydro static pressure, the fractured nature of the rock, the "over burden", and the dewatering risks of such tunnels.
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Sincerely,

Signature: Tammy N. Parkinson Name: Tammy N. Parkinson
Address: 10792 Wheatland Ave Shadow Hills CA
Email: tammy.parkinson@yahoo.com Phone: 818-621-8266
Additional Comments: _____

2018 Business Plan RECORD DETAIL

First Name : Robert
Last Name : Reinsolz
Stakeholder Comments/Issues :
Attachments : March Board Meeting Robert Reinsolz Written Public Comment 218.pdf (34 kb)

2018 Business Plan RECORD DETAIL

First Name : Randal

Last Name : Ferman

Stakeholder Comments/Issues :

Attachments : March Board Meeting Randal Ferman Written Public Comment 219.pdf (35 kb)

February 22, 2018

Dear CHSRA Board of Directors:

I live in the Palmdale to Burbank project section of the purported High Speed Train Routes. The 2018 Business Plan is now being prepared and is to be released in the upcoming weeks. I have the following requests related to the content and process for the Business Plan. In essence, I will call upon my legislators to not support approval of the Business Plan unless the routes E1 and E2 in the Burbank to Palmdale project section are removed permanently from consideration.

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Sincerely,

Signature:  Name: RANDAL FERMAN

Address: 10651 LONGFORD ST. LAKE VIEW TERRACE, CA 91342

Email: rferman1@gmail.com Phone: 818-675-1425

Additional Comments: _____

2018 Business Plan RECORD DETAIL

First Name : Kelly

Last Name : Centers

Stakeholder Comments/Issues : With housing shortage in the area this transportation will cause this to worsen. Property values in neighborhoods with the train running will go down. Noise levels from the high speed revealed trains will rise. Homeless camps will be an issue. The beauty of our city will be affected negatively. The budget costs have tripled. The benefits no longer are worth cons for this project. Please reconsider this for the love of our city and neighborhoods.

2018 Business Plan RECORD DETAIL

First Name : Amy

Last Name : Georgiades

Stakeholder Comments/Issues : I am writing in regards to the HSR railroad for the area along Monterey Road. I truly believe the only option that works in our already traffic congested area is underground. Our area is beautiful, in the middle of Silicon Valley, and I feel that for our citizens we can and should only do the best. With both an at-grade or a viaduct you are impacting individuals homes, traffic, and wildlife. This project has already cost tax payers billions, and it should be pertinent to the makers that they offer those same taxpayers the least impactful option, which is ONLY an underground option.

2018 Business Plan RECORD DETAIL

First Name : Paul

Last Name : Chamberlain

Stakeholder Comments/Issues : I live right off of Monterey in San Jose and fear this project will lower property values, be a significant source of noise pollution and construction activity Will be a health hazard.

2018 Business Plan RECORD DETAIL

First Name : Annie@HSR

Last Name : Parker

Stakeholder Comments/Issues : From: David DePinto
<ddepinto@depintomorales.com<mailto:ddepinto@depintomorales.com>>
Date: May 7, 2018 at 4:59:36 PM PDT
To: "Richard, Dan@HSR"
<Dan.Richard@hsr.ca.gov<mailto:Dan.Richard@hsr.ca.gov>>, "Boehm,
Michelle@HSR"
<Michelle.Boehm@hsr.ca.gov<mailto:Michelle.Boehm@hsr.ca.gov>>,
"Brian.Kelly@hsr.ca.gov<mailto:Brian.Kelly@hsr.ca.gov>"
<Brian.Kelly@hsr.ca.gov<mailto:Brian.Kelly@hsr.ca.gov>>,
"palmdale_burbank@hsr.ca.gov<mailto:palmdale_burbank@hsr.ca.gov>"
<palmdale_burbank@hsr.ca.gov<mailto:palmdale_burbank@hsr.ca.gov>>,
"Arellano, Genoveva@HSR"
<garellano@arellanoassociates.com<mailto:garellano@arellanoassociates.c
om>>
Subject: SAFE Coalition Comments on 2018 "Business Plan"

[cid:part1.078F17B2.CB0ADB4B@depintomorales.com]

May 7, 2018

SUBJECT: SAFE COALITION COMMENTS ON 2018 BUSINESS PLAN -
NOTE VIDEO SUBMITTAL TO BE VIEWED AS AN INTEGRAL PART OF
OUR SUBMITTAL - <https://vimeo.com/268459373>

Dear High Speed TRAIN Authority:

Given how much our communities have suffered and been damaged since August 14, 2014, when we were first "thrown under the train" by the "yellow banana," we are pleased to be both involved enough and informed enough to provide enlightened and passionate feedback on the 2018 Business Plan. Since we have heard nothing from CHSRA since early 2016 due to its abdication of its "community outreach" program, since the Authority is years late on delivering the DEIR which it first said would be released in August 2016, and since the Authority reneged on plans to hold a board meeting in the northeast San Fernando Valley since June 2015, this video submittal, which will at least let you see and hear our faces and voices, along with this incisive cover letter, must suffice.

Maybe in an alternate universe or alternate reality this would be called a "Business Plan." Because in the real world, a Business Plan is created by a stable, qualified and experienced management team. In the real world a Business Plan adds up and is precise. In the real world, a Business Plan has achievable timelines and schedules. In the real world, a Business Plan reflects stakeholder input. In the real world, a Business Plan is measurable and sets up accountability. In the real world, a Business Plan is the sum of its parts....

Our primary question and challenge to this Business Plan is that if one of its key elements, in this case, the Burbank to Palmdale project section, is so fatally flawed, full of "show stoppers" and achievable, then the Business Plan, itself, does not hold together. This 2018 Business Plan, unfortunately, lacks one crucial element: reality.

We read this document with anticipation after reading the press release and knowing a new executive was in place. Unfortunately, the new management personnel has not been in place long enough to have created and taken ownership of this Business Plan. You can't fool us. You can't railroad us. This Business Plan is a product of past regimes that have created the largest boondoggle in California and possibly United States public works history. This Business Plan does not apply lessons learned; it is a prescription for mistakes to be repeated over and over and over because the Authority's culture

remains one of being treated as a special child, given priority and privilege without having earned it or respected the public trust that created it.

This Business Plan is vapid, devoid of facts, devoid of connection to the real California and devoid of responsiveness to communities held hostage for far too long. We substantiate our claim that the Business Plan is the sum of its parts and, thus, infeasible because it has a \$12 billion hole in it; it has a 5-10 year scheduling gap in it. As a result, the Authority's Board and the Legislature must reject this Business Plan and send management and staff back to the drawing board.

Following is a brief illustration of the shortcomings of the Palmdale to Burbank project sections, shortcomings that make that section and the entire Business Plan infeasible.

1. The Burbank to Palmdale routes are infeasible and fatally flawed due to environmental complexity, unjust location of routes that divide communities and change community character, and budgets that remain both unfounded and exorbitant.

2. The Authority has not presented the NE San Fernando Valley with any new options since early 2016 and has not improved on the old, flawed alternatives.

3. The Authority continues to miss deadlines to present environmental studies to the NE San Fernando Valley, is nearly two years past August 2016 when the studies were first stated to be completed, and recent announcements about the studies being delayed until 2020 further hold our communities hostage unjustly.

4. The Authority has failed to hold a board meeting in the NE San Fernando Valley as promised to stakeholders in 2015.

5. CHSRA's own geotechnical studies substantiate the flaws in all of the tunneled route proposals, in particular the study released in March 2017. In CHSRA's own words from that document: "the geologic and hydrogeologic conditions along the tunnel alignments present significant design and construction challenges." Those challenges would further exacerbate the environmental complexity, time delays and cost overruns characterizing the Authority's work to date. It's important to note that this definitive and enlightening Geotechnical study, produced by the Authority, was only obtained by the SAFE Coalition after months of dogged pursuit of information from the Authority, from elected officials and, ultimately, through a public records request that took many months to complete.

6. All communities in the northeast San Fernando Valley oppose the project universally and unanimously due to all of the frequently stated damage and risks presented to densely populated residential and commercial areas, as well as to sensitive environmental areas.

7. All elected officials in the NE San Fernando Valley are on the record individually, and some collectively, as opposed to the routes under consideration.

To conclude, if a major project section, such as Palmdale to Burbank, is infeasible and fatally flawed, then since it is a pillar of the Business Plan, itself, then logically the Business Plan is incomplete, infeasible, flawed and should not be approved by the Board or by the Legislature. We'd add one further note. Our research indicates that southern California taxpayers are being ripped off worse than taxpayers anywhere else in California by the fact that a disproportionate amount of CHSRA funds are being spent in northern and central California, creating whatever economic benefits the project possesses, while creating zero transportation benefits. The SAFE Coalition calls upon the Authority to immediately remove the flawed routes proposed for the Burbank to Palmdale project section and to quickly propose how remaining funds can be made available for other local transportation/bookend projects.

On behalf of all the communities which comprise the SAFE Coalition, please take these comments and the video to heart and revise your Business Plan and remove these infeasible routes from further consideration.

Dave DePinto

--

David J. DePinto

818-352-7618 office

818-352-6781 fax

310-502-7928 mobile

gglopligbplmohmc.gif (19 kb)

Attachmentse

2018 Business Plan RECORD DETAIL

First Name : Denise

Last Name : Mraz

Stakeholder Comments/Issues : My concern is the well being of those living in the neighborhoods adjacent. Construction pollution and then the resulting noise pollution. Not to mention the decline in property value. I am also concerned to hear Monterey expressway will disappear. If this is the case. Please tell me what will happen to a highly sought after school, Charter School of Morgan Hill.

2018 Business Plan RECORD DETAIL

First Name : Jen

Last Name : Shader

Stakeholder Comments/Issues : Dear Mr. Kelly,

Please find attached to this email a letter from Executive Director Tilly Chang of the San Francisco County Transportation Authority regarding the California High-Speed Rail Authority 2018 Business Plan.

Kind Regards,

*Jennifer Shader*Executive Administrative Assistant
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103
415.593.1665
www.sfcta.org
www.facebook.com/SFCTA
<https://twitter.com/SFCTA>

Attachments : SFCTA CHSRA 2018 Business Plan Letter 05.07.18.pdf (154 kb)

May 7, 2018

Mr. Brian Kelly, CEO
California High-Speed Rail Authority
770 L Street, Suite 620 MS-1
Sacramento, CA 95814

Subject: CHSRA Draft 2018 Business Plan

Dear Mr. Kelly,

Thank you for the opportunity to provide comments on the California High-Speed Rail Authority (CHSRA) 2018 Business Plan. The San Francisco County Transportation Authority has long been a supporter and funder of infrastructure for this transformative project. We offer the below comments to aid CHSRA in bringing high-speed rail to the Bay Area, and ultimately to downtown San Francisco.

We are pleased to see the commitment to build the Silicon Valley to Central Valley segment from San Francisco to Bakersfield as quickly as possible, with recognition of the stronger ridership and higher commercial value provided by including San Francisco. We also applaud the plan to expand electrification of the Caltrain corridor to Gilroy.

We understand that funding and other realities have pushed the project schedule out, yet strongly urge that high-speed rail service to the Salesforce Transit Center [(STC), previously known as the Transbay Transit Center] be achieved by 2029, and earlier if possible, as suggested by your plan's concept of initiating early service by 2027. The Transbay Joint Powers Authority's schedule and funding plan for the Downtown Rail Extension (DTX) assumes high-speed rail service by 2029. Please reflect the DTX's STC terminus in your updated Silicon Valley to Central Valley segment definition which now terminates at 4th and King.

We welcome the Business Plan statements about working with partners in Northern and Southern California to identify methods to fully grade separate the corridor. Here, we continue to seek the CHSRA's partnership and support for achieving grade separations at San Francisco's 16th Street and Mission Bay Drive, with trains running below ground.

Realizing the delivery of the project on this new schedule requires a sustained focus on cost management, and we offer our technical resources to assist CHSRA in this area. For example, there could be opportunities to accelerate some system design decisions, such as the vehicle selection process, to inform infrastructure design and value engineering.

Finally, we look forward to working with the CHSRA on advancing regional planning through the multi-agency ConnectSF long-range planning program. As part of this effort, the San Francisco Municipal Transportation Agency and Transportation Authority will develop a citywide transit vision through 2050 and beyond. This will include coordination with the Caltrain Business Plan effort and future updates of this CHSRA Business Plan



Plan, Fund, Deliver

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Jeff Sheehy

Catherine Stefani

Norman Yee

Tilly Chang
EXECUTIVE DIRECTOR

Kelly, 05.07.18

Page 2 of 3

in order to achieve our city's goals, support Plan Bay Area, and realize the vision of the California State Rail Plan.

Thank you again for your leadership and for this opportunity to help advance delivery of high-speed rail in California. Please let us know if you or your staff wish to discuss the above or our additional comments, attached.

Sincerely,

A handwritten signature in cursive script, appearing to read "Tilly Chang".

Tilly Chang
Executive Director

Attachment

cc: ML, EC, LZ

Attachment 1: Additional Comments

1. On page 28, suggest including discussion of the opportunities for public private partnerships. The document also assumes financing of cap and-trade revenues (p 20) – here CHSRA could also explore the possibility of using these revenues to make availability payments in a P3 scenario.
2. On page 39, the Plan states that the San Francisco to Bakersfield estimate “includes the higher investment (\$1.9 billion) associated with building the section from Poplar Avenue to Bakersfield plus an initial minimal capital investment to extend passenger service from San Jose to the Caltrain Station at 4th and King in San Francisco”. On page 40, in exhibit 3.9: Silicon Valley to Central Valley Cost Estimate by Project, the table shows San Francisco and Bakersfield Extensions (initial investment) base cost to be \$1.911 billion. Please clarify the total investment for the San Jose to San Francisco segment, inclusive of the extension to STC.
3. Please use consistent terminology to describe the project segments. For example, the document sometimes refers to Silicon Valley to Central Valley segment interchangeably with San Francisco to Bakersfield segment (p 1), and sometimes San Francisco and Bakersfield is addressed as an extension (p 40).
4. On Page 67, the section on Bookend and Connectivity Investments, (which starts on p 62), does not mention or acknowledge San Francisco’s Salesforce Transit Center or the Downtown Extension (DTX).
5. On page 70, we support the reference to planned investments for level boarding in the San Francisco to San Jose segment. Please expand on the extent of the coordination that will be required with Caltrain.
6. On page 71, please include in the section on “city station partnerships” the large investment that San Francisco and its partners are making to build the multi-modal facility for high-speed rail and other operators at Salesforce Tower Terminal.
7. On page 73, similarly, please describe San Francisco’s successful and ongoing work to develop the Transbay Transit District in the discussion of “special land use areas”.
8. On Page 90, revenue tables (exhibit 7.3, 7.5, 7.6, etc.) should label escalated revenue as “future year” or “year-of-revenue dollars” not “year-of -expenditure dollars”.

2018 Business Plan RECORD DETAIL

First Name : Michael

Last Name : Summe

Stakeholder Comments/Issues :

From: Michael Summe [mailto:maiklsummy@gmail.com]
Sent: Monday, May 07, 2018 12:31 PM
To: HSR boardmembers@HSR
Subject: Comments on HSR

I urge the abandonment of the High Speed Rail project for the following reasons:

- * Its high cost
- * Its limited benefits to the citizens of this state
- * The harm and injustice it will cause to property owners whose property rights will be violated.

I suggest an alternative be considered: to add an additional lanes to both the north and south bound portions of the I-5 freeway between San Francisco and Los Angeles and possibly beyond.

Michael Summe
Citizen of state of California

2018 Business Plan RECORD DETAIL

First Name : Tilly

Last Name : Chang

Stakeholder Comments/Issues : Dear Sir or Madam:

The SFCTA is pleased to provide the attached comments on the CHSRA's
Draft
2018 Business Plan,

Best regards,
Tilly

.....

*Tilly Chang*Executive Director
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103
415.522.4832
tilly.chang@sfcta.org

Attachments : SFCTA Comments_CHSRA 2018 Business Plan.pdf (147 kb)

May 7, 2018

Mr. Brian Kelly, CEO
California High-Speed Rail Authority
770 L Street, Suite 620 MS-1
Sacramento, CA 95814

Subject: CHSRA Draft 2018 Business Plan

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Catherine Stefani

Norman Yee

Tilly Chang
EXECUTIVE DIRECTOR

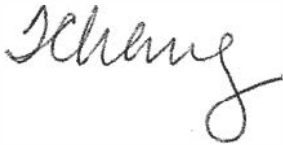
Kelly, 05.07.18

Page 2 of 3

in order to achieve our city's goals, support Plan Bay Area, and realize the vision of the California State Rail Plan.

Thank you again for your leadership and for this opportunity to help advance delivery of high-speed rail in California. Please let us know if you or your staff wish to discuss the above or our additional comments, attached.

Sincerely,

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Tilly Chang
Executive Director

Attachment

cc: ML, EC, LZ

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TRANSBAY JOINT POWERS AUTHORITY

Mark Zabaneh • Executive Director

May 4, 2018

Via U.S. Mail and Email
Mr. Brian Kelly, CEO
California High-Speed Rail Authority
770 L Street, Suite 620 MS-1
Sacramento, CA 95814

Subject: TJPA Comments on CHSRA Draft 2018 Business Plan

Dear Mr. Kelly,

Thank you for the opportunity to review the California High-Speed Rail Authority's (CHSRA) Draft 2018 Business Plan (the "Draft Plan"). The Transbay Joint Powers Authority (TJPA) commends the CHSRA for completing the Draft Plan and continuing to advance this important project.

The TJPA would like to offer the following comments on the Draft Plan:

- 1) The TJPA commends the CHSRA for revising the Central Valley to Silicon Valley Line (the "Valley-to-Valley Line") and extending it to San Francisco. We firmly believe that recognizing San Francisco as the terminus of this segment of the CHSRA Phase 1 System will provide enormous benefits to CHSRA riders as well as the San Francisco Bay Area and Central Valley regions.
- 2) The Draft Plan suggests that the San Francisco terminus of the Valley-to-Valley line is expected to be the 4th and King Caltrain station in 2029, and the Salesforce Transit Center in 2033. Thus, the Draft Plan suggests a four-year delay in CHSRA's delivery of high speed rail service to downtown San Francisco as compared to the 2016 Business Plan.

We respectfully advocate that the CHSRA make the Salesforce Transit Center the northern terminus of the Valley-to-Valley Line in 2029. Construction of the Salesforce Transit Center and the start of bus operation revenue service is scheduled to be completed this summer. With this milestone, the focus of the TJPA and the San Francisco Bay Area Region will be the implementation of the Downtown Rail Extension (DTX), which includes extending the Caltrain and CHSRA line from the 4th and King Station into the Salesforce Transit Center. The TJPA has been coordinating implementation schedules with CHSRA on a monthly basis for several years. While the DTX is funding dependent, it can be completed and ready to receive CHSRA trains by as early as 2027. Therefore, CHSRA's final Business Plan should identify the Salesforce Transit Center as the northern terminal station for the Valley-to-Valley Line in 2029, with the 4th and King Station identified as the contingency station should the transit center not be timely available because of funding constraints.

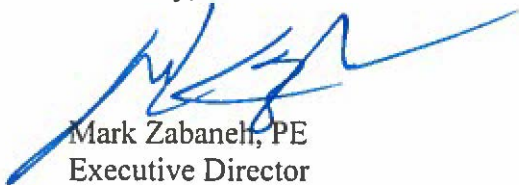
- 3) We are surprised about the Draft Plan's general lack of mention of the status of the Salesforce Transit Center and DTX, particularly when compared with the level of information provided on other components of the CHSRA Phase 1 System—for example, Caltrain electrification and Los Angeles Union Station. The Salesforce Transit Center is the Proposition 1A-designated northern terminus of the system. As the northern bookend, it would be appropriate to provide more detailed discussion in the final Business Plan. We believe the Plan's audience, particularly the investment community, would likewise expect the final Business Plan to give more attention to the Transbay Program, given its vital role in connecting CHSRA's Phase 1 System from Los Angeles/Anaheim to downtown San Francisco.
- 4) The Capital Cost Basis of Estimate Report recognizes that the costs for the Valley-to-Valley Line include a \$550 million contribution from the CHSRA towards the DTX. As construction of the DTX is expected to be ongoing between 2020 and 2027, the final Business Plan should confirm that the agreed \$550 million in funding will be timely available to the TJPA for that work (that is, the CHSRA contribution will not be delayed until 2029 or later).

Also, when CHSRA made its commitment of \$550 million in its 2016 Business Plan, the arrival of CHSRA service at the Salesforce Transit Center was planned for 2029. As discussed above, the TJPA is optimistic that CHSRA can still achieve revenue service at the transit center in 2029 and that CHSRA will make the funds available for construction to meet that schedule. But if CHSRA is now planning for service at the transit center to begin in 2033 or CHSRA is otherwise planning to delay its \$550 million contribution to the DTX, the amount of the contribution should be escalated from the Base Year 2015 dollars reported in the 2016 Business Plan along with the year of expenditure dollars to account for the delay.

Finally, we recommend that the final version of the Business Plan cite the \$550-million contribution to the DTX in the main report, not just in the Capital Cost Basis of Estimate Report.

Please give these comments appropriate consideration, and incorporate any changes required by the comments into the final 2018 Business Plan to improve the information provided to the public. If you have any questions regarding these comments, please do not hesitate to contact me.

Sincerely,



Mark Zabaneh, PE
Executive Director

cc: TJPA Board
2018businessplancomments@hsr.ca.gov

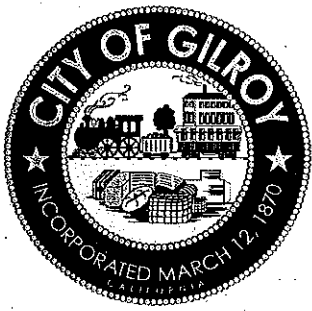
2018 Business Plan RECORD DETAIL

First Name : Gabriel

Last Name : Gonzalez

Stakeholder Comments/Issues :

Attachments : City of Gilroy - 2018 Draft Business Plan Comments.pdf (236 kb)



City of Gilroy

7351 Rosanna Street
Gilroy, California
95020-6197

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<http://www.cityofgilroy.org>

Gabriel A. Gonzalez
CITY ADMINISTRATOR

May 4, 2018

Brian P. Kelly, Chief Executive Officer
California High-Speed Rail Authority
770 L Street, Suite 620 MS-1
Sacramento, CA 95814

ATTN: Draft 2018 Business Plan

Dear Mr. Kelly:

Thank you for the opportunity to provide comments on the Draft 2018 Business Plan for the California High-Speed Rail Authority. Gilroy is pleased to partner with the Authority as a Station City, and we are looking forward to working with the Authority on the infrastructure and facilities needed to provide a safe, efficient, and effective high-speed rail experience here.

As requested, the City of Gilroy has reviewed the Draft 2018 Business Plan, and we have identified the following questions and comments regarding it.

1. (Letter from Chief Executive, Pg ii, #3) – The comment states that the proposal is to “...develop high-speed rail ready infrastructure...” between Gilroy and San Jose/San Francisco to “...expand clean electrified rail service, and prepare for testing and potential high-speed rail operations...by 2026-2027.”
 - a. Does this mean that the “electrified rail service” (generally understood to be electrified Caltrain lines running in the 100-120 mph range) is only temporary and would ultimately be replaced in 2026-2027 by actual High-Speed Rail service of the 200-plus mph “bullet” type generally discussed and planned for the initial Central Valley leg?
 - b. From a technical perspective, can the electrified rail facilities proposed for Caltrain’s use also be used by the 200-plus mph high-speed rail equipment when it comes on line, or would dedicated high-speed rail infrastructure still need to be constructed? Clearly there would be several additional grade-separated crossings to be constructed, but could the bulk of the electrified Caltrain lines be utilized by the actual high-speed rail trainsets?
 - c. Whether the electrified Caltrain service between Gilroy and points north is truly just an interim phase or becomes the final configuration, will there be station improvements to be constructed to accommodate that service? If so, would that work be accommodated by the existing cooperative agreements with Gilroy and other affected jurisdictions or would it necessitate a separate round of contract negotiations?
 - d. What would the ultimate disposition of the electrified rail facilities be? Would they be repurposed into the actual high-speed rail facilities? Would the actual high-speed rail facilities be constructed adjacent to the electrified facilities? Would the electrified facilities revert to commuter and/or regional service?

- e. Will the ultimate project description and preferred alignment presented for CEQA review reflect this “phased” approach, including timing of improvements, local impacts to accommodate the interim configuration, and ultimate disposition of the electrified facilities, or would the potential deployment of the 200-plus mph trainsets on the Silicon Valley Line be considered under a separate CEQA process?
2. (Letter from Chief Executive, Pg ii, #4) – The comment states that the proposal is to “(C)omplete project development work to refine the design, scope and cost for the Pacheco Pass tunnels.”
 - a. What is the timing for commencing and completing the design, scope and cost?
 - b. What is the timing for commencing and completing construction of the tunnels?
 - c. Will this information be included in the CEQA review?
 3. (Chapter 1, Pg 11, Paragraph 8) – The comment states that “...stations and high-speed rail facilities will be designed to be ‘net-zero’ energy...”
 - a. As a “station city” that would be obligated to accommodate the “clean electrified rail service” interim state, will there be station improvements to Gilroy’s existing station facilities to accommodate this service, and would those station improvements be net-zero energy facilities?
 - b. When the actual high-speed rail infrastructure comes to Gilroy (both from San Jose to the north and from the Pacheco Pass tunnels), the new station facilities associated with the high-speed rail infrastructure would obviously then be net-zero. As it is logical to develop a multi-modal transit center to accommodate all transportation facilities in Gilroy, will the Authority upgrade Gilroy’s existing transportation facilities to net-zero capability to better integrate them into the high-speed rail net-zero facilities?
 4. (Chapter 2, Pg 15, Paragraph 5) – The comment states that the Pacheco Pass tunnels and the extension to Merced would be the last link in connecting the Silicon Valley Line to the Central Valley Line. Between the deployment of the electrified Caltrain service from San Francisco to Gilroy and the scheduling of the Pacheco Pass tunnels as the final step in the Phase 1 project, there is a substantial amount of uncertainty pertaining to Gilroy. The electrified Caltrain service will require some infrastructure improvements, and may necessitate some improvements to our existing station facilities...particularly to achieve the desired net-zero energy efficiency goals.
 - a. Whether or not the 200-plus mph trainsets ultimately run between San Francisco and Gilroy, clearly the connection between Gilroy and the Central Valley via the Pacheco Pass tunnels would be best served by the 200-plus mph bullet trainsets, and necessitate dedicated high-speed rail facilities and station infrastructure in Gilroy.
 - b. Will the timing, alignment, and station facilities for this connection be included in the project description, schedule, and preferred alternative in the CEQA process?
 - c. Given Gilroy’s unique location as the end point of both lines, would improvements in Gilroy (including station improvements) reflect the 200-plus mph facilities being deployed on both lines, just one line, or would neither be included to reflect the uncertainty of funding and timing?
 - d. If the improvements in Gilroy to accommodate service via completed Pacheco Pass tunnels are not included because of the uncertainty and/or infeasibility of the tunnels, would the Authority look at an alternate method to provide service from the Central Valley to Gilroy, such as using buses like Amtrak does for passengers between Bakersfield and Los Angeles Union Station? If so, increased bus service into Gilroy would again necessitate improvements to our existing transit facilities to meet service experience and functionality (i.e. net-zero)

goals, and must be included in the project description and any such cooperative agreement between Gilroy and the Authority.

5. (Chapter 2, Pg 16, #4)~~n~~ The comment states that “This may potentially allow enhanced electrified service all the way to Gilroy...and potentially allow the line to be used for express high-speed rail operations...”
 - a. What is “enhanced electrified service” as compared to the “electrification” of the Caltrain lines discussed between San Francisco and San Jose?
 - b. What are “express high-speed rail operations” defined as? Is this simply a limited stop commuter operation running faster than the existing Caltrain/VTA commuter service, or is this the actual 200-plus mph high-speed rail equipment?

6. (Chapter 2, Pg 16, #5) – The comment states that you will “...prepare the segment for initial high-speed rail operations at the soonest possible time,” and you will look for “...the earliest possible date for high-speed rail trains to be introduced in the corridor.”
 - a. What does “initial high-speed rail operations” mean? Is that the electrified (or enhanced electrified) Caltrain service running at higher speeds than existing commuter light rail (i.e. 100-120 mph), or is it something else?
 - b. What are the “high-speed rail trains” defined as here? Is this reference to the actual “bullet” trains that run at 200-plus mph or higher, or is this simply the electrified or enhanced electrified Caltrain service?

7. (Chapter 2, Pg 16, #6) – The comment states that you will complete the project development work for the Pacheco Pass tunnels, including “...environmental review, design, right of way acquisition...”
 - a. Does the environmental reference imply that the alignment, schedule and details will be included in the pending CEQA analysis expected in late 2018/early 2019, or will that be a separate CEQA review?
 - b. In completing the right of way acquisition, is this simply identifying the properties needed to accommodate the project, either by easement/dedication or by direct acquisition, or would this actually be literal purchase/grant deed/ eminent domain actions resulting in full, undisputed ownership of the lands necessary for the project?
 - c. That process (right of way acquisition) took far longer than anticipated in the Central Valley. Is it the intention of the Authority to commence efforts on these early “project development” works while still working on other stages of Phase 1 (i.e. Caltrain electrification) to ensure that actual construction can begin as quickly as possible, or would the Authority intend to complete each stage prior to moving onto the next one?

8. (Chapter 2, Pg 27, Paragraph 7)~~n~~ The comment notes that the Authority anticipatesf “...using design-build for the next set of civil works contracts.”
 - a. Gilroy has concerns about the general structure of the Authority’s past design-build contracts. To ensure that Gilroy (and other jurisdictions with infrastructure or station considerations) is able to protect our infrastructure and our communities throughout this process, affected jurisdictions such as Gilroy should be included in the consultant selection process and should be given project review sign-off authority in any such contracts.

9. (Chapter 3, Pg 39, Exhibit 3.8) – This lays out the cost estimates for the Silicon Valley to Central Valley line.
 - a. In which cost category (presumably SCC 10 or 40) is the tunnel cost for Pacheco Pass?

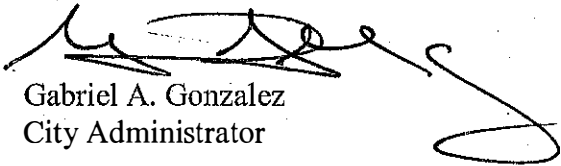
10. (Chapter 3, Pg 40, Exhibit 3.9) – This lays out the project section costs plus a line item for rolling stock for the Silicon Valley to Central Valley line.
 - a. Rolling Stock is identified as 16 trainsets. Are these all high-speed, bullet-type (200-plus mph or higher) trains?
 - b. If so, does this mean that the electrified Caltrain service from Gilroy to San Francisco would be eliminated from the high-speed rail network?
 - c. Where is the cost of the electrified Caltrain service (whether it is a project construction and operation cost or simply an “early operator” contract for services) located in this exhibit? In one of the project segment lines or in the Rolling Stock line?

11. (Chapter 4, Pg 49, Exhibit 4.1) – This lays out key lessons learned from concurrent activities via fast-track schedules. Specifically, it was noted that language in the design-build contract language created incentives for contractors to dispute or attempt the bare minimum to comply with environmental conditions set by regulatory agencies.
 - a. There have been reports from jurisdictions in the Central Valley that not just environmental regulations were disputed or disregarded. Local regulations, infrastructure details, design guidelines, etc., were also disregarded because there was a lack of language in the design-build contracts stipulating the authority of local jurisdictions to manage and oversee construction activities within their boundaries. Going forward, all contracts must include language obligating the contractors to comply with direction from local authorities. Clearly, language would be included that establishes the breadth and depth of local authority and oversight, but the High-Speed Rail Authority must involve local jurisdictions in contract development and negotiations when it clearly involves local lands, facilities, infrastructure, and regulations.

12. (Chapter 4, Pg 55, Exhibit 4.4) – This lays out key lessons from organizational readiness. Specifically, it provides details, responsibilities and objectives for the four Operational Pillars of delivery that the Authority is using as the project moves forward: Strategic Development, Construction Delivery, Rail Systems Operations and Maintenance, and Community Leadership. In particular, Community Leadership identifies the objective of community engagement “...in all aspect of construction and operations.”
 - a. Please clarify whether the Community Leadership objective identifying community engagement in all aspect of construction and operations is actually limiting the community engagement just to the Operations and Construction pillars, and not to include the Strategic Development pillar. If this is the case, this does a substantial disservice to the communities impacted by the rail project, particularly station cities. Local jurisdictions must be involved at the earliest stages, and given the opportunity to ensure that their concerns and issues are given serious consideration early enough so as to minimize the chance that project impacts would be forced on them unknowingly.

Thank you for the opportunity to provide input on the California High-Speed Rail Authority Draft 2018 Business Plan. Gilroy is proud to be a partner in this historic project, and appreciates the opportunity to seek clarification and suggest improvements to the business plan. Should you have any questions on our part, please contact me at (408) 846-0439 or by email at evanson@cityofgilroy.com

Sincerely,



Gabriel A. Gonzalez
City Administrator

2018 Business Plan RECORD DETAIL

First Name : Jennifer

Last Name : Mayer

Stakeholder Comments/Issues :

Attachments : March Board Meeting Jennifer Mayer Written Public Comment 220.pdf (36 kb)

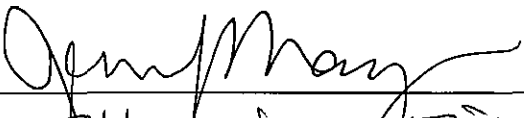
February 22, 2018

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 - Now that the geotechnical testing has been completed in the Angeles Forest, ample evidence exists to remove the E-1 Route given the hydro static pressure, the fractured nature of the rock, the "over burden", and the dewatering risks of such tunnels.
3. The 2018 Business Plan should address the inability of the Authority to propose suitable alternatives for the northeast San Fernando Valley and, if the Authority is not committed to identifying new alternatives, ought to abandon plans for high speed train service from Palmdale to Burbank. The responsibility to identify suitable alternatives is on the Authority and it should not remain, in the form of delay, on the backs of stakeholders in the northeast San Fernando Valley any longer.

Sincerely,

Signature:  Name: Jennifer Mayer
Address: 12184 Spring Trail, Kagel Canyon 91342
Email: jfmayer@ad.com Phone: 818-434-3348
Additional Comments: _____

2018 Business Plan RECORD DETAIL

First Name : Sabine

Last Name : Watervamp

Stakeholder Comments/Issues :

Attachments : March Board Meeting Sabine Watervamp Written Public Comments 222.pdf
(36 kb)

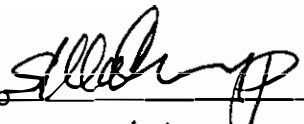
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Sincerely,

Signature:  Name: SABINE WATERKAMP
Address: 10451 MARY BELL AVE., SHADOW HILLS, CA 91040
Email: SABINE@ACSLA.COM Phone: 818-554-8881
Additional Comments: o o o o o o o

2018 Business Plan RECORD DETAIL

First Name : D

Last Name : Arcaro

Stakeholder Comments/Issues :

Attachments : March Board Meeting D. Arcaro Written Public Comment 223.pdf (34 kb)

February 22, 2018

Dear CHSRA Board of Directors:

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Sincerely,

Signature:  Name: D. Arcaro

Address: 7840 Apperson, Sunland, CA 91040

Email: tachevah@verizon.net Phone: 818-352-6320

Additional Comments: o o o o o o o o

2018 Business Plan RECORD DETAIL

First Name : Linda

Last Name : Wray

Stakeholder Comments/Issues :

Attachments : March Board Meeting Linda Wray Written Public Comment 224.pdf (33 kb)

February 22, 2018

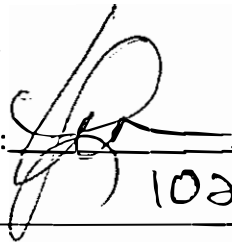
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Sincerely,

Signature:



Name:

Linda Wray

Address:

10215 Foothill LVT

Email:

~~lwr@lwr.com~~

Phone:

~~818-215-1234~~

Additional Comments:

~~lwr@lwr.com~~

~~818-215-1234~~

2018 Business Plan RECORD DETAIL

First Name : Helen

Last Name : Handy

Stakeholder Comments/Issues :

Attachments : March Board Meeting Helen Handy Written Public Comment 225.pdf (35 kb)

February 22, 2018

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Sincerely,

Signature: Helen Handy Name: HELEN HANDY

Address: 10423 ORMOND ST SHADOW HILLS CA 91040

Email: champsandjoes@yahoo.com Phone: 818 767 2620

Additional Comments: _____

2018 Business Plan RECORD DETAIL

First Name : Alice

Last Name : Gonzalez

Stakeholder Comments/Issues :

Attachments : March Board Meeting Alice Gonzalez Written Public Comment 226.pdf (35 kb)

February 22, 2018

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Sincerely,

Signature: Alice Gonzalez Name: Alice Gonzalez

Address: 11447 Sunburst St. Lakeview Terrace, CA 91342

Email: aligo2@yahoo.com Phone: 818 8903610

Additional Comments: o o o o o

2018 Business Plan RECORD DETAIL

First Name : David

Last Name : Milligan

Stakeholder Comments/Issues :

Attachments : March Board Meeting David Milligan Written Public Comment 227.pdf (35 kb)

February 22, 2018

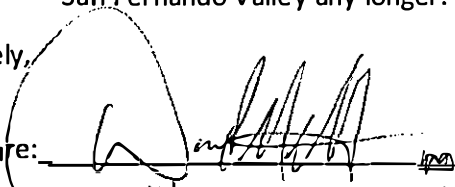
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Sincerely,

Signature:



Name:

David Milligan

Address:

11696 Terra Bella St., Lake View Terrace

Email:

David@UendampTolaraLake.com

Phone:

818 834 5022

Additional Comments:

~~_____~~

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2018 Business Plan RECORD DETAIL

First Name : Thomas

Last Name : Vancott

Stakeholder Comments/Issues :

Attachments : March Board Meeting Thomas Vancott Written Public Comment 228.pdf (37 kb)

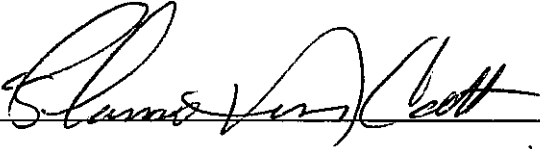
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Sincerely,

Signature:  Name: THOMAS W. VAN COTT
Address: 10617 Jimenez St. Lake View Terrace CA
Email: TVANCOTT@YAHOO.COM Phone: 818-896-8494
Additional Comments: Remove E1 & E2!

2018 Business Plan RECORD DETAIL

First Name : Laura

Last Name : Chapin

Stakeholder Comments/Issues :

Attachments : March Board Meeting Laura Chapin Written Public Comment 229.pdf (36 kb)

February 22, 2018

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Sincerely,

Signature: Laura Chapin Name: Laura Chapin
Address: 10641 Lost Trail Ave, Shadow Hills 91040
Email: thechapins@me.com Phone: 818/253-1502

Additional Comments: _____

2018 Business Plan RECORD DETAIL

First Name : Douglas

Last Name : Chapin

Stakeholder Comments/Issues :

Attachments : March Board Meeting Douglas Chapin Written Public Comment 230.pdf (35 kb)

2018 Business Plan RECORD DETAIL

First Name : Rosa

Last Name : Berrellez

Stakeholder Comments/Issues :

Attachments : March Board Meeting Rosa Berrellez Written Public Comment 231.pdf (39 kb)

February 22, 2018

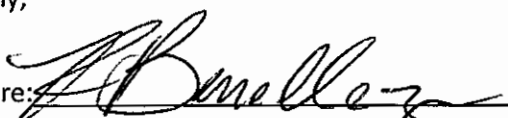
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Sincerely,

Signature:



Name:

Rosa Berrellez

Address:

11330 Sunburst St Lakewood terrace CA 91342

Email:

berrellez818@gmail.com

Phone:

(818) 743 6036

Additional Comments:

I live living in my community and would defend it and would not stand for a train.

2018 Business Plan RECORD DETAIL

First Name : Eva

Last Name : Luno

Stakeholder Comments/Issues :

Attachments : March Board Meeting Eva Luno Written Public Commnet 232.pdf (36 kb)


February 22, 2018

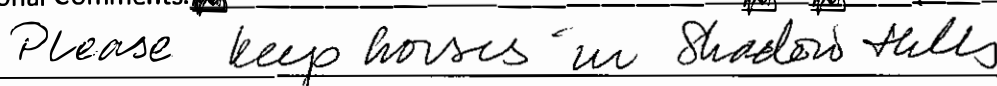
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Sincerely,

Signature:  Name: EVA LUND
Address: 9889 Helen Ave Shadow Hills 91040
Email: ELUND21@HOTMAIL.COM Phone: 323 428 5005

Additional Comments: 

2018 Business Plan RECORD DETAIL

First Name : Leonard

Last Name : Totta

Stakeholder Comments/Issues :

Attachments : March Board Meeting Leonard Totta Written Public Comment 233.pdf (38 kb)


February 22, 2018

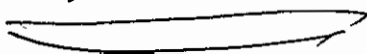
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Sincerely,

Signature:  Name: LEONARD TOTTA
Address: 10046 Wheatland Av. Shadsworths 91040
Email: LTOTTA@AOL.com Phone: 918-552-0111
Additional Comments: NO TRAINS !!! we don't need them - Pay back labor unions another way



2018 Business Plan RECORD DETAIL

First Name : Lynn

Last Name : Totta

Stakeholder Comments/Issues :

Attachments : March Board Meeting Lynn Totta Written Public Comment 234.pdf (37 kb)

February 22, 2018

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Sincerely,

Signature: Lynn D. Totta Name: LYNN D. TOTTA
Address: 16746 WHEATLAND AVE
Email: LTOTTA@AOKS.COM Phone: 818/352-0229
Additional Comments: NO RAILROAD !!

2018 Business Plan RECORD DETAIL

First Name : Ron

Last Name : Perad

Stakeholder Comments/Issues :

Attachments : March Board Meeting Ron Perad Written Public Comment 235.pdf (39 kb)

February 22, 2018

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Sincerely,

Signature:  Name: Ron Perera

Address: 10330 Valley Blvd

Email: RJPROTH@gmail.com Phone: 8185709139

Additional Comments: INSTEAD OF A RAIL SYSTEM CALIFORNIA SHOULD
PUT ALL MONIES AND EFFORTS TO BRING WATER TO
SOUTHERN PARTS OF CALIFORNIA

2018 Business Plan RECORD DETAIL

First Name : Jill

Last Name : Heydorff

Stakeholder Comments/Issues :

Attachments : March Board Meeting Jill Heydorff Written Public Comment 236.pdf (39 kb)

February 22, 2018

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Sincerely,

Signature: Jill Heydorff Name: Jill Heydorff
Address: 9830 La Canada Way Shadow Hill CA 91040
Email: jshaydorff@sbcglobal.net Phone: 818 243-4686
Additional Comments: Stop this Disgusting ^{Topic!} Meet with SAFE!
Answer US! I'm so disappointed!!

2018 Business Plan RECORD DETAIL

First Name : Jonathan

Last Name : Bowman

Stakeholder Comments/Issues :

Attachments : March Board Meeting Jonathan Bowman Written Public Comment 237.pdf
(34 kb)

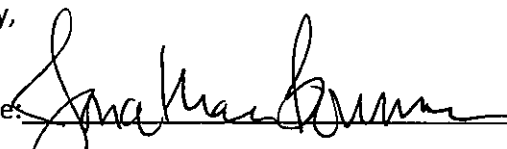
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Sincerely,

Signature:  Name: Jonathan Bowman
Address: 10524 Johanna Ave, Shadow Hills, CA 91040
Email: _____ Phone: (910) 353-6970

Additional Comments: _____

2018 Business Plan RECORD DETAIL

First Name : Melody

Last Name : Wong

Stakeholder Comments/Issues :

Attachments : March Board Meeting Melody Wong Written Public Comment 238.pdf (34 kb)

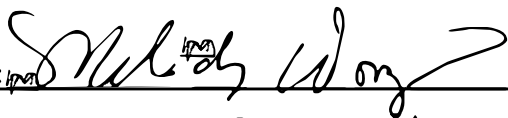
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Sincerely,

Signature:  Name: Melody Wong
Address: 10524 Johanna Ave, Shadow Hills, CA 91040
Email: ~~lpa lpa~~ Phone: (510) 353-6970
Additional Comments: ~~lpa~~ ~~lpa lpa~~

2018 Business Plan RECORD DETAIL

First Name : Janie

Last Name : Gianque

Stakeholder Comments/Issues :

Attachments : March Board Meeting Janie Gianque Written Public Comment 239.pdf (37 kb)

February 22, 2018

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Sincerely,

Signature: Janis R. Guaque Name: JANIS R. GUAQUE

Address: 423 Rungano Ave. Lake View Terrace Ca 91342

Email: JRHWT@ymail.com Phone: 909-557-3526

Additional comments: Do what was voted on many years ago. TRAIN
UP Interstate 5. !!!

2018 Business Plan RECORD DETAIL**First Name :** Lois**Last Name :** Clemnensen**Stakeholder Comments/Issues :****Attachments :** March Board Meeting Lois Clemnensen Written Public Comment 240.pdf (40 kb)

February 22, 2018

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Sincerely,

Signature: Jeanne Mather / Lois Clemmensen Name: Jeanne Mather / Lois Clemmensen

Address: 10120 Roscoe Blvd, Sun Valley, Ca 91352

Email: matherj@aol.com & LClemmensen@att.net Phone: 818 767 6715 (Lois) / 805 208 7372 (Jeanne) daughter

Additional Comments: Lois lives in Sun Valley home
Daughter has equity in LVT and will be impacted by this.

2018 Business Plan RECORD DETAIL

First Name : Lois

Last Name : Clemnensen

Stakeholder Comments/Issues :

Attachments : March Board Meeting Lois Clemnensen Written Public Comment 240.pdf (40 kb)

February 22, 2018

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Sincerely,

Signature: Jeanne Mather / Lois Clemmensen Name: Jeanne Mather / Lois Clemmensen

Address: 10120 Roscoe Blvd, Sun Valley, Ca 91352

Email: matherj@aol.com & LClemmensen@att.net Phone: 818 767 6715 (Lois) / 805 208 7372 (Jeanne) daughter

Additional Comments: Lois lives in Sun Valley home
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2018 Business Plan RECORD DETAIL

First Name : Diane

Last Name : Bailey

Stakeholder Comments/Issues :

Attachments : March Board Meeting Diane Bailey Written Public Commnet 241.pdf (36 kb)

2018 Business Plan RECORD DETAIL

First Name : Julia

Last Name : Johns

Stakeholder Comments/Issues :

Attachments : March Board Meeting Julia Johns Written Public Comment 242.pdf (35 kb)

February 22, 2018

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Sincerely,

Signature: Julia Lusica Name: JULIA LUSICA JOHNS

Address: 10946 ODELL AVE SUNLAND AVE, CA 91040

Email: peepersmom@gmail.com Phone: 818 437-0510

Additional Comments:

2018 Business Plan RECORD DETAIL

First Name : Regina

Last Name : Clark

Stakeholder Comments/Issues :

Attachments : March Board Meeting Regina Clark Written Public Comment 243.pdf (34 kb)


February 22, 2018

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Sincerely,

Signature:  Name: Regina Clark

Address: ~~_____~~ ~~_____~~ ~~_____~~

Email: hrb.regina@earthlink.net Phone: (818) 640-0548

Additional Comments: _____

2018 Business Plan RECORD DETAIL

First Name : Jennifer

Last Name : Written

Stakeholder Comments/Issues :

Attachments : March Board Meeting Jennifer Written Public Comment 244.pdf (34 kb)

February 22, 2018

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Sincerely,

Signature: James Rice-Gohman Name: James
Address: 1028 Okubo St
Email: ricegohman@aol.com Phone: 818 899 4078
Additional Comments: _____

2018 Business Plan RECORD DETAIL

First Name : Benita

Last Name : Sito

Stakeholder Comments/Issues :

Attachments : March Board Meeting Benita Sito Written Public Comment 245.pdf (35 kb)

February 22, 2018

Dear CHSRA Board of Directors:

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Sincerely,

Signature: Benita M Sita Name: BENITA M SITO

Address: 7604 GREG AVE SUN VALLEY CA 91352

Email: VINTAGEGRANDMA@AOL Phone: 818 767-0233

Additional Comments: o o o o o

2018 Business Plan RECORD DETAIL

First Name : Maureen

Last Name : O'Connor

Stakeholder Comments/Issues :

Attachments : March Board Meeting Maureen O'Connor Written Public Comment 246.pdf
(36 kb)

2018 Business Plan RECORD DETAIL

First Name : Eleen

Last Name : Whalen

Stakeholder Comments/Issues :

Attachments : March Board Meeting Eleen Whalen Written Public Comment 247.pdf (35 kb)

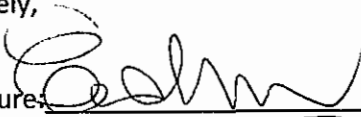
February 22, 2018

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Sincerely,

Signature:  Name: Eileen Whalen
Address: 10640 JOHANNA AVE SUNLAND CA 91040
Email: eileenrwhalen@gmail.com Phone: 0
Additional Comments: 0 0 0 0

2018 Business Plan RECORD DETAIL

First Name : Pauline

Last Name : Riley

Stakeholder Comments/Issues :

Attachments : March Board Meeting Pauline Riley Written Public Comment 248.pdf (35 kb)

February 22, 2018

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Sincerely,

Signature: Pauline P. Riley Name: Pauline P. Riley

Address: 8802 1/4 Wyngate St, Scotland CA 91040

Email: polriley@gmail.com Phone: 818-353-5383

Additional Comments: _____

2018 Business Plan RECORD DETAIL

First Name : Bonnie

Last Name : Welch

Stakeholder Comments/Issues :

Attachments : March Board Meeting Bonnie Welch Written Public Comment 249.pdf (34 kb)

February 22, 2018

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Sincerely,

Signature: Bonnie L. Welch Name: Bonnie L. Welch

Address: 8754 1/4 Wynsate St, Sunland, CA 91040

Email: bonnie.welch@ca.rr.com Phone: (818) 353-6932

Additional Comments: o o o o o

2018 Business Plan RECORD DETAIL

First Name : Patrea

Last Name : Patrick

Stakeholder Comments/Issues :

Attachments : March Board Meeting Patrea Patrick Written Public Comment 250.pdf (37 kb)


February 22, 2018

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Sincerely,

Signature:  Name: PATRICIA PATRICK
Address: 9635 DALE AVE SHADON HILLS CA 91040
Email: patricia.patrick@gmail.com Phone: 818 437-1580
Additional Comments: Since 1968 ~~we~~ DO NOT DESTROY our
National forest our homes

2018 Business Plan RECORD DETAIL

First Name : Eli

Last Name : Wells

Stakeholder Comments/Issues :

Attachments : March Board Meeting Eli Wells Written Public Comment 251.pdf (35 kb)

February 22, 2018

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Sincerely,

Signature: E. Wells Name: Eli Wells

Address: 11408 Kelowna St. Luv CA 91342

Email: epcd.33@verizon.net Phone: 818 979-5123

Additional Comments: Please do not allow all of our
route through our community.

2018 Business Plan RECORD DETAIL

First Name : Sheila

Last Name : Emery

Stakeholder Comments/Issues :

Attachments : March Board Meeting Sheila Emery Written Public Comment 252.pdf (36 kb)

February 22, 2018

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Sincerely,

Signature: Sheila Emery Name: Sheila Emery
Address: 10327 McBroom St Sunland
Email: sheilaemery@ca.rr.com Phone: 562.849.1999
Additional Comments: _____

2018 Business Plan RECORD DETAIL

First Name : Patricia

Last Name : Potter

Stakeholder Comments/Issues :

Attachments : March Board Meeting Patricia Potter Written Public Comment 253.pdf (36 kb)

February 22, 2018

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Sincerely,

Signature: Patricia E Potter Name: PATRICIA E POTTER

Address: 8724 WYNGATE ST. SUNLAND, CA 91080

Email: potip9080@CA.RR.COM Phone: 818-517-1511

Additional Comments: o o o o o o

2018 Business Plan RECORD DETAIL

First Name : Kymberly

Last Name : Blue

Stakeholder Comments/Issues :

Attachments : March Board Meeting Kymberly Blue Written Public Comment 254.pdf (37 kb)

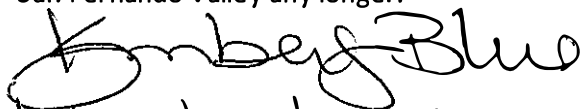
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Sincerely,



Signature:

Kimberly Blue

Name:

Kimberly Blue

Address:

10638 Nassau Ave, Sunland, CA 91040

Email:

KimberlyBlue@yahoo

Phone:

818 442-7874

Additional Comments:

2018 Business Plan RECORD DETAIL

First Name : Janelle

Last Name : Hussion

Stakeholder Comments/Issues :

Attachments : March Board Meeting Janelle Hussion Written Public Comment 255.pdf (35 kb)

2018 Business Plan RECORD DETAIL

First Name : Clark

Last Name : Schickler

Stakeholder Comments/Issues :

Attachments : March Board Meeting Clark Schickler Written Public Comment 256.pdf (39 kb)

February 22, 2018

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Sincerely,

Signature: Clark Schickler Name: CLARK SCHICKLER

Address: 11250 WHEATLAND AV, LUT, CA 91342

Email: QUAKEPRO@YAHOO.COM Phone: 818-261-8854

Additional Comments: OUR PROPERTY IS NOT FOR SALE!

2018 Business Plan RECORD DETAIL

First Name : Maira

Last Name : Pena

Stakeholder Comments/Issues :

Attachments : March Board Meeting Maira Pena Written Public Comment 257.pdf (34 kb)

February 22, 2018

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Sincerely,

Signature: MAYRA Peña Name: maira pena

Address: 12127 HOYT ST SYLMAR CA 91342

Email: [redacted] Phone: [redacted]

Additional Comments: [redacted]

NO High speed Trains

2018 Business Plan RECORD DETAIL**First Name :** James**Last Name :** Henry**Stakeholder Comments/Issues :****Attachments :** March Board Meeting James Henry Written Public Comment 258.pdf (35 kb)

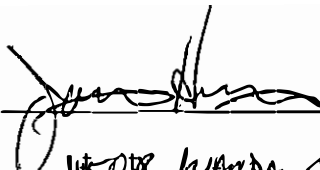
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Sincerely,

Signature:  Name: JAMES HENEY
Address: 11508 WANDA ST, LAKEVIEW TERRACE, CA 91342
Email: JHENEY @ PAPER-REEF.COM Phone: 818-899-0674
Additional Comments: t t t t t

2018 Business Plan RECORD DETAIL

First Name : Lloyd

Last Name : Marlerd

Stakeholder Comments/Issues :

Attachments : March Board Meeting Lloyd Marlerd Written Public Comment 259.pdf (35 kb)

February 22, 2018

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Sincerely,

Signature: Walter M. Mendenhall Name: LLOYD & MARLENE
Address: 10738 PLATEAU DR SUNLAND CA 91780
Email: LANDMART@GMAIL.COM Phone: 818 557-1044
Additional Comments: _____

2018 Business Plan RECORD DETAIL

First Name : Joyce

Last Name : Kay

Stakeholder Comments/Issues :

Attachments : March Board Meeting Joyce Kay Written Public Comment 260.pdf (36 kb)


February 22, 2018

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Sincerely,

Signature:  Name: Joyce Kay
Address: 9841 Rancho Caballo Dr, Shadow Hills
Email: joyce_kay@hotmail.com Phone: 818-4582524
Additional Comments: _____ e _____ e

2018 Business Plan RECORD DETAIL

First Name : Steve

Last Name : Kay

Stakeholder Comments/Issues :

Attachments : March Board Meeting Steve Kay Written Public Comment 261.pdf (36 kb)

February 22, 2018

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Sincerely,

Signature:  Name: Steve Kay

Address: 9841 Rancho Carasco Dr Shadow Hills 91040

Email: STKAY1@AOL.COM Phone: 818-351-5888

Additional Comments: _____

2018 Business Plan RECORD DETAIL

First Name : Joseph

Last Name : Alpino

Stakeholder Comments/Issues :

Attachments : March Board Meeting Joseph Alpino Written Public Comment 262.pdf (35 kb)

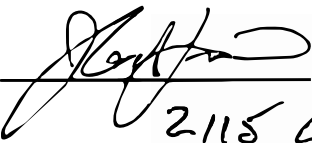
February 22, 2018

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Sincerely,

Signature:  Name: Joseph G. Alpino
Address: 2115 LOS AMIGOS STREET LA CANADA CA 91001
Email: JALPINO @ CHARTER.NET Phone: 818.203-8314
Additional Comments: _____

2018 Business Plan RECORD DETAIL

First Name : Jennifer

Last Name : Raesha

Stakeholder Comments/Issues :

Attachments : March Board Meeting Jennifer Raesha Written Public Comment 263.pdf (36 kb)


February 22, 2018

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Sincerely,

Signature:  Name: Jennifer Reesha

Property

Address: ~~17610 of Foothill Blvd, Lakeview Terrace, CA~~

Email: Jennifer.alpino@charter.net Phone: (818) 249-9100

Additional Comments: Mailing Address: 2115 Los Amigos Sr
La Canada Flt, CA 91011

2018 Business Plan RECORD DETAIL**First Name :** Carol**Last Name :** Hutchinson**Stakeholder Comments/Issues :****Attachments :** March Board Meeting Carol Hutchinson Written Public Comment 264.pdf (36 kb)

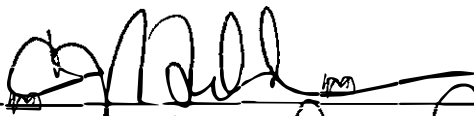
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Sincerely,

Signature:  Name: Carol Hutchinson
Address: 10400 Newhome Ave, Sunland, 91040
Email: hutch@msn.com Phone: 8183520661
Additional Comments: _____

2018 Business Plan RECORD DETAIL

First Name : Derek

Last Name : Wedel

Stakeholder Comments/Issues :

Attachments : March Board Meeting Derek Wedel Written Public Comment 265.pdf (34 kb)

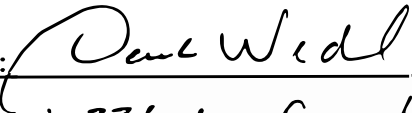
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Sincerely,

Signature:  Name: Derek Wedel
Address: 10326 La Canada Way, Shadow Hills, CA 91040
Email: dllwedel@msn.com Phone: 720-202-9194

Additional Comments: o o o o o o o o

2018 Business Plan RECORD DETAIL

First Name : Michael

Last Name : Frazer

Stakeholder Comments/Issues :

Attachments : March Board Meeting Michael Frazer Written Public Comment 266.pdf (36 kb)

February 22, 2018

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Sincerely,

Signature: Michael C. Frazer Name: Michael C. Frazer
Address: 9867 Wheatland Ave Shaloo Hills CA 91090
Email: frazer@caltrans Phone: 818-253-9159
Additional Comments: Stop the train NO E1 or E2

2018 Business Plan RECORD DETAIL**First Name :** Daniel**Last Name :** Wickenheid**Stakeholder Comments/Issues :****Attachments :** March Board Meeting Daniel Wickenheid Written Public Comment 267.pdf
(37 kb)

February 22, 2018

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Sincerely,

Daniel Wockenheiser

Signature:

[Handwritten signature]

Name:

Daniel Wockenheiser

Address:

11107 Hershey St Sun Valley, CA 91352

Email:

ddwick@hotmail.com

Phone:

310-398-6211

Additional Comments:

Understudy

[Handwritten mark]

2018 Business Plan RECORD DETAIL

First Name : Margot

Last Name : Stone

Stakeholder Comments/Issues :

Attachments : March Board Meeting Margot Stone Written Public Comment 268.pdf (37 kb)

February 22, 2018

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Sincerely,

Signature: Margot Stone Name: MARGOT STONE
Address: 10322 MCBROOM ST SUNLAND, CA 91760
Email: MSVONMARGO@gmail.com Phone: 818-353-2722

Additional Comments: _____

2018 Business Plan RECORD DETAIL**First Name :** Karen**Last Name :** Gunton**Stakeholder Comments/Issues :****Attachments :** March Board Meeting Karen Gunton Written Public Comment 269.pdf (37 kb)

February 22, 2018

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Sincerely, *K*

Signature: Karen Van Gunten Name: KAREN VAN GUNTEN

Address: 10951 Hillhaven Avenue, Tujunga, 91042

Email: _____ Phone: (818) 352-3500

Additional Comments: Don't tunnel through our mountains
Stop being greedy!

2018 Business Plan RECORD DETAIL

First Name : Jon

Last Name : Gunton

Stakeholder Comments/Issues :

Attachments : March Board Meeting Jon Gunton Written Public Comment 270.pdf (41 kb)

February 22, 2018

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Sincerely, JON VON GUNTEN

Signature: Jon von Gunten Name: _____

Address: 10251 Hillman Av, Tujunga, CA 91042

Email: jon@gbscope.us Phone: 818-352-3500

Additional Comments: YOUR BIG LIE HAS ALWAYS BEEN THAT THERE IS ADEQUATE TRAFFIC TO BUY TICKETS & FREIGHT SPACE,

2018 Business Plan RECORD DETAIL

First Name : Annette

Last Name : Wilson

Stakeholder Comments/Issues :

Attachments : March Board Meeting Annette Wilson Written Public Comment 271.pdf (37 kb)

February 22, 2018

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Sincerely,

Signature: 

Name: Annette Wilson

Address: 10233 McBroom St Sunland Ca 91040

Email: _____

Phone: 928-757-1134

Additional Comments: No Rail Train

2018 Business Plan RECORD DETAIL

First Name : Bonnie
Last Name : Freeman

Stakeholder Comments/Issues :

Attachments : March Board Meeting Bonnie Freeman Written Public Comment 272.pdf (36 kb)

February 22, 2018

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Sincerely,

Signature: Barrie Freeman Name: Barrie Freeman
Address: 10190 Stonehurst Ave, Sun Valley CA 91352
Email: _____ Phone: 818-641-4706
Additional Comments: _____ _____

2018 Business Plan RECORD DETAIL

First Name : Pat

Last Name : Neill

Stakeholder Comments/Issues :

Attachments : March Board Meeting Pat Neill Written Public Comment 273.pdf (35 kb)

February 22, 2018

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Sincerely,

Signature: Pat Neill Name: PAT Neill
Address: 10519 Johanna Ave, Shadwell Hills, CA, 91040
Email: _____ Phone: 818-424-5325
Additional Comments: _____

2018 Business Plan RECORD DETAIL

First Name : Wendy

Last Name : Freeman

Stakeholder Comments/Issues :

Attachments : March Board Meeting Wendy Freeman Written Public Comment 274.pdf (36 kb)

February 22, 2018

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Sincerely,

Signature: Wendy Freeman Name: Wendy Freeman
Address: 11063 3/4 Mc Broom St Shafter Hills 91040
Email: o o o o o o Phone: 818-768-0343
Additional Comments: o o o o o o

2018 Business Plan RECORD DETAIL

First Name : Rhonda

Last Name : Romero

Stakeholder Comments/Issues :

Attachments : March Board Meeting Rhonda Romero Written Public Comment 275.pdf (35 kb)


February 22, 2018

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Sincerely,

Signature:  Name: RHONDA ROMERO

Address: 10082 Berlin St.

Email: RROMERO@YAHOO.COM Phone: 818-353-8240

Additional Comments: _____

2018 Business Plan RECORD DETAIL

First Name : David

Last Name : Farrand

Stakeholder Comments/Issues :

Attachments : March Board Meeting David Farrand Written Public Commnet 276.pdf (35 kb)

February 22, 2018

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Sincerely,

Signature: David Walter Farvold Name: David Walter Farvold
Address: 10290 Kurt Street Lakeview Terrace
Email: ricegahan@aol.com Phone: 818-899-4078

Additional Comments: _____

2018 Business Plan RECORD DETAIL

First Name : Nancy

Last Name : Jones

Stakeholder Comments/Issues :

Attachments : March Board Meeting Nancy Jones Written Public Comment 277 .pdf (35 kb)

February 22, 2018

Dear CHSRA Board of Directors:

I live in the Palmdale to Burbank project section of the purposed High Speed Train Routes. The 2018 Business Plan is now being prepared and is to be released in the upcoming weeks. I have the following requests related to the content and process for the Business Plan. In essence, I will call upon my legislators to not support approval of the Business Plan unless the routes E1 and E2 in the Burbank to Palmdale project section are removed permanently from consideration.

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Sincerely,

Signature: Nancy Jones Name: NANCY JONES

Address: 12465 SHAFER PLACE, KAGEL CYN, CA 91342

Email: NANCY.JONES@GPHLAWYERS.COM Phone: 818/388-2189

Additional Comments: _____ e _____

2018 Business Plan RECORD DETAIL

First Name : Tim

Last Name : Burgess

Stakeholder Comments/Issues :

Attachments : March Board Meeting Tim Burgess Written Public Comment 278.pdf (35 kb)

2018 Business Plan RECORD DETAIL

First Name : Patt

Last Name : Romar

Stakeholder Comments/Issues :

Attachments : March Board Meeting Patt Romar Written Public Comment 279.pdf (36 kb)

2018 Business Plan RECORD DETAIL**First Name :** Linda**Last Name :** Ceremano**Stakeholder Comments/Issues :****Attachments :** March Board Meeting Linda Ceremano Written Public Comment 280.pdf (35 kb)

February 22, 2018

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Sincerely,

Signature: _____

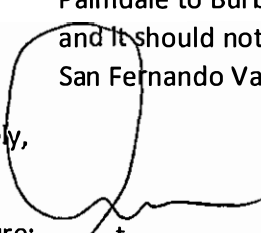
Name: _____

Address: _____

Email: _____

Phone: _____

Additional Comments: _____

 Linda Ceremano
10939 Elinda Pl Shadown Hills, Ca 91352
lmano@hotmail.com 512470-9460
No

2018 Business Plan RECORD DETAIL

First Name : Mary

Last Name : Sculsefer

Stakeholder Comments/Issues :

Attachments : March Board Meeting Mary Sculsefer Written Public Comment 281.pdf (39 kb)

February 22, 2018

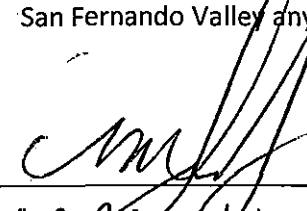
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Sincerely,

Signature:



Name:

MARY SUSAN SCHAEFFE

Address:

12232 W. Osborne Place #211 Palmdale, CA 91331

Email:

umshva@gmail.com

Phone:

470.223.9051

Additional Comments:

WE DO NOT NEED A (NSK)

There is no justification for this.

2018 Business Plan RECORD DETAIL

First Name : Adrianna

Last Name : Far

Stakeholder Comments/Issues :

Attachments : March Board Meeting Adrianna Far Written Public Comment 282.pdf (36 kb)

February 22, 2018

Dear CHSRA Board of Directors:

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Sincerely,

Signature:

Name:

[Handwritten Signature]
11113 Russells Ave Ladera Vista, CA
KIA

2

2018 Business Plan RECORD DETAIL

First Name : Jeff

Last Name : Leeson

Stakeholder Comments/Issues :

Attachments : March Board Meeting Jeff Leeson Written Public Comment 283.pdf (35 kb)

February 22, 2018

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Sincerely,

Signature:  Name: JEFF LEESON

Address: 11940 MOONWELL RD., KAGEL CANYON, CA

Email: JEFF@JEFFLEESON.COM Phone: 818-761-7713

Additional Comments: _____

2018 Business Plan RECORD DETAIL

First Name : Lorraine

Last Name : Tessier

Stakeholder Comments/Issues :

Attachments : March Board Meeting Lorraine Tessier Written Public Comment 284.pdf (35 kb)


February 22, 2018

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Sincerely,

Signature:  Name: LORRAINE G. TESSIER

Address: 13167 mesa Verde Way, Sylmar, CA 91342

Email: Lgtessier@msn.com Phone: 818-833-9760

Additional Comments: _____

2018 Business Plan RECORD DETAIL

First Name : Sareda

Last Name : Haschronn

Stakeholder Comments/Issues :

Attachments : March Board Meeting Sareda Haschronn Written Public Comment 285.pdf
(35 kb)

February 22, 2018

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Sincerely,

Signature: Sareda H. Schramm Name: Sareda H. Schramm

Address: 9728 Johanne Pl. Shadown Hills CA 91040

Email: sareda.900@aol.com Phone: 818-352-9284

Additional Comments: t t t t t t t t

2018 Business Plan RECORD DETAIL

First Name : Beverly

Last Name : Lockwood Conlan

Stakeholder Comments/Issues :

Attachments : March Board Meeting Beverly Lockwood Conlan Written Public Comment
286.pdf (39 kb)

February 22, 2018

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Sincerely,

Signature: Beverly Lockwood-Conlan Name: BEVERLY LOCKWOOD CONLAN

Address: 10642 OLIVE GROVE AVE. SUNLAND, CA 9104

Email: bevlockcon@ca.m.com Phone: 818-427-9405

Additional Comments: The project as proposed would destroy a semi-rural and beautiful areas of Los Angeles.

2018 Business Plan RECORD DETAIL

First Name : Patricia

Last Name : Carapellicer

Stakeholder Comments/Issues :

Attachments : March Board Meeting Patricia Carapellicer Written Public Comment 287.pdf
(40 kb)

February 22, 2018

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Sincerely,

Signature: Patricia A. Carapellucci Name: _____

Address: 11252 Ranetto Pl LVT 91342

Email: p.carapellucci@verizon.net Phone: 918 8998916

Additional Comments: It would be nice and correct if decisions in this state were rational not political. Most decisions are 100% political, helping the downfall of CA. Politics = Lies

2018 Business Plan RECORD DETAIL

First Name : Kathleen

Last Name : Mussman

Stakeholder Comments/Issues :

Attachments : March Board Meeting Kathleen Mussman Written Public Comment 288.pdf
(35 kb)

February 22, 2018

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Sincerely,

Signature: Kathleen Ann Mussman Name: Kathleen Mussman

Address: 10220 BROADACRE PL SUN VALLEY CA

Email: KathleenMussman@Aetl.com Phone:

Additional Comments:

2018 Business Plan RECORD DETAIL

First Name : Cheryl

Last Name : Conler

Stakeholder Comments/Issues :

Attachments : March Board Meeting Cheryl Conler Written Public Comment 289.pdf (39 kb)

February 22, 2018

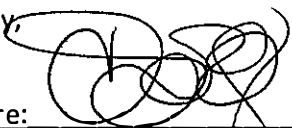
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Sincerely,

Signature:



Name:

Cheryl Camden

Address:

11270 Dominica Ave LVT 91342

Email:

cheryllea2@sbcglobal.net

Phone:

310-874-6094

Additional Comments:

My horse boards @ Courtship Ranch
She panics @ loud noises

2018 Business Plan RECORD DETAIL**First Name :** Ruth**Last Name :** Frazeir**Stakeholder Comments/Issues :****Attachments :** [March Board Meeting Ruth Frazeir Written Public Comment 290.pdf \(35 kb\)](#)

February 22, 2018

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Sincerely,

Signature: Ruth Frazier Name: Ruth Frazier

Address: 321 S. PARISH A BURBANK CA 91506

Email: RUTH_FRAZIER@SBCGLDCA.NA Phone: 818.288.0815

Additional Comments: _____

2018 Business Plan RECORD DETAIL

First Name : Deborah

Last Name : Fortuna

Stakeholder Comments/Issues :

Attachments : March Board Meeting Deborah Fortuna Wrtten Public Comment 291 .pdf (34 kb)

February 22, 2018

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Sincerely,

Signature: Deborah A Fortuna Name: DEBORAH FORTUNA

Address: 9810 SHADOW WAY ST SUNLAND CA 91040

Email: duke- duchess @ ca. rr. com Phone: _____

Additional Comments: _____

2018 Business Plan RECORD DETAIL

First Name : Tim

Last Name : Pemberton

Stakeholder Comments/Issues :

Attachments : March Board Meeting Tim Pemberton Written Public Comment 292.pdf (42 kb)

February 22, 2018

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Sincerely,

Signature: Tim Pemberton Name: TIM PEMBERTON

Address: 12437 Shaver Pl. Kagel Cyn. CA 91342

Email: Timbo Pemberton@gmail.com Phone: 818-896-4692

Additional Comments: Please, No TRAIN, No Routes, No WASTE OF MONEY + RAPE OF GODS LAND.

Use the funds for the homeless or Real Issues!

THANKS

2018 Business Plan RECORD DETAIL

First Name : Amber

Last Name : Sobezak

Stakeholder Comments/Issues :

Attachments : March Board Meeting Amber Sobezak Written Public Comment 293.pdf (37 kb)

February 22, 2018

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Sincerely,

Signature: Amber Sobczak Name: Amber Sobczak

Address: 10799 Sherman Grove #24

Email: amber.sobczak77@gmail.com Phone: (818) 571-9236

Additional Comments: No High Speed Rail. I live and reside, have horses and enjoy my neighborhood the way it is.

2018 Business Plan RECORD DETAIL

First Name : Mary

Last Name : Mendoza

Stakeholder Comments/Issues :

Attachments : March Board Meeting Mary Mendoza Written Public Comment 294.pdf (38 kb)


February 22, 2018

Dear CHSRA Board of Directors:

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Sincerely,


Signature: MARY MENDOZA Name: MARY MENDOZA
Address: 623 S. BRAND Blvd, San Fernando, CA 91340
Email: marymendoza@yahoo.com Phone: (818) 515-5049
Additional Comments: Look out for our Interest
NOT Special Interest.

2018 Business Plan RECORD DETAIL

First Name : James

Last Name : Emery

Stakeholder Comments/Issues :

Attachments : March Board Meeting James Emery Written Public Comment 295.pdf (39 kb)


February 22, 2018

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Sincerely,

Signature:  Name: JAMES EMERY

Address: 18377 MC BRIDE ST SHADON HILLS CA

Email: JEMERY@SHADONHILLS.COM Phone: (818) 424-2699

Additional Comments: WE NEED YOU TO CONSIDER THESE VITAL ISSUES TO SAVE OUR COMMUNITY AND ENVIRONMENT.

2018 Business Plan RECORD DETAIL

First Name : Natalia

Last Name : Irwin

Stakeholder Comments/Issues :

Attachments : March Board Meeting Natalia Irwin Written Public Comment 296.pdf (41 kb)

February 22, 2018

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Sincerely,

NAME Natalia M. Irwin SIGNATURE Natalia M. Irwin
Signature: _____ Name: _____

Address: 11411 Sunburst St., Lake View Terrace, CA 91342

Email: mornin6star@icloud.com Phone: (818) 388-9181

Additional Comments: Please STOP this HORRIBLE
Destruction to nature & listen to the people's
voice & cry!

REMOVE E1 and E2

2018 Business Plan RECORD DETAIL

First Name : Chris

Last Name : Irwin

Stakeholder Comments/Issues :

Attachments : March Board Meeting Chris Irwin Written Public Comment 297.pdf (37 kb)


February 22, 2018

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Sincerely,

Signature:  Name: CHRIS IRWIN
Address: 1148 SUNBURST ST / LAKEVIEW TERRACE, CA 91342
Email: Bib-C-2112@yahoo.com Phone: 818-353-3815
Additional Comments: PLEASE STOP THE DESTRUCTION OF OUR NEIGHBORHOOD! REMOVE E1 + E2 FROM CONSIDERATION!

2018 Business Plan RECORD DETAIL

First Name : Dona

Last Name : Smith

Stakeholder Comments/Issues :

Attachments : March Board Meeting Dona Smith Written Public Comment 298.pdf (36 kb)

February 22, 2018

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Sincerely,

Signature:  Name: DANA SMITH

Address: 10688 WILSON DR SHADOW HILLS, CA 91044

Email: DANA@ARIZONAEXPRESS.COM Phone: 626 255-3261

Additional Comments: ELIMINATE E1 + E2

2018 Business Plan RECORD DETAIL

First Name : Ashley

Last Name : Fults

Stakeholder Comments/Issues :

Attachments : March Board Meeting Ashley Fults Written Public Comment 299.pdf (36 kb)

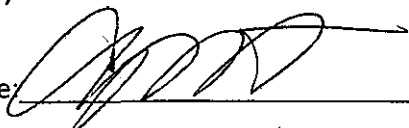
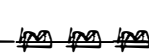
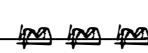
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Sincerely,

Signature:  Name: Ashley Fufts
Address: 11230 Jacinto Ave., Lake View Terrace, CA 91342
Email: Ashley.L.Fufts@gmail.com Phone: (909) 202-9210
Additional Comments: _____  _____ 

2018 Business Plan RECORD DETAIL

First Name : Josh

Last Name : Fults

Stakeholder Comments/Issues :

Attachments : March Board Meeting Josh Fults Written Public Comment 300.pdf (35 kb)

February 22, 2018

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Sincerely, 

Signature: _____ Name: Josh Fults

Address: 11230 Jacinto Ave, Lake View Terrace, CA 91342

Email: Freshy88@gmail.com Phone: 818-522-0485

Additional Comments: _____

2018 Business Plan RECORD DETAIL

First Name : Ramie

Last Name : Case

Stakeholder Comments/Issues :

Attachments : March Board Meeting Ramie Case Written Public Comment 301.pdf (35 kb)

February 22, 2018

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Sincerely,

Signature: Ramie Case Name: Ramie Case

Address: 8735 Owens St

Email: ramie.case@juno.com Phone: (818) 951-0152

Additional Comments: _____

2018 Business Plan RECORD DETAIL

First Name : Charles

Last Name : Mefate

Stakeholder Comments/Issues :

Attachments : March Board Meeting Charles Mefate Written Public Comment 302.pdf (38 kb)

February 22, 2018

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Sincerely,

Signature: Charles R. McFate Name: Charles R. McFate
Address: 6735 Owens St Sunland 91040
Email: choek.mcFate@hp.com Phone: 408
Additional Comments: How do you mitigate the San Andreas fault?

2018 Business Plan RECORD DETAIL**First Name :** Silva**Last Name :** Sokhachikian**Stakeholder Comments/Issues :****Attachments :** March Board Meeting Silva Sokhachikian Written Public Comment 303.pdf
(35 kb)

February 22, 2018

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Sincerely,

Signature: Silva S. Khachikian Name: SILVA S. KHACHIKIAN

Address: 10919 ELDORA Ave

Email: N/A Phone: 818-396-2806

Additional Comments: _____

2018 Business Plan RECORD DETAIL

First Name : Marjorie

Last Name : Maxon

Stakeholder Comments/Issues :

Attachments : March Board Meeting Marjorie Maxon Written Public Comment 304.pdf (33 kb)

2018 Business Plan RECORD DETAIL

First Name : Toni

Last Name : Stutson

Stakeholder Comments/Issues :

Attachments : March Board Meeting Toni StutsonWritten Public Comment 305.pdf (37 kb)



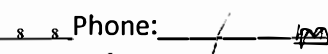
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Sincerely,

Signature:  Name: Toni Stutzon
Address: 9653 Stonehurst Lane Valley CA 91352
Email:  Phone: 
Additional Comments: ~~Cancel the TRAIN~~
We Have alot of transportation

2018 Business Plan RECORD DETAIL

First Name : Danielle

Last Name : Fox

Stakeholder Comments/Issues :

Attachments : March Board Meeting Danielle Fox Written Public Comment 306.pdf (35 kb)


February 22, 2018

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Sincerely,

Signature:  Name: DANIELLE FOX
Address: 1065 WHEATLAND AVE SHADON HILLS CA 91040
Email: danid56@yahoo.com Phone: (818) 273-4350
Additional Comments: _____

2018 Business Plan RECORD DETAIL

First Name : Charles

Last Name : Lamrn

Stakeholder Comments/Issues :

Attachments : March Board Meeting Charles Lamrn Written Public Comment 307.pdf (37 kb)


February 22, 2018

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Sincerely,

Signature:  Name: CHARLES LAMM
Address: 10135 WHEATLAND AVE, SIMON HILLS CA 91040
Email: CLAMM4RE@GMAIL.COM Phone: 818 652-2876

Additional Comments: _____ e e e _____

2018 Business Plan RECORD DETAIL

First Name : Steve

Last Name : Fox

Stakeholder Comments/Issues :

Attachments : March Board Meeting Steve Fox Written Public Comment 308.pdf (35 kb)

2018 Business Plan RECORD DETAIL

First Name : Sandra

Last Name : Osmond

Stakeholder Comments/Issues :

Attachments : March Board Meeting Sandra Osmond Written Public Comment 309.pdf (36 kb)

February 22, 2018

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Sincerely,

Signature: Sandra Osmond Name: SANDRA OSMOND
Address: 9863 WORNOM AVE, SHADOW HILLS, CA
Email: SKOSMOND@GMAIL.COM Phone: (818) 352-6198

Additional Comments: _____

2018 Business Plan RECORD DETAIL

First Name : Tom

Last Name : Love

Stakeholder Comments/Issues :

Attachments : March Board Meeting Tom Love Written Public Comment 310.pdf (35 kb)

February 22, 2018

Dear CHSRA Board of Directors:

I live in the Palmdale to Burbank project section of the purposed High Speed Train Routes. The 2018 Business Plan is now being prepared and is to be released in the upcoming weeks. I have the following requests related to the content and process for the Business Plan. In essence, I will call upon my legislators to not support approval of the Business Plan unless the routes E1 and E2 in the Burbank to Palmdale project section are removed permanently from consideration.

1. The Authority has long promised a public meeting in the northeast San Fernando Valley. When the 2018 Business Plan is released and its public comment period begins, please hold a public meeting at a suitably large and convenient venue in the northeast San Fernando Valley so that the people most impacted may attend and engage directly with the Board, management and consultants.
2. The 2018 Business Plan must eliminate proposed routes E1 and E2.
 - The 2018 Business Plan should acknowledge that the E-3 route was eliminated in the 2016 Business Plan because of "over burden" and that the E-2 route, which has a similar over burden, must be eliminated.
 - Now that the geotechnical testing has been completed in the Angeles Forest, ample evidence exists to remove the E-1 Route given the hydro static pressure, the fractured nature of the rock, the "over burden", and the dewatering risks of such tunnels.
3. The 2018 Business Plan should address the inability of the Authority to propose suitable alternatives for the northeast San Fernando Valley and, if the Authority is not committed to identifying new alternatives, ought to abandon plans for high speed train service from Palmdale to Burbank. The responsibility to identify suitable alternatives is on the Authority and it should not remain, in the form of delay, on the backs of stakeholders in the northeast San Fernando Valley any longer.

Sincerely,

Signature: _____

Name: TOM LOVE

Address: _____

10726 Art st Shadow Hills, Ca

Email: _____

MAUIWANTABE@yahoo.com Phone: 818-352-2251

Additional Comments: _____

lpa

2018 Business Plan RECORD DETAIL

First Name : Carol

Last Name : Love

Stakeholder Comments/Issues :

Attachments : March Board Meeting Carol Love Written Public Comment 311.pdf (34 kb)

February 22, 2018

Dear CHSRA Board of Directors:

I live in the Palmdale to Burbank project section of the proposed High Speed Train Routes. The 2018 Business Plan is now being prepared and is to be released in the upcoming weeks. I have the following requests related to the content and process for the Business Plan. In essence, I will call upon my legislators to not support approval of the Business Plan unless the routes E1 and E2 in the Burbank to Palmdale project section are removed permanently from consideration.

1. The Authority has long promised a public meeting in the northeast San Fernando Valley. When the 2018 Business Plan is released and its public comment period begins, please hold a public meeting at a suitably large and convenient venue in the northeast San Fernando Valley so that the people most impacted may attend and engage directly with the Board, management and consultants.
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3. The 2018 Business Plan should address the inability of the Authority to propose suitable alternatives for the northeast San Fernando Valley and, if the Authority is not committed to identifying new alternatives, ought to abandon plans for high speed train service from Palmdale to Burbank. The responsibility to identify suitable alternatives is on the Authority and it should not remain, in the form of delay, on the backs of stakeholders in the northeast San Fernando Valley any longer.

Sincerely,

Signature: Carol Love Name: CAROL LOVE

Address: 10726 Art st. Shadow Hills, Ca.

Email: TCLove51@CA.RR.COM Phone: 818-352-2251

Additional Comments:

2018 Business Plan RECORD DETAIL

First Name : Paul

Last Name : Jones

Stakeholder Comments/Issues :

Attachments : Jones_Biz_Plan_Letter_050918.pdf (212 kb)

Paul S. Jones
99 Moulton Drive
Atherton, CA 94027

May 3, 2018

Attn. Draft 2018 Business Plan
California High-Speed Rail Authority
770 L Street, Suite 620 MS-1
Sacramento, California 95814

Gentlemen and Women:

Despite the positive tone of the California High-Speed Rail Authority's 2018 Business Plan, there are a number of important contradictions between the body of the Business Plan and numerical information contained in the appendices. The purpose of this letter is to invite your attention to the most glaring discrepancies and ask that you correct these apparent errors in the Final business Plan. Some of the alarming discrepancies are summarized below.

AB3034, Proposition 1A

On Page 15, the Plan states, "The California High Speed Rail Authority remains committed to the Proposition 1A mission to connect California with a new high-speed passenger rail service and to delivering it through a phased implementation strategy." AB 3034, 2409 b, which is a part of Proposition 1A, states, "Maximum non-stop service travel times for each corridor shall not exceed;

- (1) San Francisco – Los Angeles Union Station 2 hours 40 minutes
- (2) San Francisco-San Jose 30 minutes"

The Operating Plan on pages A-1 and A-2 of Appendix A lists the following travel times for the high speed rail system:

- San Francisco-Los Angeles Union Station 3 hours 31 minutes
- San Francisco-San Jose 63 minutes

It appears from the operating plan that at no time would the high speed train even approach a speed of 200 mph, a requirement of AB3034. The highest average speed over a segment, the one from Fresno to Bakersfield would be 149 mph. The average speed between San Francisco and Los Angeles would be 95.7 mph.

AB3034 also requires a detailed funding plan for each operable segment and that all sources of funds and the time of their receipt be specified before work can be initiated on any segment. Page 15 of the Plan states that the funding shortfall for the Silicon Valley to Central Valley (presumed to be San Jose to Shafter) is approximately equal to the cost to complete the line between Gilroy and Carlucci Road, including tunnels through the Pacheco Pass, by far the most expensive piece of the work. The funding for this work is heavily dependent on Cap-and-Trade money from the quarterly actions. The annual amounts of these funds are inconsistently reported as %00 million and \$750 million in different parts of the Plan. Page 37, Exhibit 3.3, lists the Cap-and-Trade proceeds from the most recent 11 quarterly

actions. These total \$1.2176 Billion. Of this, twenty five percent, or \$304 Million, or \$110 Million per year, would come to the Authority. On page 37, the Plan states that the Authority has already received \$1.618 Billion in Cap-and-Trade, including a special grant. It seems unlikely that future Cap-and-Trade actions can even approach the funding level needed to complete the Valley to Valley segment.

Right of Way Acquisition

The Plan admits to problems in acquiring Right of Way for the first construction segments and claims that the acquisition process has been revised to avoid future problems. Even so, the Authority has not acquired any Right of Way for their early construction segment from San Jose to Gilroy. The Plan states that the Authority is negotiating with the Union Pacific Railroad to use part of its San Jose-Gilroy Right of Way. Past negotiations with the Union Pacific have been both difficult and costly. The acquisition of this Right of Way could be both time consuming and costly.

Community Benefits

The Plan takes great credit for providing a large number of new jobs in the Central Valley and of offering short commute times that would stimulate new housing in Gilroy and Fresno, and perhaps other communities

Job Creation

As early as 1848, French economist Frederic Bastiat makes the distinction between what is seen and what is done in his essay, "That Which is Seen and That Which is Not Seen"

"The sophism which this work is intended to refute [that public enterprise creates jobs], is the more dangerous when applied to public works, inasmuch as it serves to justify the most wanton enterprises and extravagance. When a railroad or bridge are of real utility, it is sufficient to mention this utility, but if it does not exist, what do they do? Recourse is had to this mystification: 'We must find work for the workmen'".

In any case, the claim that the project will create jobs does not tell the whole story, and does not serve as a justification for the project. Government jobs programs (CHSRA is an agency of the state of California) cannot create jobs. While a program or project may appear to create jobs for workers, these jobs are paid for with money taken from the private sector, usually in the form of taxes. These taxes reduce the private sectors ability to create jobs. Thus, government projects can only divert jobs, altering the composition of employment in the economy, not the total volume. This truth is overlooked because government jobs are visible (especially with politicians and administrators calling the public's attention to them), while the private sector jobs that are lost, or never created, are comparatively invisible. Again, Frederic Bastiat makes the point concisely:

"Nothing is more natural than that a nation, after having assured itself that an enterprise will benefit the community, should have it executed by means of a general assessment. But, I lose patience, I confess, when I hear this economic blunder advanced in support of such a project.

'Besides, it will be a means of creating labor for the workmen. The State opens a road, builds a palace, straightens a street, cuts a canal, and so gives work to a certain workmen—this is what is seen; but it deprives certain other workmen of work, and this is what is not seen.'

New Residential Development

The Plan suggests that with the completion of the Valley to Valley operable segment, the travel time between Fresno residences and Silicon Valley jobs will be reduced to one hour from a today's three hour drive. This easier access together with lower housing costs would presumably provide a basis for large new residential developments in and around Fresno. This presumption fails on two counts:

1. The High Speed Rail travel time listed on Page A1 of the Plan specify a travel time of 82 minutes between Fresno and San Jose, not 60 minutes.
2. The proposed High Speed Rail fare, on Page 2-5, between San Jose and Fresno is \$66 each way.

On Page 1, the Plan states that the median rent for a two bedroom apartment in San Jose is \$4,200 per month, while in Fresno, it is only \$900 per month. Thus, the commuter from Fresno would save \$3,300 per month in rent at a cost of \$2,800 in rail fares. The high fare would cause many potential commuters to think carefully about the relative desirability of living in each location. It would certainly put a damper on mass migration.

Cap-and-Trade Funds

According to the Plan, future High Speed Rail financing will depend heavily on access to large amounts of money from Cap-and-Trade actions, both for meeting current expenditures and as payment guarantees and payments for large capital loans which are negotiated to provide early access to sufficient money to keep the project going according to plan. In presenting its revenue estimates, the Plan uses annual Cap and Trade receipts of both \$500 Million and \$750 Million per year. As noted above, the most recent 2 ¼ years produced an average of only \$110 Million per year. There is no rational basis for expecting Cap-and-Trade action to continue yielding the amounts of money received to date, let alone increase sharply. The companies that provide the Cap-and-Trade money are under strong financial pressure to clean up their effluents rather than to continue paying large sums to the government. Thus, the expectations for the future must be that Cap-and-Trade funds will decline and cannot be depended on to provide acceptable collateral for long term loans.

Short Segment Operation

Page ii of the Chief Executive Officer's letter states that the Authority will initially complete two short segments: one from San Jose to Gilroy and the other one from Shafter to Bakersfield. These two segments are to provide for testing and early operation. It is unlikely that the Gilroy through San Jose to San Francisco service will attract many riders. It will operate high speed trains over tracks also used by Caltrain's commuter service. In order to handle the train traffic and to minimize interference, all trains, both high speed and commuter, will have to operate at the same maximum speed. That maximum speed is limited to 79 mph because no improvements will have been made to the Caltrain tracks. If Caltrain's Baby Bullet trains have the same number of intermediate stops as the high speed trains, the travel times for the two services will differ by less than three minutes. The high speed trains will undoubtedly be more comfortable than the Caltrain trains, but the fare for the high speed trains, according to Plan page 2-5 will be \$24 each way, while the maximum Caltrain fare is \$15. After initial exploratory rides, it is doubtful that the high speed trains will capture many riders, certainly not enough to cover the operating costs.

Pacheco Pass Route

Plan page 40 summarizes the cost to construct the high speed infrastructure between San Jose and Madera, as follows:

Segment	Length, mi	Costr \$M	Costr \$M/mi
San Jose-Gilroy	29.7	\$3,217	\$108.5
Gilroy-Carlucchi Road	35	10,249	284
Carlucchi Road-Madera	64.6	2,392	37

The Gilroy to Carlucchi Road segment includes passage through or over the Pacheco Pass. This segment requires either a long tunnel or expensive construction up and down mountain passes with several short tunnels and a great deal of earth movement. In view of the terrain and potential seismic problems, a tunnel could easily cost as much as \$2 Billion per mile. The surface route would be cheaper, but would likely exceed the amount budgeted. In as much as no route has yet been selected, a large contingency should be applied to this segment.

Environmental Impact Reports (EIR)

Plan page 82 gives the scheduled completion dates for the different environmental impact reports. The San Jose to Merced EIR is scheduled for completion in 2019. In view of the lack of a decision about Pacheco Pass this seems to be an overly optimistic date. The same can be said about the Bakersfield to Palmdale EIR which is also scheduled to be completed in 2019. This segment must cross over or through the Tehachapi Mountains. No route over or through these mountains has been determined. Thus this problem is formidable.

Greenhouse Gas Reduction

Since its inception, the Authority has touted greenhouse gas reduction as a major benefit of High Speed Rail. The claims in the Plan warrant inspection. First, on page 11, the Plan states that all power used by the High Speed Rail will be 100% renewable. This energy will come from the State electric grid through the electric utilities. The Authority will have nothing to do with the generation of this power. If the Authority uses only renewable energy other California users will be forced to use more dirty energy. There will be absolutely no change in the greenhouse gas generation by the electric utilities, thus, High Speed Rail deserves no credit for its claim to use only renewable energy.

Construction of the high speed rail infrastructure will generate massive amounts of air pollutants for: (1) the manufacture of an immense volume of cement for the concrete structures that support the tracks and facilities, and (2) the pollutant discharges of the large amount of heavy equipment needed to construct the civil works and to install the infrastructure.

Also on Page 11 when in full operation, the High Speed Rail system is claimed to provide greenhouse gas savings equal to removing 360,000 passenger vehicles from California's roads and highways. This is a very ambitious claim, particularly when one looks at the rapid development of radical changes in automotive transportation. . California leads the nation in the introduction and use of electric automobiles. By the time that High speed Rail reaches full operation in 2033 and beyond, internal combustion powered automobiles may be a thing of the past.

Ridership Forecasts

The Plan has described in detail all of the august bodies that have examined its ridership model and given it stamps of approval. Econometric models are extremely complex and contain a large number of variables to describe traveler behavior and values for making modal selections. Even so, the product of the model is at best an estimate. It is possible to apply a few tests to determine the credibility of the product of the model.

Travel Times

Page A-1 lists travel times for high speed trains and for feeder buses. As already mentioned, the high speed rail travel times are very long, indicating speeds above 100 mph only for the Fresno-Bakersfield segment. The feeder bus times are also surprising. In particular, both the north and south feeder schedules show the same travel times for peak hour and off peak travel. There is no allowance for any congestion on rush hour streets and highways, a major factor in both Sacramento and Southern California.

Ridership Totals

Page 5-3, Table 5.2 lists annual ridership and revenue values for Valley to Valley service in 2027 and Phase 1 service in 2040:

	Valley-Valley	Phase 1
Ridership, millions	14	37.9
Revenue \$Million	811	2,176

This represents an average revenue per trip of \$57 per ride for both cases.

Table 2.1 on page 2-4 lists the service frequency for the Valley to Valley Service as 12 trains per peak hour and 10 trains for off peak hours in each direction per day. For the Valley to Valley service, the daily passenger traffic can be approximated by dividing the annual ridership by 300 to allow for lower off peak travel. This yields 46,666 passengers per day. Assuming equal traffic in each direction, the average number of passengers per train would be 1,060. This is substantially more passengers per train than there are seats or other accommodations. The level of service proposed simply will not carry the expected load. Following the same procedure for Phase 1 in 2040, there would be 1,289 passengers per train, an equally unacceptable number. Either the system is grossly underbuilt or the ridership numbers are much too high.

Operating Profit

Beginning in 2029, the Plan proposes that farebox and other revenue will sufficiently exceed operating and maintenance costs to produce a sizeable profit. This profit would presumably accrue to the Authority and could be used to finance the balance of Phase 1 and the extensions to Sacramento and San Diego. Since the Authority has already hired a system operator for advice and later operation of the High Speed Rail System, the profit would have to be shared with the operator. Hence the proposed numbers would need to be reduced. The 2029 surplus is estimated at \$135 Million, growing to \$1,065 Million by 2033. This performance would be in stark contrast to all other high speed rail systems throughout the world. Of more than 69 worldwide high speed rail systems, only two are able to operate without operating subsidies: Tokyo-Osaka, Japan, with 53 years of operation and Paris-Lyon, France, with 37 years of operation. Either the Authority is more capable than any other high speed rail operator in the world or the ridership estimates are much too large or the operating and maintenance costs are much too low, or both.

I strongly urge that you introduce much more realism into your 2018 Business Plan and face the fact that the proposed high speed rail project has limited utility and no visible sources for the immense capital to build the system or for operating the service without continuing public subsidy

Respectfully submitted,

Paul S. Jones, BME, PE, PhD

2018 Business Plan RECORD DETAIL

First Name : Sam/David

Last Name : Liccardo/Sykes

Stakeholder Comments/Issues :

Attachments : San Jose Comment Letter on 2018 HSR Draft Business Plan.pdf (1 mb)

Mays7, 2018

Chair Dan Richard and CEO Brian Kelly
California High-Speed Rail Authority
770 L Street, Suite 620
Sacramento, CA 95814

SUBJECT: California High Speed Rail Authority Draft 2018 Business Plan

Dear Chair Richard and CEO Kelly:

The City of San José continues to support the planning and development of California's High Speed Rail system as an integral backbone of the Statewide rail network as described in the Draft 2018 Business Plan. The development of High-Speed Rail (HSR) across the State, and through Silicon Valley, is essential for our regional and local efforts to improve and connect the passenger rail network in the Bay Area with the economic centers of the Central Valley and Southern California. The City also continues to support the Authority's Silicon Valley to Central Valley phased approach to an integrated rail system that improves intercity, regional, and local train service.

In addition, we want to acknowledge that the Authority has made important efforts to reduce the breadth of impact of the high speed rail project across numerous parts of San José. By advancing an at-grade blended service option in the Draft 2018 Business Plan, instead of the previous primary alternative of an aerial viaduct, we believe that the Authority and Caltrain have effectively used relevant information from the City Generated Options, and the apparent new perspectives with the Union Pacific Railroad, to help formulate the most recent blended service option. We would like to view this development as an important shift in the way that the Authority, Caltrain and the City will work together to explore and develop the best alignment options that balance and meet the needs of each Agency, and will be an asset to our City's future development and vibrancy, while minimizing impacts to San José's neighborhoods.

Building on previous City priorities and feedback to the Authority, this letter focuses on three key areas and important issues that we are seeking Authority support:

1. The Authority's support in fully developing the concepts presented in the City Generated Options, along with the 2018 Business Plan concept, in the next round of alignment and corridor planning to develop concurrence on potential alignment options through the City for advancement into the Authority's environmental alternatives process.
2. The Authority's partnership in developing a more detailed budget plan to achieve the necessary investment for a high quality, context-sensitive system in San José, and world class station at Diridon that seamlessly integrates high speed rail with connecting transit services and mixed use urban development. HSR must be an asset to San José, the Diridon station development, and the neighborhoods near the alignment.

3. The Authority align its planning and environmental process and schedule with the partnership planning underway at San José Diridon Station, and the Station area, with Caltrain, the Valley Transportation Authority, and the City. Further, the Authority should incorporate the outputs of the Diridon Integrated Station Concept Plan (DISC) into its planning and environmental review process going forward.

Addressing these issues is essential in building the City's continued partnership with both the HSR Authority and local San José stakeholders and neighborhoods.

1. The Authority's support in fully developing the concepts presented in the City Generated Options, along with the 2018 Business Plan concept, in the next round of alignment and corridor planning to develop concurrence on potential alignment options through the City for advancement into the Authority's environmental alternatives process.

As discussed last October, and reiterated in a February 2018 letter, the City has invested its own local resources on several City Generated Option (CGOs) on high speed rail alignments through San José, which address serious and legitimate concerns raised by the Downtown stakeholders, local community members, and adjacent neighborhoods, while ensuring the operational needs of HSR and Caltrain are fully integrated. The City has been actively sharing the concept plans with the Authority and Caltrain. While the City has received generally positive feedback from Authority and Caltrain staff about their feasibility based upon the level of concept development to date, we are still awaiting a clear indication of support that the Authority will incorporate these options, along with the 2018 Business Plan concept, into the next round of alignment planning. That support will demonstrate that feasible and reasonable options and alternatives are being fully and fairly considered for the project, and that the Authority is willing to establish a collaborative effort to develop concurrence with the City on alignment options through San José considered in the environmental review process.

As HSR adopts the Final 2018 Business Plan, the City requests the Authority Board support establishing a collaborative effort to develop concurrence on alignment options through San José in the next round of corridor planning and environmental review. The City asks that the effort consider the full range of CGO concepts. In the Downtown San José area, the CGOs include rebuilding the Diridon platforms as slightly elevated, above-grade, following the Rotterdam Station example. Also, two options were developed for the southern approach tracks to Diridon (1) along the Caltrain right-of-way and (2) a blended viaduct over 280/87 as an alternative to the longer HSR viaduct, which could avoid impacts to the Gregory/N Willow Glen/Gardner neighborhoods from additional passenger train service. In southern San José, the CGO options include a hybrid of alignments, including a trench, tunnel, and at-grade alignments to minimize neighborhood impact, opposition, and balance the cost of delivering the project. In addition, these southern options provide viable alternatives to avoid significant property impacts in the event an agreement cannot be reached with UPRR about sharing and using their right-of-way for blended service operations.

The fastest way for the Authority to gain as much support as possible for the High Speed Rail project in San José is to embrace and show the community a sincere effort in considering the full range of CGO options in the next round of alignment and corridor planning. The CGO, including all its

concept options, provides a fuller range of feasible potential alternatives that will allow all areas of the San José community to understand the various trade-offs among different alignments. This should provide for faster EIR clearance, and ideally preferred alternative selection and construction of the project, with broader community support and acceptance of the project.

2. *The Authority's partnership in developing a more detailed budget plan to achieve the necessary investment for a high quality, context sensitive system in San José, and world class station at Diridon that seamlessly integrates high speed rail with connecting transit services and mixed use urban development. HSR must be an asset to San José, the Diridon station development, and the neighborhoods near the alignment, for it to be embraced by the City and its residents.*

The blended passenger rail and freight rail corridor through San José is one of the most important and complex in California as it runs through highly urbanized and established neighborhoods, with significant multi-modal transportation activity crossing the corridor. Thus it will require thoughtful and sufficient investment to accommodate HSR in a safe, context-sensitive way. The engineering completed by HSR and Caltrain over the past two years, and the CGO concepts, have shown that substantial investments are needed to create an integrated rail alignment through San José and Diridon Station that will appropriately serve the region and State for the rest of this century, while also being compatible with the surrounding neighborhoods.

In response to the Draft 2016 HSR Business Plan's proposal for an at-grade Diridon station, the City notified the Authority of its concern about potentially inadequate investment in the proposed system by stating, "Investments in passing tracks, grade separations, level boarding, extended platforms, and other improvements will be needed to make for reliable, frequent, and therefore useful service, and it is unclear whether the funding allocated for those purposes will be sufficient." With the proposed reduction of investment in the 2018 Draft Business Plan for the San José to Gilroy segment of \$1.7 billion through the proposed use of an at-grade concept in this corridor, the Authority must ensure that the level of investment made in the City is sufficient to develop a robust blended rail corridor, while minimizing impacts to City neighborhoods as the system is introduced. Furthermore, we ask that the Authority be prepared to commit to a partnership for the improvements necessary at Diridon Station and in the overall corridor to accommodate HSR, the growth of other passenger services in the corridor, and to maximize the benefits of the system. These investments include:

- The development of a world class station at San José Diridon, expected to be the first major city in the US with high speed rail service, and a prominent hub in the State Rail Plan. The station development must effectively integrate all connecting intra-city, regional, and local transit services, and surrounding employment and mixed use urban development that the 2018 Draft Business Plan seeks to leverage to support the high speed rail investment. The investment level should be on par with LA Union Station and the SF Transbay Terminal.
- The likely need to relocate and/or expand passenger rail storage and maintenance facilities in San José for Caltrain, Capitol Corridor, and ACE to make blended service work efficiently, and

to create suitable facilities for HSR. The Business Plan is the right place to acknowledge the important role the Authority must perform in this multi-agency effort, in order to facilitate appropriate blended alignments through San José.

- Track upgrades north and south of Diridon and along Monterey Road to support frequent, all-day service by HSR, electrified Caltrain, and the other operators to stations in San José.
- Committing to finding a solution for grade separations along Monterey Road and the southern approaches to Diridon Station if at-grade alignments are ultimately selected. Adding over 100 HSR trains a day, and potentially up to the same number of Caltrain operations, make grade separations essential to safety, circulation, emergency access, and community connectivity.

Partnership and Investment in Diridon Station – As one of the three most important rail stations in the State, at the convergence of the Peninsula and East Bay rail lines, and with the great potential for a model urban mixed use development, San José Diridon Station already hosts multiple regional rail services, including Amtrak Capitol Corridor, Altamont Corridor Express (ACE), Caltrain, and VTA Light Rail, as well as Union Pacific freight. Given Diridon’s strategic location in the Statewide transportation system and economy, it must evolve into a world-class intermodal hub, and the level of investment in design and infrastructure at the station should be commensurate with the station’s prominent role in the Statewide system. The City requests the Authority to commit to its fair share of funding and investment identified through the Diridon Integrated Station Concept Plan.

The 2018 HSR Business Plan focuses on the future HSR system as a way to tie the State’s economic centers together, connect with and reinforce transit systems, and bring economic growth to downtown cores. In San José, that future is happening now. For decades, the City and region have invested in modernizing Caltrain and bringing BART to Downtown San José. The results of that are now unfolding with Google investing hundreds of millions of dollars in property as part of their plan to build over eight million square feet of commercial development at San José Diridon Station. This is exactly the kind of multi-billion-dollar private investment in transit-oriented downtown development that ensures the mutual success of cities, transit, HSR, and the overall state economy. The convergence of VTA’s BART extension, Google’s investment, and HSR’s arrival creates a once in a century opportunity for a win-win-win, if HSR can be committed enough, and nimble enough, to join the City, Caltrain, VTA, and Google in making Diridon successful for all of us.

Along the Monterey Road Corridor, the City sees the potential benefits of an agreement with the Union Pacific Railroad (UP) for shared use of their right of way, allowing for lower impact blended alignments in the corridor. However, the lack of a definitive agreement means that the City, and we believe the HSR Authority, must prepare for the real possibility that an agreement may not be reached to allow shared use of UP right-of-way. Therefore, at least until such time as UP signs an agreement to sell or share its right of way, the City insists that the Authority develop and carry forward the portion of the CGO along Monterey Road to 101, or a similar underground alternative, in its environmental process. Specifically, an underground alignment would avoid several hundred property takes that a dedicated HSR alignment would likely cause along Monterey Road in San José.

In summary, the City requests that the Final 2018 HSR Business Plan commit to a sufficient level of investment in the San José to Gilroy segment, based on a transparent and collaborative process to plan, detail, and invest in the critical station and system needs in San José, to ensure high-speed rail functions in an integrated and efficient manner, while being sensitive to the adjacent neighborhoods. It is relevant to note when comparing the 2018 Business Plan to the 2016 version, the San José to Gilroy segment has seen the level of planned investment drop by \$1.7 billion, while the Gilroy to Carlucci Road segment has seen planned investment rise by over \$3 billion, with much of the latter segment traveling through largely rural, uninhabited areas of the State. The neighborhoods and residents of San José will struggle with reduced investment and greater impact to denser, more populated segments along the corridor, in contrast to increased investment to segments that are largely uninhabited by people.

3. The Authority align its planning and environmental process and schedule with the partnership planning underway at San José Diridon Station, and the Station area, with Caltrain, the Valley Transportation Authority, and the City; and incorporate the outputs of the Diridon Integrated Station Concept Plan (DISC) into its planning and environmental review process going forward.

Given that the Draft 2018 Business Plan is proposing further integration between the high speed rail program and regional rail systems such as Caltrain, it is essential to enhance the collaboration between and among our agencies to align the various plans and transportation projects in San José to the highest collective outcome. This includes the HSR Authority's Business Plan, Caltrain Business, Service and Rail Planning, the Diridon Integrated Station Concept Plan, and the HSR environmental process. Currently, the Draft 2018 Business Plan introduces new alternatives compared to the HSR environmental work to date, or the CGOs, but it does not describe how the three sets of alternatives will be added to the planning and future environmental evaluation process going forward, or the selection of a preferred alternative. Of concern is the official HSR environmental schedule in the Authority Board packet for April, which has May 31st as the date for selecting the preliminary preferred alternative.

The need for rail and station modernization in San José is larger than any one agency, program, or project, and can only be tackled with the collective effort of State, regional, and local agencies working together in good faith. Our Diridon Agency Partnership is an example of proactively working together to develop an integrated project, the sum of which can and should be much greater than the parts or individual agency projects. The City looks forward to being fully involved in service and infrastructure planning with the HSR Authority and Caltrain to determine what improvements are necessary to provide robust, frequent, all-day local and intercity passenger service in a way that enhances safety, economic development, and community connectivity.

The City requests that the Authority Board direct its staff that the next round of planning and corridor alignment review include the full range of CGO design options and 2018 HSR Business Plan alignment concepts, to allow for a full consideration of the alternatives in the future environmental

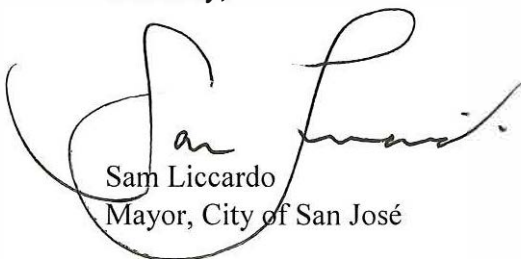
review phase. San José also asks the Authority to collaborate with the City to develop a well-defined environmental review schedule that incorporates the proposed new alignments, and the outputs of both the DISC Plan and Caltrain Business Plan into the Authority's planning and EIR process going forward. The projected completion of the first phase of DISC, selecting a Preferred Spatial Scenario, in mid-2019 provides the Authority sufficient time to incorporate the scenario from the DISC in the environmental review and clearance for HSR before the federal deadline in 2022.

In conclusion, the City of San José sees the build-out of HSR connecting the Capital of Silicon Valley with the Central Valley and Southern California as essential to the future mobility and economic development of the State. We seek concrete commitments demonstrating the Authority's willingness to engage with us as full partners in determining how to best implement the State Rail Plan in the Silicon Valley and San José. The City respectfully requests the Authority to state at the May 15 Board Meeting its intention to establish a collaborative, cooperative process to:


1. Achieve concurrence with the City on the alignments and options included in the next round of planning and corridor alignment review. Ensure a full and fair evaluation of both the 2018 Business Plan concept and the full range of CGO concepts.
2. Review, and if necessary, increase the level of infrastructure investment in the San José-to-Gilroy segment to ensure that a world-class station gets delivered at San José Diridon, and that the system through San José is sensitive to the needs and impacts on surrounding neighborhoods.
3. Work with the City and other Diridon partnership agencies to align the Authority's planning, environmental process, schedule, and project delivery for the San José segments with the San José Diridon Integrated Station Concept Plan.

By collaborating as partners, we can develop a shared vision and plan for improved rail service connecting San José to the rest of the State, and the City will be a committed champion for advancing and building HSR throughout California.

Sincerely,



Sam Liccardo
Mayor, City of San José



David Sykes
City Manager, City of San José

cc: Senator Jim Beall
San José City Council
Jim Hartnett, CEO, Caltrain
Nuria Fernandez, General Manager, Valley Transportation Authority
Jim Ortbal, Director of Transportation, City of San José
Boris Lipkin, Acting Northern California Regional Director, CA High-Speed Rail Authority

2018 Business Plan RECORD DETAIL

First Name : Marvin

Last Name : Dean

Stakeholder Comments/Issues : KMCA comment is in support of CHSRA Draft 2018 Business Plan

2018 Business Plan RECORD DETAIL

First Name : Dorothy

Last Name : Leland

Stakeholder Comments/Issues :

Attachments : UC_Merced_Biz_plan_050118.pdf (297 kb)



University of California, Merced
5200 N. Lake Road
Merced, CA 95343

May 1, 2018

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

Dear Mr. Richard:

As the first American research university of the 21st century, the University of California, Merced wants to see the country's first major technological transportation infrastructure project of the 21st century succeed. The California High Speed Rail Project has much to offer to the students of UC Merced, our faculty and staff, and to the residents of California. We believe that High Speed Rail can unify the Golden State with an environmentally sound and sustainable means of transportation that is fast, efficient and ecological.

However, our review of the California High Speed Rail Authority's 2018 Draft Business Plan shows a need for improvement.

We believe the Initial Operating Segment must begin in Bakersfield and end in Merced, not Madera. By doing so, High Speed Rail will join with the Altamont Corridor Express service that links with San Jose and the Silicon Valley, and will soon connect to Sacramento. This will result in true Valley-to-Valley service from Day 1, something that is not accomplished in the 2018 Draft Business Plan.

UC Merced students, faculty and staff are extremely environmentally conscious and are always trying to be aware of having the least impact on the planet. Our administration tries to support and reinforce that concept, and the design of our existing and future buildings demonstrates that. By having Valley-to-Valley service in Merced from Day 1, the entire campus community would be able to take advantage of truly green transportation. Many of our faculty and staff travel to the Bay Area and throughout the San Joaquin Valley on a daily basis, so your service would have additional built-in ridership right here in Merced as our campus continues to grow.

The 2018 Draft Business Plan addresses the importance of creating an educational corridor that would allow for "students, faculty and professionals to collaborate, stimulating learning and research options." We heartily support that concept, and especially believe our School of Engineering would benefit from that kind of opportunity. However, this is much better facilitated if High Speed Rail comes to Merced in its initial segment. I also believe we have the potential to become a research center for High Speed Rail, and the source for future engineers that will keep the system rolling well into the future.

For these reasons, we believe the 2018 Draft Business Plan needs to be modified, that the City of Merced needs to be part of the Initial Operating Segment, and that High Speed Rail needs to arrive in Merced on Day 1.

Thank you for allowing us the opportunity to comment on the 2018 Draft Business Plan.

Sincerely,

A handwritten signature in cursive script that reads "Dorothy Leland".

Dorothy Leland
Chancellor
University of California, Merced

2018 Business Plan RECORD DETAIL

First Name : Artie

Last Name : Leahy

Stakeholder Comments/Issues :

Attachments : Artie Leahy April Board Meeting Oral Comment.pdf (51 kb)

April Board Meeting Public Oral Comment

Art Leahy: Metrolink

MR. LEAHY: Thank you and welcome. I've never been called incomparable before.

MR. LEAHY: Yes, indeed. (Laughter). Usually multi-syllabic, but congratulations to Brian having taken on the new role, and best of luck.

I want to make a few personal observations about this place, about Los Angeles where I grew up. And then talk about the High-Speed Rail Project in just a minute. I became a bus operator for Metro back in 1971 and I worked a line that would terminate at Union Station, right out here. And I would go inside the station, I'm 22 years old, to use the restroom. So I go inside and I'm where the two grand halls meet and I would stand there and look at how beautiful it was. There were two people in the building. Me and one Amtrak guy selling tickets. The place is empty. There wasn't a newspaper rack in there.

Today, it's 80,000 people a day go through there. Los Angeles is a different place than it was back then. I'm looking forward to working with High-Speed Rail as you come further south. I think the future is bright for all the services that we all provide and will provide. And I look forward to making sure that we coordinate things along the corridor which we're going to be sharing with you in the future.

You know, I appreciate what's been done in the Draft

Business Plan regarding Southern California. I like to tell people that half the population of the state lives south of Ventura Boulevard. This is the center of the state. It's the center of the Metrolink system. And it will be the center of the high-speed system when you get down here. Now I know it's not the geographic center. But it will be the spiritual center, because there's a lot of passengers down here who don't have room on the freeways, because the freeways are done.

We are working hard on the SCORE Program, the Southern California Optimized Rail Expansion Program. We look forward to working with you. As I said, the freeways here are fixed. So we have a growing population, which is spreading out. Trip lengths are getting longer and the freeways are done. There won't be any more widening.

I do want to just note that one more story about Los Angeles and this is a true story. During the Civil War, the government sent troops down, federal troops down from San Francisco. They were stationed across the street in the pueblo. And the reason they were there is they were fearful that Los Angeles and Southern California would secede from the Union and join the South or they even discussed a new country called Pacifica. I want to reassure you that all this trouble was not the result of the High-Speed Rail Program. It had nothing to do with that.

Welcome again to Los Angeles and Southern California. We look forward to working with you in the coming years.

And Brian, best of luck.

MR. KELLY: Thank you, Artie.

MR. LEAHY: You're very kind. Well, actually thank you. And one more comment on that, people are griping about the High-Speed Rail Project and how long it's going to take. From my personal perspective the first time I worked on a rail project was in 1976. We were trying to get the Ford Administration to approve a grant. I was a COO at Metro when we opened up the Blue Line and in '93 the Red Line. And I was CEO there when we opened the Expo Line. So after all those decades we're still working on it, just like you guys will be. So take heart.

2018 Business Plan RECORD DETAIL

First Name : Kome

Last Name : Ajise

Stakeholder Comments/Issues :

Attachments : Kome Ajise April Board Meeting Oral Comment.pdf (50 kb)

April Board Meeting Oral Comment

Kome Ajise: Southern California Association of Governments

MR. AJISE: Good morning Chair Richards and good morning Board Members. My name is Kome Ajise. I'm the Director of planning at the Southern California Association Governments.

I fear that my comments are also designed for the last two items, but since I'm already up if you don't mind, create indulgence to continue.

On behalf of the SCAG Regional Council and Executive Director, Hasan Ikhata, I just wanted to just say that we appreciate the fact that one, you're here in Southern California. We've been looking forward to the meeting. We had hoped it would have been closer to our offices, actually in our office. And we're also glad that we had Secretary Kelly -- I still call him the boss -- Secretary Kelly. We're glad to have had Secretary Kelly at our last Regional Council. And I think the Board, our Board, appreciated the presentation on the directions, the new direction of high-speed rail.

You've already heard that everybody's happy that you're in Southern California, we in Southern California more so. Just to borrow off of Mr. Leahy's point having half of the population, the SCAG Region represents 19 million people. And our current Regional Transmission Plan, the 2016 RTP yes counts on the implementation of a high-speed rail system to actually have sustainable communities into the future. And I would dare say that as we have begun work on the 2020 Plan, we will

continue to look forward to the implementation of the high-speed rail into the future. So we're really excited to see the Business Plan continue to push in that direction.

Now the Business Plan, for one thing we appreciate the fact that it was more so conservative and transparent in its approach to representing the current cost and potential cost adjustments. I think that's really admirable and serves to continue to create credibility around the program, as we would want to see.

Understandably, the Plan focuses on an IOS going forth to the north first and delaying implementation in Southern California. We understand that even though we feel like we dearly and desperately need for this to be implemented in Southern California. And so we'll continue to work with you, with the staff and with the Board to bring about the implementation of the initial projects, the bookend projects in Southern California, and really appreciate you being here and the opportunity to speak to you today.

2018 Business Plan RECORD DETAIL

First Name : Michael

Last Name : Murphy

Stakeholder Comments/Issues :

Attachments : Mike Murphy April Board Meeting Oral Comment.pdf (32 kb)

April Board Meeting Oral Comment

Mike Murphy: Intergovernmental Relations Manager for City of Santa Clarita

MR. MURPHY: Good morning Chairman Richard and Members of the Board. I'm Michael Murphy. I'm the Intergovernmental Relations Manager for the City of Santa Clarita.

Santa Clarita is one of the communities potentially impacted by the proposed alignments within the Palmdale to Burbank segment. The City of Santa Clarita appreciates the Board of Directors coming to Southern California today. And we appreciate your commitment to a future San Fernando Valley meeting.

We hope that as additional work moves forward on the Palmdale to Burbank segment, that you will receive presentations and take -- and as you receive presentations actions on that segment, that there will be additional meetings held in Southern California. That obviously affords folks who are most impacted by the proposal the opportunity to speak to you directly. And we appreciate your recognition of that.

I would like to take this opportunity to reiterate the Santa Clarita City Council's position relative to the Palmdale to Burbank project segment. While the City Council deeply appreciates that the Board and staff have listened to the comments that have come from the city and out of our community, the Council remains uneasy that there's still above-ground segments on the three proposed alignments.

On July 14th, 2015, the Santa Clarita City Council

adopted a position that supports only fully underground alignments between Palmdale and Burbank in order to minimize impacts to all of the affected communities.

As the environmental review process continues, the City Council and staff and members of the Santa Clarita community look forward to continuing to work with you and your staff to hear our concerns and incorporate those concerns into the final environmental documents.

Finally, I want to highlight the City Council's previous request to you that the California High-speed Rail Authority Board and staff continue to work with Southern California Association of Governments and its regional partners to facilitate early investment in regional rail infrastructure to increase interregional connectivity, speed, capacity and safety.

Thank you so much for consideration of my comments today.

2018 Business Plan RECORD DETAIL

First Name : Kathleen

Last Name : Trinity

Stakeholder Comments/Issues :

Attachments : Kathleen Trinity April Board Meeting Oral Comment.pdf (48 kb)

April Board Meeting Oral Comment

Kathleen Trinity

MS. TRINITY: Good morning, Chairman Richard and Board Members. I'm Kathleen Trinity from Acton.

As you consider the options please also consider matters of the utmost value that are not just financial or technical. A. Those whose lives will be deeply disrupted. B. Communities who's social fabric and economic structure will be rent apart. C. Environmental damage brought to natural areas and wilderness.

We who live in the Red Rover and East Acton equestrian communities understand the delicate balance between nature and community and we value our natural surroundings. Close relationships with other community members enrich our lives and help us to live in a rural area. But when entire neighborhoods will be torn apart by huge viaducts with wide swaths of scraped land on either side, accompanied by switching and maintenance facilities, when deafening trains will be topped with electrical harnesses and pass every six minutes in a mountainous echo chamber frightening horses and blighting the community, then we know that our values are not your values. And that's a pity.

We realize that we are simply objects in a path that may never come to fruition. But I say these are the values by which we live. These are the values which must predominate and an inherently flawed plan is what needs to be changed. High-

speed rail will no boon to commuters on the 14 Freeway. What average worker is willing to pay or can pay \$80 to \$100 a day to commute to and from a job? That won't take them off the roads. That's a job for Caltrain, Metrolink or light rail.

So I ask you please do consider much less destructive routes, because what I see right now is pretty destructive. And will definitely change our community for the worst. Thank you.

2018 Business Plan RECORD DETAIL**First Name :** Mike**Last Name :** O'Gara**Stakeholder Comments/Issues :****Attachments :** Mike O'Gara April Board Meeting Oral Comment.pdf (31 kb)

April Board Meeting Oral Comment

Mike O'Gara: Sun Valley Neighborhood Council

MR. O'GARA: My name's Mike O'Gara and I've lived in Sun Valley for 45 years. I'm the Planning Committee Chairman for the Sun Valley Area Neighborhood Council, but I'm not here speaking for them. I'm here speaking for myself.

I wish to recommend Route Refined ET, for the route from the Burbank station to Palmdale. Do not go to Palmdale on Route Refined E1 or Refined SR14, because of costs. Coming above ground, surface construction will cost a fortune. It'll be just if you come through the other routes, you're going to create major disruption to many business and residents along the San Fernando road in Sun Valley, Pacoima and Arleta. Stay underground with the boring machines, no cut and fill.

Sun Valley would also be a great place for a maintenance yard.

When the high-speed train is built, the economy on the West Coast and North America will be the third or fourth largest in the world if you go from Ensenada, Mexico straight up the coast to Vancouver, British Columbia. And some day that'll happen long after I'm done. But if you can get this high-speed train get it done please. Thank you.

2018 Business Plan RECORD DETAIL

First Name : Gary

Last Name : Aggus

Stakeholder Comments/Issues :

Attachments : Gary Aggus April Board Meeting Oral Comment.pdf (33 kb)

April Board Meeting Oral Comment

Gary Aggas: Sun Valley Neighborhood Council

MR. AGGUS: No problem, very common. You can destroy that name several different ways. Thank you.

Good morning. I am Gary Aggas. I grew up in Sun Valley. I'm a member of the neighborhood council, been very active on the planning committee and have been following high-speed rail very closely.

I'm in favor of Refined Route E2, because it is underground through Sun Valley. That section should be tunnel however and not trenched, fully underground. I think that's the best route for Sun Valley.

In addition, I would like to see a maintenance facility. It would be very beneficial to Sun Valley. We have several areas that would be ideal. They are presently occupied by auto recycling companies and former mining sites. So it's been looked at in the past for a maintenance and that would also be very beneficial to Sun Valley. And thank you all for your work on this project

2018 Business Plan RECORD DETAIL

First Name : Victor

Last Name : Lindenheim

Stakeholder Comments/Issues :

Attachments : Victor Lindenheim April Board Meeting Oral Comment.pdf (31 kb)

April Board Meeting Oral Comment

Victor Lindenheim: Santa Clarita Valley Chamber of Commerce

MR. LINDENHEIM: Good morning Chairman Richard and Board. My name is Victor Lindenheim. I'm here representing the Santa Clarita Valley Chamber of Commerce today, which I co-chair the Government Affairs and Transportation Committee.

I want to thank you for your sensitivity and awareness of the issues that face the Santa Clarita Valley and neighboring communities. And I particularly want to shout out to Michelle Boehm and her team, who has frequently come out with her to Santa Clarita Valley with her outreach program and colleagues and listened to our concerns.

My comments today will essentially echo that of Mr. Murphy, representing the City of Santa Clarita. And I'll just read an excerpt and I do have a letter from the Chairman of the Board of the Santa Clarita Valley Chamber that I'll just provide you with.

We represent 900 businesses in the community and are opposed to any above-ground project, which will create a damaging economic and environmental impact on our community, which cannot be mitigated.

That's the essence of what we have to say and I just want to add, Santa Clarita you may know, is one of the fastest growing cities in the state, currently the third most populous

city in the County of Los Angeles. And we're growing fast and continuing to grow. Thank you.

2018 Business Plan RECORD DETAIL

First Name : Bill

Last Name : Eick

Stakeholder Comments/Issues :

Attachments : Bill Eick April Board Meeting Oral Comment.pdf (32 kb)

April Board Meeting Oral Comment

Bill Eick

MR. EICK: You got that exactly right. Thank you.

CHAIRMAN RICHARD: Good.

MR. EICK: And it's good to see you again, sir.

CHAIRMAN RICHARD: Thank you.

MR. EICK: Again, my name is Bill Eick. I appreciate

Mr. Rossi's comments. I too was at the meeting where Mr. Rossi was first there. He was kind enough to come down and actually talk to me afterwards.

This is about the Business Plan. If you look at page 51 of the Business Plan that says, engineering and environmental section states that there are unknowns about tunnels and mountain terrains and that the California High-Speed Rail will conduct preliminary hazard analysis. That analysis has already been done.

You have a over 60-page report that was done in March of 2017. I've attached it to my official comments. And it talks about the geotechnical, you could say challenges or you can say something else, about why you should not drill or tunnel through the Angeles National Forrest.

So when you're talking about alternatives and you have to have a range of alternatives, you have to have a range of feasible alternatives. Tunneling through the Angeles National Forrest is not a feasible alternative. You can check with your lawyers. I checked with my lawyers, that would be me, and it's not required

to discuss infeasible alternatives.

So for instance, they talk about some of the design problems through the Angeles National Forrest. It specifically says, "A squeezing ground will be encountered, affecting tunnel boring machines, performance and possible forcing TBM rescues." That means you're going to have to drill down 2,600 feet to rescue the tunnel boring machine that is stuck underground.

Now you hired the guy from Seattle, so he should have a lot of experience with Big Bertha, all right? But this is a report that you prepared over a year ago. It talks about linings and enlarged tunnel sections are needed -- (timer sounds) may I continue?

CHAIRMAN RICHARD: Yes, (indiscernible)

MR. EICK: I'll see if I can summarize this.

CHAIRMAN RICHARD: That'd be good. Thank you, sir.

MR. EICK: The problems is you're putting linings for the tunnels here. There's no tunnel lining that can withstand more than 25 bars. That's PSI pressure. I mean over one-third, six-and-a-half miles of the E2 Route and six-and-a-half miles of the E1 Route exceed that 25 bars.

This tunnel, these tunnels are guaranteed to leak. Okay? With corrosive water you're going to end up having problems with the tunnel itself, the track. And this is all in your report that was done over a year ago. Now, you might not have seen it because you guys get lots of paper.

I have a couple of other things. But one is on page -

CHAIRMAN RICHARD: Can you finish in about 15 seconds, sir?

MR. EICK: I can.

CHAIRMAN RICHARD: Let me point out there'll be other opportunities for public comment on these.

MR. EICK: Okay. I think that you should remove any reference to the tunnel under the Swiss Alps from the Business Plan.

That's granite. This is not granite. That tunnel was created prior to this report in 2017, so if that had any effect it would have been your technical report. So talking about Swiss tunnels at 3,000 feet is disingenuous.

Also, if I were doing a Business Plan, part of my Business Plan would be "what's my exit strategy?" If I don't get the money, where do I stop? How does this end? There's nothing in this Business Plan that talks about that.

Well, thank you very much.

CHAIRMAN RICHARD: Thank you for your comments, Mr. Eick. And as I said, there'll be multiple opportunities to talk about the alignments as we go forward.

MR. EICK: Hopefully more than two minutes.

2018 Business Plan RECORD DETAIL

First Name : David

Last Name : Leggett

Stakeholder Comments/Issues :

Attachments : David Leggett April Board Meeting Oral Comment.pdf (31 kb)

April Board Meeting Oral Comment

David Leggett: California Public Utilities Commission

MR. LEGGETT: Good morning. I'm David Leggett with the California Public Utilities Commission. And I just wanted to thank you for the opportunity to speak and say that I'm with the Office of Rail Safety with Roger Clarkston. We all will be cooperating or working in conjunction with the FRA as you move forward. A

In general, my question was about the true cost of the High-Speed Rail Project. And you've mentioned a lot of things that are good that I think should be considered. Our strategic initiatives at CPUC are safety, reliability and affordability.

And part of safety is climate change concerns and greenhouse gasses and the cost of the significant use of electricity as you move forward. And so what I haven't seen is the cost of doing nothing. And in your literature each said 77 billion. What is the real cost of doing nothing and how do you compare that to the alternatives of what impact it would have of not having high-speed rail? Are there benefits of this approach, of using electrical system and what is that going to save in terms of greenhouse gas emissions?

And then also, are you really including enough for safety, because that's our other major concern. Thank you very much.

2018 Business Plan RECORD DETAIL**First Name :** Kelly**Last Name :** Decker**Stakeholder Comments/Issues :****Attachments :** Kelly Decker April Board Meeting Oral Comment.pdf (30 kb)

April Board Meeting Oral Comment

Kelly Decker

MS. DECKER: Hi. Thank you. I'm Kelly Decker. I live in Kagel Canyon.

This project is supposed to link San Francisco to Los Angeles, but really it's series of links. It's eight or so project sections that create a chain. And just like in an actual chain, if any one link fails, the entire project or the entire chain fails.

The Palmdale to Burbank link is a failure because there's not a single alternative under consideration that utilizes an existing transportation corridor. All three proposed alignments go through the Angeles National Forrest. In agenda item number four, Michelle Boehm wrote up a summary that said the Authority is committed to making the environment a top priority. If that were true, you would be considering at least one alternative alignment that does not go through the Angeles National Forrest.

And when Mr. Kelly talked about greenhouse gas emissions, if you really wanted to be transparent, you would publish in your Business Plan the truth. And that is the construction of this infrastructure project will create more greenhouse gases than will ever be reduced or recouped through ridership, as long as the train is in operation.

The current Business Plan acknowledges that the

Authority doesn't even know enough about how to tunnel through the San Gabriel Mountains to even come up with a cost estimate for our project section. But as Bill mentioned, the geotechnical investigation that was conducted over a year ago concluded that tunneling was technically infeasible and cost prohibitive.

So everybody knows that a whole is only as good as the sum of its parts. And a Business Plan that includes this fatally-flawed project section should not be adopted as a whole. Thank you.

2018 Business Plan RECORD DETAIL

First Name : Cindy

Last Name : Bloom

Stakeholder Comments/Issues :

Attachments : Cindy Bloom April Board Meeting Oral Comment.pdf (30 kb)

April Board Meeting Oral Comment

Cindy Bloom

MS. BLOOM: Good afternoon, Cindy Bloom, Shadow Hills.

Mr. Richard, you have consistently stated that the Authority is merely carrying out what the voters approved in 2008. Well, the fact is the voters approved Prop 1A based on a \$45 billion budget, not 64 billion, not 68 billion and certainly not 77.3 billion. I've got it right here. And this excludes interest of 10 billion that must be paid to bond holders, so 77.3 billion is really 87.3 billion. Think about that.

And every month you get updates. And every month you act like everything is fine. It is not fine. You are all intelligent people. Do you truly believe that staff and consultants really know what they're doing? Here are the budgets going back to 1996 in billions: 16.5, 25, 37, 45, 33.6, 43, 98.1, 68.4, 67.6, 64.2 and now 77.3 billion. The definition of insanity is doing the same thing over and over again and expecting a different outcome.

And the Business Plan suggests that one way to help pay for this thing is to securitize future revenue and borrow against it. Won't the private investor and/or the train operator have a say in this? Don't they expect to receive the ridership revenue? If it's tied up as collateral and they can't touch it, why would anyone want to partner with you?

Well, the good thing is it is creating jobs for

lawyers. But actually the cost per job is \$1.4 million, not exactly a bargain. The bottom line is, enough is enough, 77.3 billion crossed the line. Five billion has been spent and not a single inch of track has been laid.

You can't even build the easy Central Valley portion on time and on budget. So how can you expect to build the Palmdale to Burbank segment with 30 miles of tunneling 2500 feet below ground? This project is doomed. Please stop rearranging the deck chairs on the Titanic. Cut the losses and turn whatever's been built into a tourist attraction. Thank you.

2018 Business Plan RECORD DETAIL**First Name :** Lynne**Last Name :** Toby**Stakeholder Comments/Issues :****Attachments :** Lynne Toby April Board Meeting Oral Comment.pdf (30 kb)

April Board Meeting Oral Comment

Lynne Toby

MS. TOBY: Good morning. My name is Lynne Toby and I live in Shadow Hills, one of the last rural communities in the City of Los Angeles. I'm glad to hear you know the names of some of our communities, because we aren't mentioned in the highly anticipated but blisteringly disappointing 2018 Business Plan.

Our communities have been held hostage for over three years to this badly flawed and completely underfunded plan. I looked forward to the Business Plan with great anticipation, hoping some of my questions and concerns would be answered. Imagine my disappointment at the almost total lack of information on the Palmdale to Burbank section.

Was this an intentional insult directed at the Northeast San Fernando residents? We're not blank spaces on a map. We pay taxes, send our kids to school, worship in our sanctuaries and go about our daily business, while you make decisions that will tear our communities apart.

The Northeast San Fernando Valley has monumental environmental treasures, all of which are threatened by the Palmdale to Business [sic] segment that you have deemed so unimportant that it's barely an afterthought in one of the appendix tabs to the Plan.

And you do know drilling through sandstone is very

different from drilling through granite, because we're not sure you do.

And now, the project's being audited by not just the State of California, but by the Federal Department of Transportation. We want to know where did all the billions go and we're going to find out and I think you should be worried about that.

Members of the Board, we deserve better. We deserve your attention and respect, neither of which we've received. For over three years the S.A.F.E Coalition has repeatedly requested information, sought clarification and finally demanded a local meeting, so our concerns could be heard and addressed on the land that will be destroyed by this project.

The response to date has been nothing. What we've been shown is contempt, condescension and scorn. We've been given falsified reports, incomplete environmental studies and wagons full of empty promises. The S.A.F.E Coalition will continue to demand answers, pertinent information and your statement that E1, E2 and SR14 are off the table. Thank you.

2018 Business Plan RECORD DETAIL

First Name : Katherine

Last Name : Paull

Stakeholder Comments/Issues :

Attachments : Katherine Paull April Board Meeting Oral Comment.pdf (30 kb)

April Board Meeting Oral Comment

Katherine Paull

MS. PAULL: I'm Katherine Paull. I live in Kagel Canyon and I'm talking about the Business Plan.

Although the 2018 Business Plan sounds pretty it also makes ungrounded assumptions, lacks transparency and contains vague assertions. I question its language and its logic.

For example, its statement that Los Angeles commuters lose 102 hours to congestion every year is unrelated to high-speed rail plans.

For example, if one of the state's environmental goals is "to protect endangered species," how will high-speed rail accomplish that goal? For example, there can't be mere assumptions about infill development, where is specific information?

Another example, the Plan mentions "aggressive management and mitigation strategies when acquiring land." I wonder what those might be.

Also, while it's understandable that costs are based on assumptions, it is not realistic to project ridership or even maintenance costs for 2030 when the train might become a reality.

It is important to make what has been started a success, especially where real ridership is a current need and can be met. After that, we should cut the losses and the

project and use Cap and Trade monies expediently.

I doubt that the framers and voters of Prop 1A, ten years ago, had a realistic understanding of California's geography and its politics. I hope that the Legislature will look at reality on June 1st. Thank you.

2018 Business Plan RECORD DETAIL

First Name : Charles

Last Name : Follette

Stakeholder Comments/Issues :

Attachments : Charles Follette April Board Meeting Oral Comment.pdf (32 kb)

April Board Meeting Oral Comment

Charles Follette

MR. FOLLETTE: Charles Follette, right? Wasn't I next?

CHAIRMAN RICHARD: I was flipping, yes Charles Follette. I'm sorry. I did.

MR. FOLLETTE: That's okay.

CHAIRMAN RICHARD: Excuse me, you were after Ms. Paull. My apologies.

MR. FOLLETTE: Thank you. Good morning Chairman Richard, Mr. Kelly and Board Members. My name is Charles Follette from the City of Santa Monica.

It is my hope that you, the California Legislature and the California High-speed Rail Authority are successful in constructing and operating the California bullet train from San Francisco to Los Angeles.

The primary difficulty in achieving this is the segment from Bakersfield to Los Angeles. Much has been written regarding the cost and time required to traverse and tunnel through the Tehachapi and San Gabriel mountains, to the point where many feel that Bakersfield may ultimately be the final southern terminus.

To ensure that Los Angeles is in fact in play, it's time for the Authority to think outside the box. From a geological, geographical, logistical and financial standpoint, there is an alignment that will enable the completion of the

project sooner than expected and well under budget.

Upon study, it is likely that the most logical alignment to Los Angeles is the following southwest route. Depart Bakersfield to the southwest through Maricopa and Ventucopa to the junction of SR 33 and Lockwood Valley Road. From here tunnel under the Los Padres National Forrest all the way to SR 33 Freeway between Ojai and Ventura and Casitas Springs. Parallel the freeway into Ventura, than head south along the already established right-of-way, all the way to Los Angeles Union Station.

The tunneling distance will be approximately 17 to 20 miles, compared to a total of 36 miles of tunnels along the Tehachapi San Gabriel route. One tunnel measuring 17 miles in length along that route with lower elevation gain to deal with in the Tehachapi route, the tunnel and tracks under the Los Padres will have decreased percent grade, only two-and-a-half percent, allowing for maximum train speeds of 220 miles per hour.

Thus, it will take the HSR only about seven minutes to travel under the Los Padres from Lockwood Valley Road to Casitas Spring. Because the train will travel under the forest, it will have no effect on the natural ecosystem above the ground. The tunnels can be bored under a direct line of canyons running north to south, not under ridges and summits. This means shallower tunnels that enable construction of escape routes at reasonable depths along its entirety.

The biggest difference and advantage of this route is

the geology. The Los Padres consists of Monterey shale, marine sandstone, chock limestone, pebbly conglomerate and sedimentary rock. This makeup is much more suitable for boring tunnels. Through the shattered granite and fault zones of the Tehachapi, San Gabriels, the boring rate is only 10-to-20 feet per day the versus a boring rate of 100-to-200 feet per day through the sedimentary Los Padres.

This represents a 10-fold reduction in the time to bore the tunnel, not to mention that the southwest route requires one half the number of tunnel miles, as few as one tenth the number of actual tunnels. The result being greatly reduced construction costs and decreased construction time.

CHAIRMAN RICHARD: Mr. Follette, sorry?

MR. FOLLETTE: To build the tunnel running the entire 17-to 20-mile length under the Los Padres is very doable, considering the Gotthard Base tunnel was completed, in Switzerland, last year at a length of 35 miles.

CHAIRMAN RICHARD: Mr. Follette, thank you. You've given us a very cogent document here and I just want to make sure everybody has about an equal amount of time. Can we just take this please and your comments will be included in the record. And I know nothing about this, but appreciate your bringing this possibility to our attention.

MR. FOLLETTE: Thank you, Chairman Richard.

2018 Business Plan RECORD DETAIL

First Name : Joe

Last Name : Adams

Stakeholder Comments/Issues :

Attachments : Joe Adams April Board Meeting Oral Comment.pdf (30 kb)

April Board Meeting Oral Comment

Joe Adams

MR. ADAMS: Good morning, everyone. Let me give you a little personal background and thoughts and hope you bear with me real quickly. But I am the Director, President, CEO and all around handyman at 10322 Marybell Avenue in Shadow Hills. I have been there for 25 years and lived in these communities of Sunland, Tujunga and Shadow Hills for just about 60.

I'd like to know if anyone here, by raise of hands, knows where Mt. Gleason Junior High is? Well, I graduated there and I was in Mr. Ryan's drafting class when it was announced that President Kennedy was assassinated. At Verdugo Hills High School, anyone know where that is? Have you ever been there? Well, it looks like maybe our communities aren't really being that well represented in that respect, but that's a fond part of my past.

We know that I even received a corsage from my high school prom from the florist shop on McVine and Foothill by Mrs. Hildegard Hillman, who I'll never forget. These are fond memories.

We also have or are subject to, as many areas are, natural disasters. Sylmar earthquake, my sister wanted on February 9th to have something different and she got here wish. Northridge '94 earthquake, big Tujunga flood was I think around 1962, in which people were isolated due to a washout of roads.

Past fires to recently, the creek fire -- excuse me --

La Tuna fire almost had our family evacuated. We were packed ready to go, but we were spared. Then came the creek fire. We were packed and we left. We had to go, obviously.

We've heard the statement that costs have increased 83 percent. We've had mention of other cost overrides, I just want to bring that to home. If you were to go to a car lot and you wanted to pick out a particular car, you had agreed at a price. And then by the time when you came to signing on the bottom line and it had been three, five, ten times more, that would make sense.

I can't imagine billions, but I can imagine these things. And that's how we're being affected. And I would just hope that you reconsider this, because I don't believe that the current plans are the best plan for the Northeast San Fernando Valley. Thank you.

2018 Business Plan RECORD DETAIL

First Name : Fresno
Last Name : County Economic Development Corporation
Stakeholder Comments/Issues :
Attachments : March Board Meeting Fresno County Economic Development Corp Written Public Comment 37-41.pdf (217 kb)

Benefits of High-Speed Rail in the Central Valley

Since 2012, the Fresno County Economic Development Corporation (EDC) has assisted local businesses and property owners who have been impacted by the California High-Speed Rail (HSR) project. As the leading economic development agency in the region, we have witnessed first-hand the positive economic impacts that HSR construction is having on our communities.

High-Speed Rail is changing our economy. Our small and disadvantaged businesses are being awarded contracts, thousands of jobs have been created, and infrastructure improvements are being made throughout the City and County of Fresno – something that would have otherwise taken decades to realize. Looking beyond construction, we are preparing our workforce for long-term, higher-wage employment in rail maintenance and operations, and even more jobs will emerge in industries supporting the new rail system. In addition, a completed HSR system will connect the Central Valley with the largest economies in the state, fostering continued economic development in business, technology, and agricultural sectors.

High-Speed Rail Impacts

- 119 miles of construction-related activity underway
- \$3.2 billion invested in the Central Valley since 2006
- Fresno-area unemployment under 10% for the first time since 2008
- 6800 job-years of employment created since 2009
- Generated \$1.2 billion in total economic activity in the Central Valley
- 30% of relocated businesses able to expand

From a broader perspective, CA High-Speed Rail is part of an environmentally sound solution to the state's growing transportation needs. This is extremely important as California's population is expected to grow to 44 million by 2030 and near 50 million by 2050. Strategic investments are also being made in urban, commuter, and intercity rail systems that will supplement the HSR "backbone" and significantly improve mobility and connectivity throughout the state. Finally, breaking ground on the first true high-speed rail system in the U.S. has already enhanced California's competitiveness in the global economy as other countries consider investment in American high-speed rail. Here in Fresno County we have seen an unprecedented increase in business interest in our area from around the world.

Small Business Participation

- 427 Certified Small Businesses
- 139 Certified Disadvantaged Businesses
- 51 Certified Disabled Veteran Businesses

We here in the Central Valley do not want to be known as the place with high unemployment, high poverty, low wages, and high rates of childhood asthma. We are ready for the positive changes that the California High-Speed Rail project will bring. We are ready to be the high-speed rail "hub" for the whole nation – to train people from all over the United States on the first of its kind high-speed rail system. We are preparing for our future – a future that includes high paying jobs and cutting edge ideas. Fresno County and the Central Valley are finally at the center of a new and exciting transformative infrastructure project, and it is proving to be an economic game changer.

Benefits of High-Speed Rail for the Central Valley

Many Californians are curious as to why high-speed rail is starting in the Central Valley instead of the Bay Area or Southern California. Most of this curiosity stems from the fact that the Central Valley does not have urban centers comparable to those in other parts of the state. However, what most do not realize is that there are seven million residents who live in the Central Valley and that the region continues to be one of the fastest growing areas in the state. Work on the nation's first high-speed rail is underway in the heart of the Central Valley with more than \$3 billion of investments that is creating jobs and will connect the region to the rest of the state like never before.

With the completion of high-speed rail, Central Valley residents will be able to travel to San Francisco or Los Angeles in just under an hour without spending hundreds of dollars on gas, driving or traveling to the airport. In addition, residents of the Bay Area and Los Angeles will be able to travel through the Valley's major population areas with greater ease, with several stops in major Central Valley cities. This will help revitalize downtown areas and bring in potential new sources of revenue and opportunities.

Starting the high-speed rail program in the Central Valley makes sense for several reasons, including the availability of federal funding and the ability to advance the project faster and at a lower cost to the taxpayer. The Central Valley will serve as the "backbone" of a high-speed rail system that will ultimately tie all major regions of California together, modernizing transportation in the state and linking our diverse economic and cultural centers like never before. For the first time, the Central Valley will be linked to the Silicon Valley that will assist both areas with continued growth and prosperity.

Economic Impacts

Between 2006 and 2017, the California High-Speed Rail Program invested \$3.2 billion in the Central Valley.

The Central Valley section of the high-speed rail system is considered the "backbone" of the project, with its connections to the Bay Area and the Los Angeles Basin being critical to improving accessibility and mobility options for the region's burgeoning population.

Historically, the Central Valley's economy has lagged behind the rest of the state, but now investment in high-speed rail is helping to close the gap.

- According to a recent report by the University of the Pacific's Center for Business and Policy Research, all Central Valley counties experienced job growth either at or exceeding the state average in 2016. This trend is forecast to continue through 2017.

The Central Valley has experienced the largest economic benefits as high-speed rail investment has poured into the region.

- From July 2009 to June 2016, the high-speed rail program created an estimated 6,800 job-years of employment and about \$1.2 billion in total economic activity in the Central Valley. Of the 1452 people working on the project at the end of 2017, 1100 are from the Central Valley.
- Between July 2015 and June 2016, the program's impact has been equal to about 14% of the 32,000 jobs that the entire Central Valley economy added over the same time period.
- Investment in the Central Valley surged in the past two years with the ramp up of right-of-way work and start of construction activities, showing almost 400% growth in jobs supported from 2014 to 2016.

Of those jobs, construction accounted for over 80% of the impact that the program has had in the region, bringing good-paying, middle class jobs to the Central Valley economy. As construction continues to advance, the program will continue to support thousands of jobs annually for the next several years.

Fresno County

Fresno County is the epicenter of construction-related economic activity since the system's groundbreaking in 2015, resulting in a substantial infusion of jobs and opportunities in the local economy.

- Between July 2015 and June 2016, high-speed rail investment generated the equivalent of 30% of the 10,550 jobs created in Fresno County over the same time period (including indirect and induced effects).
- Direct jobs working on the program were equivalent to 17% of the jobs added in the County over the same time period.

Fresno County is where the economic benefits of high-speed rail investment can be seen most clearly.

- Over the last few years, high-speed rail helped bring the unemployment rate down to under 10% for the first time since the Great Recession.
- On top of that, the County experienced three consecutive years of annual employment growth over 3%, outpacing the rest of the state. Prior to 2014, Fresno County had just one year of 3% employment growth since 1990.
- Over 30% of Fresno companies that were relocated due to the High Speed Rail project, were able to expand their businesses by purchasing larger facilities and adding new employees.

Small Business Participation

In 2012, the Authority's Board of Directors approved the Small Business Program which has a 30 percent small business participation goal for all contracts led by the Authority. Hundreds of California small businesses, disadvantaged businesses and disabled veteran businesses are hard at work planning, designing and constructing the high-speed rail system.

Current Small Business Participation Numbers:

- 407 small businesses are engaged in the project
 - 108 are from the Central Valley
- 116 are certified disadvantaged businesses
- 45 are certified disabled veteran-owned businesses

Construction/Craft Labor Workforce

The California High-Speed Rail Program is committed to building a high-speed rail system that keeps jobs in California and the regions where the system is being constructed. Local residents have an opportunity to participate in job training and apprenticeship programs that will prepare them for working on high-speed rail and other construction projects. They can also get jobs with the growing number of small businesses that are working on high-speed rail.

The High-Speed Rail Authority implemented a Community Benefits Agreement (CBA) in 2012/13 as a cooperative partnership and commitment between the California High Speed Rail Authority, skilled craft unions and contractors working on the project. It is based on the Community Benefit Policy (Policy), which promotes employment and business opportunities during the construction of the high-speed rail project. The CBA also promotes and advances training opportunities for all individuals. Priority is given to National Targeted Hiring Workers and individuals designated as Disadvantaged Workers.

Training Facility

In Fresno County the High-Speed Rail project is well underway. This is a monumental project that will require a skilled labor force to construct and maintain the nation's first high-speed rail system. The Fresno County Economic Development Corporation, the Fresno Regional Workforce Development Board, Fresno City College, along with many other partners are proposing a campus intended for training workers for the construction of and maintenance of the high-speed rail. Because high-speed rail is new to the United States it is necessary to train workers not only to build but also maintain the high-speed rail line in a world of ever-changing technology. Fresno County has both the land and population to create a high-speed rail educational center, not only for the State of California, but for the entire country.

This proposed facility is part of a broader vision associated with the location of the California High-Speed Rail Authority's heavy maintenance facility in Fresno County. That vision includes an educational center, transportation operations facility, an ongoing training site, a facility for businesses and countries to showcase their products, and an industrial park for companies that provide services and products to the high speed rail. As this burgeoning industry grows, it will be able to rely upon both the training and firsthand experience of the professionals involved in the project from its earliest stages.

The need for the training facility is necessary as the Central Valley has an unacceptably high unemployment rate and a lack of skilled workers to fill the jobs that the construction of high-speed rail, and its ancillary industries, will provide. Fresno County is among California counties with the highest rates of poverty (26%) compared to a 15.3% rate in California. Identified as an economically distressed area due to its low per capita income figures, the region is representative of those areas needing to diversify job opportunities through technical training. With the construction of high-speed rail and the need for a trained labor force, the proposed training facility is exactly what is needed to fill jobs and grow our local economy.

Fresno County has a collaborative team which includes workforce development, economic development, education, and trade organizations, that together have developed a strategic plan to implement our vision. Fresno County's eighteen public and private universities, community colleges, and technical institutes stand fully prepared to implement a cutting edge curriculum to train the workforce high speed rail will require.

First and foremost the training facility would provide training to our unemployed population as well as our underemployed. The prospect of employment on the high speed rail project and other major construction projects welcomes a bright future for the workforce prepared to take the many skilled jobs this initiative will introduce.

Summary

The California High-Speed Rail project will bring much needed business and capital to numerous industries in the Central Valley, help eliminate over 12 billion pounds of greenhouse gas emissions annually to combat global warming, encourage the savings of 2.0-3.2 million barrels of oil each year, and generate total projected employment of 2,388,000 jobs over the life of the project including direct, indirect, and induced jobs.

As stated above, the Central Valley has historically been overlooked in California. When decisions are made about funding priorities, the Central Valley and Fresno County in particular have had to fight to be at the table with California's larger metropolitan areas in the north and south. The High-Speed Rail project has changed that narrative. It is the largest infrastructure project in history in the Central Valley and the people of Fresno County will be the benefactors of the opportunities for decades to come....and we say – it's about time.

2018 Business Plan RECORD DETAIL

First Name : David

Last Name : DePinto

Stakeholder Comments/Issues :

Attachments : David DePinto March Board Written Comment.pdf (472 kb)

Drozd, Doug@HSR

From: David DePinto <ddepinto@depintomorales.com>
Sent: Wednesday, January 24, 2018 11:10 AM
To: HSR Northern California@HSR; HSR Central Valley@HSR; HSR Southern California@HSR; HSR legislation@HSR; HSR news@HSR; HSR info@HSR; Boehm, Michelle@HSR; Richard, Dan@HSR; HSR boardmembers@HSR; Arellano, Genoveva@HSR; HSR palmdale_burbank@HSR; velasquezj@pbworld.com
Cc: Bell, Tony; DeGonia, Jarrod; Lamb, Teresa; kbarger@lacbos.org; michael.aguilera@mail.house.gov; mayor.garcetti@lacity.org; Jankiewicz, Joe; councilmember.martinez@lacity.org; councilmember.krekorian@lacity.org; sheila@bos.lacounty.gov; Jim Dantona; Ackley Padilla; aayala@bos.lacounty.gov; ana.guerrero@lacity.org; Fukushima, Steve; eveline.bravoayala@sen.ca.gov; Englund, Nicole; Michael Murphy; Marsha McLean; btrujillo@bos.lacounty.gov; karo Torossian; Brian Gavidia; kelly.gonz@lausd.net; eric.moody@lacity.org; Perry, Dave; Christian Griffith; portantino1961@gmail.com; Vanessa Rodriguez; Worth Girvan, Barri; Griffiths, Diane; borja.leon@lacity.org; Gallon, Alisha; arcelia.arce@lacity.org; Caesar Huerta; Serrano, Jaqueline; Eve Sinclair; humberto.quintana@lacity.org; doug.tripp@lacity.org; christine.jerian@lacity.org; Monica Rodriguez; Daniel Rodman; Sanchez, Nigel; vickere.murphy@sen.ca.gov; esmeralda.marcial@lausd.net; Vandebos, Megan; eric.garcetti@lacity.org; jacqueline.serrano@mail.house.gov
Subject: Re: California High-Speed Rail: Palmdale to Burbank Project Section E-Update – January 2018
Follow Up Flag: Follow up
Flag Status: Completed

Dear CHSRA:

We think this newsletter is misleading and a waste of taxpayer dollars. First, it's nearly identical to the newsletters sent to other project sections with a focus on statewide developments such as the nearly \$3 billion cost increase, and there is scant news related to our Project Section. Second, since there has been zero community outreach or response to our communications since **March 2016**, now approaching TWO YEARS, nor follow through on having a board member (Lorraine Paskett) tour the proposed routes or a board meeting in the NE San Fernando Valley since the aborted effort in spring 2015. Thus, how can you state this in your newsletter:

- "the Authority will continue working with our stakeholders in the region to advance planning in the area and work towards the identification of the Preferred Alternative. As has been its practice, the Authority will conduct public meetings to share the latest information, receive additional community input, and present the project's next steps in advance of presenting to the Authority's Board of Directors"

The above messaging is a gross exaggeration. As we've communicated ad nauseum, the CHSRA Board Meeting in the NE SFV needs to occur prior to announcement/development of staff's technical/Preferred Alternative analysis. The staff analysis, technical or otherwise, will benefit from receiving extended community input on all technical matters such as fire risks created by current route alternatives prior to making such an important recommendation to the CHSRA Board.

Further, we asked about a week ago for the dates and times of public meetings/hearings related to the 2018 Business Plan and have not received a response. Why is the 2018 Business Plan not mentioned in the newsletter? When and where will public meetings be held? We call for the Authority to allow public comment to be presented orally as well as in writing.

Dave DePinto

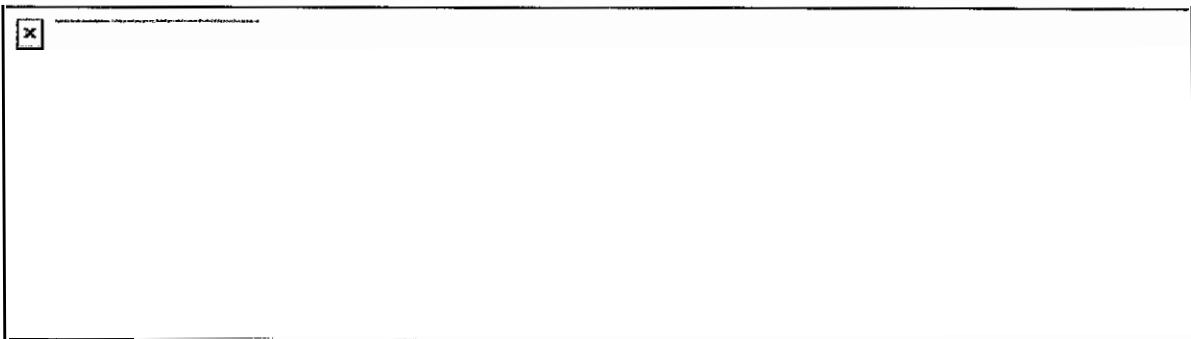
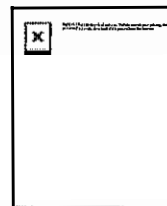
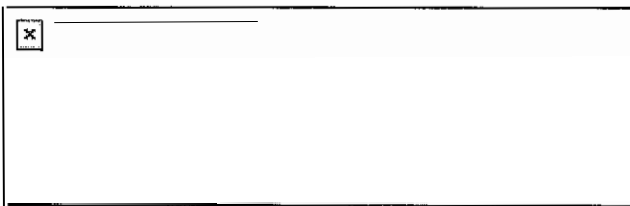
President, Shadow Hills Property Owners Assn.

Member, SAFE Coalition

On 1/24/2018 10:48 AM, California High-Speed Rail wrote:

To view this email as a web page, go [here](#).

[Can't see the images? View As Webpage](#)



Palmdale to Burbank Project Section Update

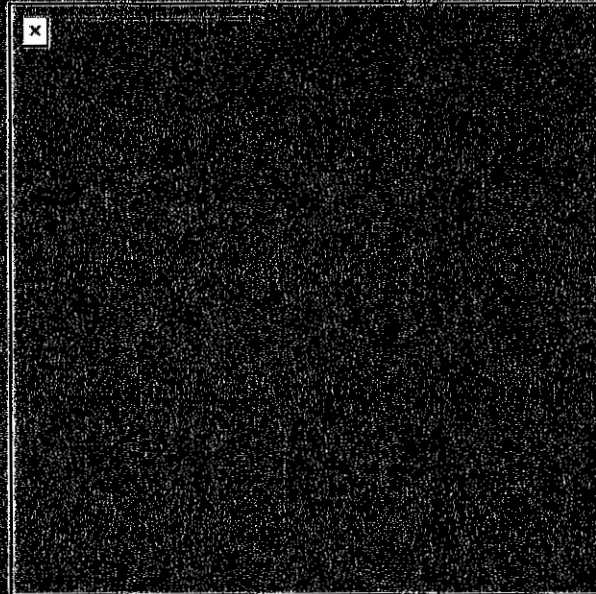
The California High-Speed Rail Authority (Authority) continues its commitment to conduct public outreach. Here are a few updates this month.

Palmdale to Burbank Project Section

Statewide Update

High-Speed Rail Names New CEO and Expands Executive Team to Move Project Forward

As the California High-Speed Rail Authority continues to move from the planning phase to full construction of the nation's first high-speed rail system, the Board of Directors announced on January 16 that it has selected a new Chief Executive Officer, Brian P. Kelly, to lead the organization, effective February 1, 2018. Kelly has served as Secretary of the California State Transportation Agency since the Agency was created in 2013. As Secretary, Kelly oversaw one of the largest portfolios in the State of California with more than 38,000 employees and a total budget of more than \$18 billion. See our [news release](#) to read why Board Chairman Dan Richard says Kelly will provide the right leadership for the program.



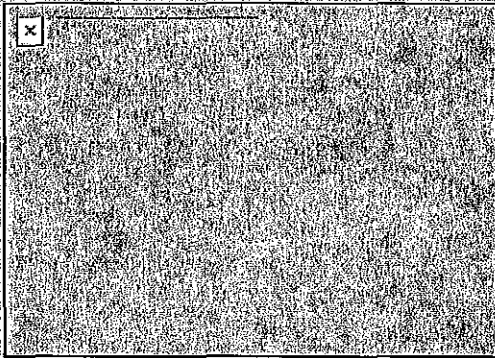
[Click for News Release](#)

Days after the selection of Kelly, Governor Edmund G. Brown Jr. appointed Joseph Hedges to the position of Chief Operating Officer and Pamela Mizukami as Chief Deputy Director, expanding the Authority's executive team to continue the project's rapid transition from the planning phases to construction and delivery.

Central Valley Cost Update

After a detailed cost and risk analysis, the Authority released updated cost estimates for the first 119-miles of construction in California. The Authority anticipates an estimated \$2.8 billion increase to previous estimates, 63% of which is due to risk factors identified and reported in the 2016 Business Plan, the March 2017 Project Update Report and discussed publicly at the Authority's prior Finance and Audit Committee. This revised cost estimate is within state and federal funding dedicated to the Authority to build the nation's first truly high-speed rail system. The Authority will incorporate the revised cost estimates into its 2018 Business Plan due to the Legislature later this spring. In that document, the Authority intends to clarify needs and risks associated with the entire project including overall cost for Silicon Valley to Central Valley and Phase.

Early Train Operator Contract Awarded

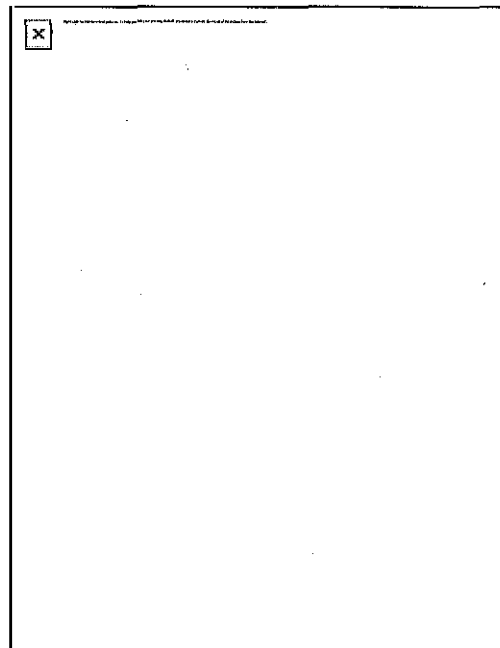


The Authority recently approved the contract for the Early Train Operator (ETO) services to DB Engineering & Consulting USA. This firm will assist the high-speed rail program in designing, developing and procuring the commercial aspects of the high-speed rail passenger train operations. This is a major step forward for the program as we continue to transition from planning to program delivery. To learn more visit our [Early Train Operator page](#)

Small Business Program Updates

The Authority is continuing its commitment to small businesses playing a major role in building the statewide high-speed rail program. The Small Business Program has a 30 percent participation goal for small business that includes Disadvantaged Business Enterprises (DBE), Disabled Veteran Business Enterprises (DVBE) and Micro-Businesses (MB).

As of September 2017, we have 427 certified small businesses participating on the program. In the Southern California region, we have 136 certified small businesses participating from construction to professional service to everything in between.

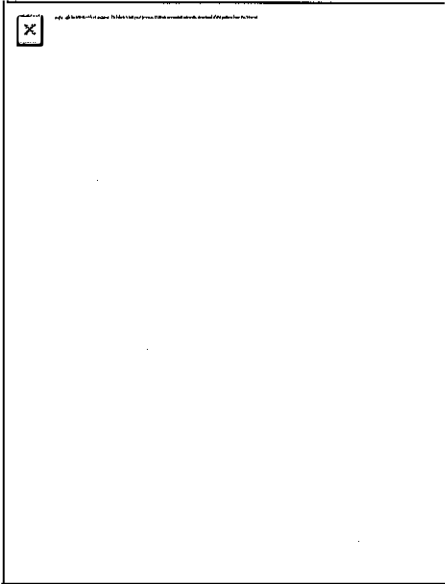


(Click to See Larger Map)

NEW REPORTS

**Annual Sustainability Report
Issued**

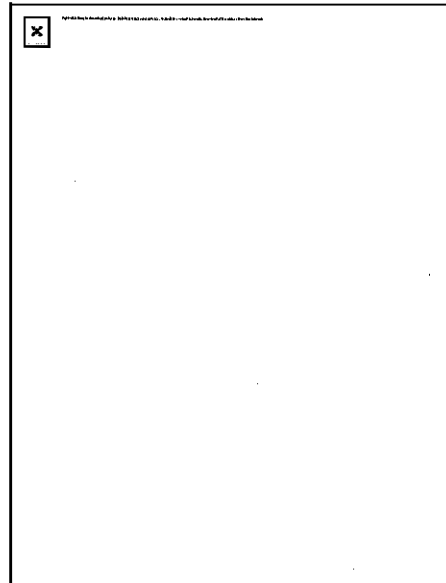
**California High-Speed Rail
Meets Federal Funding**



The Authority issued its annual Sustainability Report which updates the progress made in 2016 on the innovative approach it is taking to the design, construction and operation of California's high-speed rail system. The report highlights a range of topics including energy, natural resources, infrastructure, station communities, and business & management.

[Click for Sustainability Report](#)

Requirements, Generates Billions in Economic Activity



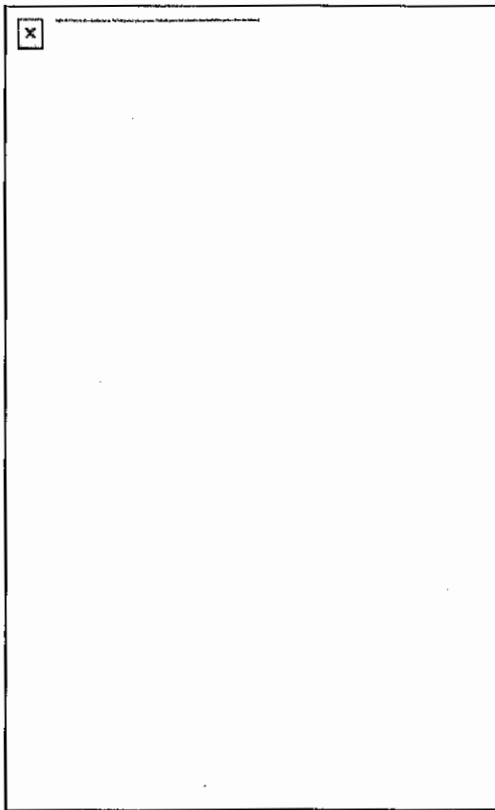
On October 2, 2017 the Authority announced it had met federal American Recovery and Reinvestment Act (ARRA) of 2009 requirements by fully investing the more than \$2.55 billion granted to the State since 2009 to build the nation's first high-speed rail system. These funds helped create thousands of new jobs and generated approximately \$4 billion in economic activity in the Central Valley and across California. All of the ARRA funds for the project were spent prior to the statutory deadline of September 30, 2017. Thanks to these federal funds, thousands of people are working in good-paying jobs to build a new transportation system that will improve quality-of-life for generations to come.

[Click for ARRA Report](#)

Palmdale to Burbank Project Section

The Authority is continuing its environmental review of the Palmdale to Burbank Project Section. In 2018, the Authority will continue working with our stakeholders in the region to advance planning in the area and work towards the identification of the Preferred Alternative. As has been its practice, the Authority will conduct public meetings to share the latest information, receive additional community input, and present the project's next steps in advance of presenting to the Authority's Board of Directors. No Board action will be taken prior to the presentation of relevant information to the public for ongoing comments and public input.

Project Section Background



The Palmdale to Burbank Project Section is part of the first phase of the California High-Speed Rail System connecting the Antelope Valley to the San Fernando Valley to bring high-speed rail service to the urban Los Angeles area. The approximately 40-mile project section will connect stations at the Palmdale Transportation Center to a new high-speed rail station at the Hollywood Burbank Airport. The corridor travels through extremely diverse areas from rural and mountainous areas to suburban and dense urban environments.

Information from the 2016 community meetings can be found on the project website [here](#).

SEE MORE AT WWW.HSR.CA.GOV

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



2018 Business Plan RECORD DETAIL**First Name :** David**Last Name :** DePinto**Stakeholder Comments/Issues :****Attachments :** David DePinto 2nd March Board Written Comment.pdf (90 kb)

Drozd, Doug@HSR

From: David DePinto <ddepinto@depintomorales.com>
Sent: Thursday, January 18, 2018 2:51 PM
To: HSR palmdale_burbank@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; Richard, Dan@HSR; HSR boardmembers@HSR; Arellano, Genoveva@HSR; HSR palmdale_burbank@HSR; velasquezj@pbworld.com; Bell, Tony; DeGonia, Jarrod; Lamb, Teresa; kbarger@lacbos.org; michael.aguilera@mail.house.gov; mayor.garcetti@lacity.org; Jankiewicz, Joe; councilmember.martinez@lacity.org; councilmember.krekorian@lacity.org; sheila@bos.lacounty.gov; Jim Dantona; Ackley Padilla; aayala@bos.lacounty.gov; ana.guerrero@lacity.org; Fukushima, Steve; evelinebravoayala@sen.ca.gov; Englund, Nicole; Michael Murphy; Marsha McLean; btrujillo@bos.lacounty.gov; karo Torossian; Brian Gavidia; kelly.gonez@lausd.net; eric.moody@lacity.org; Perry, Dave; Christian Griffith; portantino1961@gmail.com; Vanessa Rodriguez; Worth Girvan, Barri; Griffiths, Diane; borja.leon@lacity.org; Gallon, Alisha; arcelia.arce@lacity.org; Caesar Huerta; Serrano, Jaqueline; Eve Sinclair; humberto.quintana@lacity.org; doug.tripp@lacity.org; christine.jerian@lacity.org; Monica Rodriguez; Daniel Rodman; Sanchez, Nigel; vickere.murphy@sen.ca.gov; esmeralda.marcial@lausd.net; Vandenbos, Megan; eric.garcetti@lacity.org; jacqueline.serrano@mail.house.gov; shpoa@shpoa.us; Fritz Bronner; gerri Summe; Cindy Cleghorn; Lois Dayen; Katherine Dayen; Anton Bosch; N Ahten; ddepinto@depintomorales.com; tpunch1@aol.com; kellyerindecker@aol.com; Katharine Paull; rferman1@gmail.com; William Eick; Mark Serridge; Dale stedman; Carol Gildersleeve; Julia Tarnawski; Nani Barnes; Nina Royal; tinapetrossian@yahoo.com; traceyadamsacs@gmail.com; Doug.Chapin@cbs.com; Lisa Hoffort; patip91040@ca.rr.com; Jacqy Gamble; Kimberly Harris; Kimberly Harris; cbloom571@gmail.com; Josie Zarate; lynne toby; Lois Dayen; James and Andrea Gutman; Elektra Kruger; Carlos George; MIKE MCCOY; Cynthia Urias; Cindy Cleghorn; Pat Kramer; 'dana stangel'; Kevin Davis; Nancy Woodruff; Cynthia Sower; Jose Miguel; Michael Gonzales; Monica Vacas; Gary Aggas; Mike Ogara; Diane Valencia; Kurt.Cabrera-Miller@SylmarNC.org; Ann Job; Ann Job
Subject: Re: Thank You for Your Comments Regarding the Palmdale to Burbank Project Section
Follow Up Flag: Follow up
Flag Status: Completed

Dear CHSRA:

On behalf of all the communities impacted by the Burbank to Palmdale Project Section proposed route alternatives, we'd like to know when and where community meetings will be scheduled related to the 2018 Business Plan during the public review and comment period mentioned in your letter below?

There has not been any community outreach conducted in this area since early 2016, nearly two years ago, and there still has not been a CHSRA Board Meeting in the NE San Fernando Valley since we worked with your consultant to research locations for an early 2015 meeting which was

subsequently moved to downtown LA on a work day (yet, several hundred people still took time away from work to attend and more than 100 testified that day).

Please provide plenty of lead time, convenient access and the opportunity for attendees to provide public comment at these needed meetings for the 2018 Business Plan. Thank you.

Dave DePinto

President, Shadow Hills Property Owners Assn.

Member, SAFE Coalition

On 1/17/2018 3:31 PM, California High-Speed Rail Authority wrote:

Dear Mr. DePinto,

The Authority acknowledges receipt of your most recent email dated December 19, 2017 regarding the Palmdale to Burbank Project Section. Your current and previous concerns regarding the proposed alignments have been noted by the Authority. As you mention, we have witnessed the devastating impact the Creek Fire has had upon the community and note your related concerns for the project in this regard.

As to the tragic Amtrak crash in Washington State, it is important to note that the train involved did not have Positive Train Control (PTC) technology, which Metrolink service in Southern California has already successfully implemented. Safety is a high priority for the Authority and PTC, as you know, will be an important part of the California high-speed rail system as well.

Please note that neither the Palmdale to Burbank Project Section environmental documents nor the draft 2018 Business Plan is currently in a formal comment period. Once these respective documents have been officially released, the Authority will provide official comment periods for each of them. The Authority would expect and encourage you to formally respond to each of these documents during those public comment periods.

We appreciate your continued interest and ongoing comments. Please continue to visit our [website](#) for ongoing updates and to access the latest project information on the Palmdale to Burbank Project Section.

Sincerely,

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

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

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David J. DePinto
DePinto Morales Communications Inc.
818-352-7618 office
818-352-6781 fax

2018 Business Plan RECORD DETAIL

First Name : Cindy

Last Name : Bloom

Stakeholder Comments/Issues :

Attachments : April Board Meeting Cindy Bloom Written Comment 1.pdf (21 kb)

Droz, Doug@HSR

From: cindy bloom <cbloom571@gmail.com>
Sent: Tuesday, April 17, 2018 8:13 AM
To: Richard, Dan@HSR; Boehm, Michelle@HSR; Kelly, Brian@HSR; HSR Draft Business Plan 2018; HSR Southern California@HSR; HSR boardmembers@HSR; Arellano, Genoveva@HSR
Cc: cindy bloom; Dave DePinto
Subject: Video from United Southern California Communities as Official Comment to 2018 Business Plan

FROM UNITED NE SAN FERNADO VALLEY COMMUNITIES OF SYLMAR, KAGEL CANYON, RIVERWOOD RANCH, PACOIMA, SHADOW HILLS, SUNLAND- TUJUNGA, LA TUNA CANYON, LAKE VIEW TERRACE AND SUN VALLEY:

4-14-17 RALLY VIDEO (4 min.)

Here is link: <https://vimeo.com/265158257>

We are submitting this video as our official public comment regarding the 2018 Draft Business Plan to the California High Speed Rail Authority.

The SAFE Coalition

www.dontrailroad.us

2018 Business Plan RECORD DETAIL

First Name : Alan

Last Name : Scott

Stakeholder Comments/Issues :

Attachments : April Board Meeting Alan Scott Written Comment 2-5.pdf (135 kb)

**Comments for the Record, California High-Speed Rail
Board meeting – to be included into the official
minutes of this session in Los Angeles on
April 17, 2018, Los Angeles**

Good morning, Alan Scott, Kings County once again coming before this Board asking “When will the Authority and the Board adhere to the stewardship requirements of honesty, integrity, and ethical standards. I firmly believe that this is a high-level expectation for all State of California regulatory and political environments, that the truth is paramount over political sheniagians?

The voids provided by this organization over the last decade have resulted in the harmful, abusive descriptive adjectives that only further obfuscate your empty public relations releases. In other words, you stretched the truth without saying why!

Stewardship is your priority to the taxpayers of this state and this country. The Authority, the Legislature, and the Govenor have failed miserably with unacceptable convoluted machinations with failed Business Plans from day one.

I take you back to May 15, 2012, Senate Transportation Hearing Chaired by Senator DeSaulnier and interrupted by Senate Pro Tempore Steinberg, who was on a full press pushing the governors’ desires of what we know today as a failed political legacy. <https://web.mail.comcast.net/zimbra/mail?app=mail#11>.

However, three Senators’ rose from the Majority Party producing volumes of valid reasons why the 2012 BP; as well the 2016 BP plan. According to Director Rossi, it was wrong before it was released. This comment was made to those in attendance at the F & A committee session on Novemeber 15, 2107.

The same applies to flawed 2018 BP that is lacking corrective action solutions from the previous BP’s a most troubling ommission.

I have attached a video from the derailhsr website specific to the section where Senator Simitian provided all the necessary data to negate the 2012 BP. He further proved Mr. Richard comments did absolutely nothing to eliminate these four individual concerns (to summarize) you stated would not occur.

Mr. Richard, again you were wrong, and in fact, it did happen 6-years later almost to a “T.” A mazing, how precise the Senator outlined it.

Comments for the Record, California High-Speed Rail Board meeting – to be included into the official minutes of this session in Los Angeles on April 17, 2018, Los Angeles

Instead of 6-billion-dollar cost, it almost double to 10.8-billion-dollars and unfortunately climbing and has not stopped rising! The most significant component of this project is the lack of actual funding acumen from the onset of this debacle.

I have inserted below link from Mr. Vranich's testimony before an Assembly Transportation Hearing on October 25, 2008, about 2-weeks before the Proposition 1A vote.

Once again, 4-years after Mr. Vranich's presentation noted above, and I have provided a support link to validate Senator Simitian's 2012 admonition of impending HSR failure.

Not only was Mr. Vranich correct; moreover, Senators Lowenthal, Simitian, and DeSauliner predicted that failure would occur. Amazingly, it did, in fact, it happen with very minor adjustments from their statements 6-years previously. They were more exact than the Authority, with less information.

<https://www.youtube.com/watch?v=SS0RD6dqpKY>

What is more troubling is that you Mr. Chairman at that hearing, you took exception, while you gave some far-reaching postulations that principally held zero substance. However, once again, you were wrong again!

It is difficult to sell a pig in a poke but to spend 6-years negating every single expert, along with knowledgeable citizens who were all on the receiving end of severe ridicule by you others is unacceptable.

In fact, Mr. Richard, you do owe all of them a public apology.

In closing, I am asking you Mr. Chairman and the entire board to resign immediately along with all senior executives!

Mr. Kelly, fundamentally speaking are speaking in cliché statements and not once did I, or others hear a definitive competent fiscal or operational plan. Hope and by God will not build this politically induced debacle.

Comments for the Record, California High-Speed Rail Board meeting – to be included into the official minutes of this session in Los Angeles on April 17, 2018, Los Angeles

Additionally, once the above is completed, then the following adjustments must happen ASAP:

1. Stop all construction;
2. Safely secure the various construction sites in accordance with standard Risk Management requirements;
3. Ensure standard business practices are adhered to by clearing all outstanding invoices within 60-days;
4. Bring a vote before the Legislature to defund and eliminate all activity involving Proposition 1A in total, no exceptions.
5. Any future HSR project for the State of California must be fully funded with all funds deposited in a protected account. A comprehensive, validated Business Plan that eliminates all aspects that were absent from the previous politically machinated plans;
6. Immediately refrain from taking private property, businesses and their assoicated possessions, and their livelihoods until a proper certified routing has been established instead of the current wishey washey circuitous mickey mouse haphazard politically created disaster routing specifically to gain Mr. Costa's vote.

Thank you

Alan Scott

**Comments for the Record, California High-Speed Rail
Board meeting – to be included into the official
minutes of this session in Los Angeles on
April 17, 2018, Los Angeles**

PS: The Chairmen's abundant usage of the word transformative and transparent caused me pause to go back to the definition of this adjective:

Adjective: pertaining to evolution or development!

Well, after my review of the dictionary and the thesaurus, I have determined that transformative and HSR project used in the same sentence to be an egregious error and must be changed to 'destructive.'

Adjective: Transparent If a substance or object is transparent, you can see through it very clearly.

Again, after reviewing, the first question arises, why did you wait so long to announce a 2.8-billion-dollar shortfall? That is just one of the many incomprehensible situations that CAHSRA failed to be transparent.

2018 Business Plan RECORD DETAIL

First Name : William

Last Name : Eick

Stakeholder Comments/Issues :

Attachments : April Board Meeting Eick & Freeborn, LLP Written Comment 7-9.pdf (119 kb)

EICK & FREEBORN, LLP

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josh@eickfreeborn.com

April 16, 2018

California High Speed Rail
Attn: Dan Richards and Board of
Directors

Sent Via Email:
2018businessplancomments@hsr.ca.gov

Re: *Comments on DRAFT CHSRA 2018 Business Plan*

Dear California High Speed Rail:

I have the following comments about the CHSRA 2018 Business Plan:

1. Page 51 of the Business Plan, "Engineering and Environmental" states that there are unknowns about tunnels and mountain terrains and that CHSRA will conduct preliminary hazard analysis.

COMMENT TO ITEM 1

These "preliminary" reports have been concluded for the Angeles National Forest and are set forth in the 60 plus pages Geotechnical Tunnel Feasibility Evaluation for High Speed Rail Tunnels Beneath the Angeles National Forest (March 2017 Geotechnical Report) issued in March 2017 which is over a year ago. A copy is attached for your review since you apparently have not read it. In part, the Summary and Preliminary Conclusions in Section 8 of the March 2017 Geotechnical Report state in part as follows:

"Based on the results from a limited field investigation, the geologic and hydrogeologic conditions along the tunnel alignments present significant design and construction challenges.

Design and construction challenges within the ANF could be overcome with adequate site characterization and proper planning and design (at what cost?). Specifically, the major challenges are:

- Squeezing ground will be encountered, affecting TBM

(tunnel boring machine) performance and possibly forcing TBM rescues. (Think Big Bertha at 2,600 feet)

- Active fault zones intersect the tunnel alignments resulting in the need for special designs for tunnel
- linings and enlarged tunnel sections to accommodate fault displacement for track realignment. (Think train tunnel in an earthquake and at what cost)
- High groundwater pressures on the tunnel lining system would require a thickened and high strength concrete lining system (Think guaranteed water leaking into tunnel and TBMs with closed-mode capability as required by CAL OSHA- Does this exist?)
- High groundwater flows and pressures will be encountered at faults and sheared rock zones. Release of pressures during construction may be necessary.” (Think tunneling through a swimming pool or draining water all the way from the surface to tunnel depth)

The 2018 Business Plan states that studies are preliminary but Table 6.9 of the March 2017 Geotechnical Report summarizes the problem areas. Most of the summary is self explanatory but of particular note is that **NO TUNNEL LINING DESIGN EXISTS THAT WILL WITHSTAND 25 BARS** of water pressure. Both routes E-1 and E-2 have over 6.5 miles each of tunnel where the water pressure exceeds 25 bars. These tunnels are **GUARANTEED TO LEAK**. The corrosive water will ultimately compromise the integrity of the tunnel and the track.

This geotechnical work has already been completed. It shows real problems that likely make such tunneling technically infeasible and/or cost prohibitive. CHSRA has ignored its own March 2017 report.

This is not transparency, it is deception. The 2018 Business Plan should acknowledge the existence of the March 2017 Geotechnical Report and address those issues including the technical feasibility and additional costs of each route based on such report.

2. Page 18 of the 2018 Business Plan sites the tunnel through the Swiss Alps at 8,000 feet below the surface as proof (hope) that tunneling through the Angeles National Forest (ANF) can be completed.

COMMENT TO ITEM 2

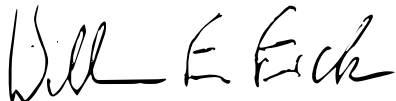
The tunnel through the Alps was completed in 2016. The March 2017 Geotechnical Report, completed one year after the tunnel through the Alps was opened, makes no mention of the tunnel through the Alps because those granite rock formations have nothing to do with the geotechnical condition of the Additionally, the 2018 Business Plan failed to acknowledge that the proposed route E-3 was deleted in the last Supplemental Alternative Analysis because the 2,700 ft. "over burden" was too much. This compares with E-2's over burden of 2,650 ft. with no explanation as to why E-3 was eliminated but E-2 remains an alternative.

All references to a tunnel through the Alps should be eliminated from the 2018 Business Plan as being misleading and deceptive and the 2018 Business Plan should acknowledge that the almost identical E-3 was eliminated due to excess overburden.

3. This is supposed to be a business plan for the entire train. However, the Palmdale to Burbank section is fatally flawed which makes the entire business plan fatally flawed. This must be acknowledged and dealt with. This weakest link will derail the entire project.
4. The 2018 Business Plan does not state what happens if no more money is obtained to build the project. What is the exit strategy?

In conclusion, there are defects, omissions and misleading statements in the 2018 Business Plan which need to be corrected before the business plan is submitted to the legislature.

Very truly yours,



William E. Eick
Attorney at law

2018 Business Plan RECORD DETAIL

First Name : Troy

Last Name : Hooper

Stakeholder Comments/Issues :

Attachments : April Board Meeting Santa Clarita Valley Chamber of Commerce Written Comment 88.pdf (272 kb)



**SANTA CLARITA VALLEY
Chamber of Commerce**

April 16, 2018

Mr. Dan Richard, Chairman
Board of Directors
California High-Speed Rail Authority
770 L Street, Suite 800
Sacramento, CA 95814

CALIFORNIA HIGH-SPEED RAIL AUTHORITY (CHSRA) DRAFT 2016 BUSINESS PLAN - COMMENT

Dear Chairman Richard:

The Santa Clarita Chamber of Commerce is supporting the City of Santa Clarita, and several other local communities, in support of two key issues from the CHSR Business Plan: undergrounding and the commitment to provide funding to local rail systems under the MOU.

We represent 900 businesses in the community and are opposed to any above ground project which will create a damaging economic and environmental impact on our community which cannot be mitigated. The Chamber is appreciative of CHSRA's continuing efforts to identify potential routes for the Palmdale to Burbank Project Section, and want to make sure you understand that we only support the fully underground alignments in order minimize negative impacts to the communities located within this Project Section.

Additionally, several years ago the California High-Speed Rail Authority entered into a Memorandum of Understanding with the Southern California Association of Governments and other entities that promised the investment of one billion dollars in Southern California regional rail improvements. That money has not yet materialized in any meaningful way within the Palmdale to Burbank segment and needs to be added.

We hope that you will continue to work with the City of Santa Clarita, other local impacted communities and SCAG to ensure the undergrounding of this segment and to facilitate early investment in the region's rail infrastructure to increase interregional connectivity, speed, capacity, and safety.

Sincerely,

A handwritten signature in blue ink, appearing to read "Troy Hooper".

Troy Hooper
Chairman, Santa Clarita Valley Chamber of Commerce

2018 Business Plan RECORD DETAIL

First Name : Morris

Last Name : Brown

Stakeholder Comments/Issues :

Attachments : April Board Meeting Morris Brown Written Comment 130-131.pdf (69 kb)

Droz, Doug@HS

From: Morris Brown <mbrown5@pacbell.net>
Sent: Thursday, March 29, 2018 10:51 AM
To: HSR boardmembers@HSR
Subject: Fox and Hounds: The High Speed Rail 2018 Business Plan – A Classic Model Of Deception

Follow Up Flag: Follow up
Flag Status: Flagged

<http://www.foxandhoundsdaily.com/2018/03/high-speed-rail-2018-business-plan-classic-model-deception/>

The High Speed Rail 2018 Business Plan – A Classic Model Of Deception

By Morris Brown

Founder of DERAIL, The original Grass Roots group opposing the High Speed Rail project.

Thursday, March 29th, 2018

The California High Speed Rail Authority has released its 2018 Business Plan. It portends to finally reveal the true cost for construction of Phase I of the project. The new cost estimate is at a base of \$77.3 billion to a possible \$98.1 billion dollars. Completion of Phase I is now projected for year 2032. Please remember the old promise to the voters was the project would be running by 2020 and the cost to California voters would be \$10 billion (the rest of the \$32 billions needed to build Phase I would come from Federal and private sources).

Looking a bit beneath the headlines, we find many questions that are not explained. Phase I as defined in the 2008 Prop 1A ballot measure, runs from the Trans Bay Terminal (TBT) in San Francisco to LA Union Station and Anaheim. This new business plan suddenly truncates the route to start at the 4th and King Street station in San Francisco, not at the TBT. Estimated costs for the needed tunnel from 4th and King to TBT are at \$3.9 billion. This cost should have been included in the business plan but was omitted.

Furthermore, \$400 million in Federal Funds for the needed “train box” to service the HSR trains at the TBT has already been spent, and is not included in Phase I projected costs.

Adding in these costs drives up projected cost estimates for Phase I to a range of \$81.6 to \$102.4 Billions.

Looking further, we now find, due to the lack of funding for a complete Phase I, the new plan essentially is building commuter lines in the Central Valley (Madera to Bakersfield) and Gilroy to San Francisco (using existing Caltrain tracks on the Peninsula).

The citizens of Southern California are being short-changed, and will have to be satisfied with funding of a couple hundred million dollars, to upgrade a rail intersection, and maybe an upgrade of LA Union station.

The published example train schedule shows no mention of a trip from San Francisco to LA in 2 hours 40 minutes; a trip time mandated in Prop 1A. No indeed. We are now on notice that such a trip would be 3 hr 30 minutes at best and many travel times on some runs are up to 5 hours in length.

The new plan delays construction of the needed tunnel to connect the Central Valley to the Bay Area and needed tunnels to connect Bakersfield going south to Los Angeles. These tunnels must wait for funding which is nowhere to be found.

The dream of the Authority and Governor Brown to construct a High Speed Rail line in California is indeed dead. What is now to be built are disconnected tracks claimed to improve commuter / passenger routes, mostly in the Central Valley and Silicon Valley. And by the way, a guarantee of Prop 1A, was no operating subsidies would ever be required to run the train. What commuter service do you know, that doesn't require a subsidy?

The new business plan is not a plan for a State wide High Speed Rail project. No one should be deceived by the colorful pictures and non-existent funding which is so artfully displayed in the plan.

Now is the time to stop this project!

2018 Business Plan RECORD DETAIL

First Name : John

Last Name : Hajj

Stakeholder Comments/Issues :

Attachments : John Hajj Voicemail Comment.pdf (35 kb)

John Hajj (650) 847-5345 Saturday April 28, 2018 7:10 am

Good morning my name is John Hajj and I am in Palo Alto, California. i am a resident of Palo Alto, California my comment is that I am very much opposed to this High-Speed rail project. The costs are enormous, and way over what we all voted on at the ballot box some years ago. There is no end in sight on this project, the benefits are doubtful the costs will probably be higher than what they are now. And the whole project was misrepresented to voters at the ballot box and should be abandoned. Thank you

2018 Business Plan RECORD DETAIL**First Name :** Neil**Last Name :** Peterson**Stakeholder Comments/Issues :****Attachments :** Neil Peterson 2069107515 Monday May 7 Voicemail Comment.pdf (32 kb)

Neil Peterson 2069107515 Monday May 7, 2018 11:07am

I am calling to confirm verbally that the high desert corridor joint powers authority has submitted its comment today May 7th via web comment form and in addition in email, I just want to triple check to see if you have received that my name is Neil Peterson I am calling on behalf of the high desert corridor jpa.

2018 Business Plan RECORD DETAIL

First Name : David

Last Name : Schonbrunn

Stakeholder Comments/Issues : When the Business Plan was released, I read that the comment period would close June 9th.

The attached article from the new issue of California Rail News will constitute TRAC's comments on the Business Plan.

--David

David Schonbrunn, Vice-President for Policy
Train Riders Association of California (TRAC)
P.O. Box 151439
San Rafael, CA 94915-1439

415-370-7250 cell & office

David@Schonbrunn.org
www.calrailnews.org

Attachments : TRAC's Response to HSR Business Plan.pdf (120 kb)

TRAC's Response to High Speed Rails's Latest Business Plan

By David Schonbrunn
TRAC Vice President for Policy

The Capital Costs and Funding chapter of the California High-Speed Rail Authority's draft 2018 Business Plan provides a health assessment of the HSR project for those who can see through the obfuscation: The project has actually been dead for years, but refuses to lie down to be decently buried. In the 2016 Business Plan, the Authority tacitly admitted it could not fund a rail connection to Southern California. The new draft plan admits outright it can't build a rail connection to San Jose. Without the ability to deliver an operating HSR segment, the project as it is currently conceived has no reason to exist.

Instead of addressing this fundamental reality, the plan deflects attention to possible "interim" uses, whereby the Authority's Central Valley tracks are used for Amtrak service, while Caltrain tracks offer somewhat higher-speed travel. While that plan generously spreads the state's funds for Northern California local service, it is not an HSR system: It doesn't connect the Central Valley to Silicon Valley, much less connect the Bay Area and Sacramento to Southern California.

The Business Plan discloses that the Authority has no feasible way to fund the missing piece connecting the Central Valley to the Bay Area—the tunnels under Pacheco Pass—other than to wait for up to \$18 billion to fall from the sky, delivered by some mythical private sector entity. The lack of any private investment to date is the definitive test of the project's economics, which had been compromised away in CHSRA's early days. At the same time, TRAC is aware of private sector interest in building other, different, HSR routes. Clearly the economics of those routes are, by contrast, quite favorable.

Cap and Trade

CHSRA is also not going to get any free money during a Trump presidency. While it's possible CHSRA could qualify for low-cost debt, it has no investment-grade funding stream to service that debt. The Business Plan's Hail Mary move is to ask the Legislature to double down on HSR at this pivotal moment, locking in a commitment of Cap and Trade funding through 2050.

Not only would this put the State Treasury on the hook for any failure of Cap and Trade, it would prevent future Legislatures from pulling the plug on the funding to the project, no matter how badly things go. For a project so vulnerable to huge cost increases, that is the last thing a responsible legislature would do. Financing HSR with Cap and Trade is also illegal, since paying interest on

debt does not reduce GHGs, which Cap & Trade funds are required to do.

Without this extreme ask, CHSRA cannot even pretend to have a viable project. The Authority claims that building out more of the project will draw in private capital or the federal government (hah!). Given the non-viability of the project, it would be highly inappropriate to invest further public dollars in such a speculative gamble.

CHSRA is obviously trying to get the State to commit so deeply that it won't be able to abandon its investment. When the private sector and the feds refuse to invest, CHSRA will predictably put their hand out again, and ask the State to pick up the entire cost.

When the extension of Cap and Trade is taken off the table, the only option left for CHSRA is to plan an orderly shutdown. TRAC believes that the time is now to bite the bullet, before more billions of dollars are wasted on construction that will never lead to HSR operations.

Proposition 1A Bonds

Because this draft Business Plan is unable to show HSR to be a viable business, it puts a brave face on the fact that CHSRA has no way forward without a huge political lift. Eventually, it has to run out of money. Proposition 1A, the HSR Bond Act, foresaw that possibility and created provisions to prevent bond money from being wasted on unfinished segments.

Those provisions, termed "a financial straitjacket" by a Court of Appeal, require that all needed funding be in place before funds could be disbursed for construction. While, obviously, all needed funding is not in place, that same Court of Appeal allowed CHSRA to go forward.

One of those conditions, that "the segment be suitable and ready for high-speed train operation" was later modified by the Legislature, enabling the expenditure of bond funding for HSR construction in the Central Valley and for the Caltrain electrification project. A coalition of public entities and non-profits is in court challenging that law, AB 1889, as facially unconstitutional, because it amended a key provision of a voter-approved bond measure.

CHSRA has spent over \$4 billion, and has nothing to show for it in the way of new train service. Worse yet, there is now a strong likelihood that CHSRA will never be able to deliver actual service. For any other transit project, that would be absolutely scandalous. The time will come when California recognizes HSR as the massive scandal TRAC sees it to be.

Coast Observations

IT SEEMS THAT THE SAN JOSE SHARKS hockey team doesn't get transit. Despite the fact that the SAP Center is directly across the street from where most major Silicon Valley transit lines converge, the team expects 80% of fans to drive to games 20 years hence. They sued VTA, claiming the proposed BART extension to downtown San Jose will drive away business... WE HAVE TO SIDE WITH SF. MUNI on this one: No, the new Muni logo is NOT "Dodger Blue." It is "UC Berkeley Blue" e.g., like the Blue & Gold Fleet ferries... AS CRN READERS ALREADY KNOW, ROBOCARS are not what they're cracked up to be, according to some recent critical articles in the mainstream press... THOMAS ELIAS, COLUMNIST who writes on California issues, suggests that a new look be taken at routing High-Speed Rail via I-5, you know, as TRAC has suggested for years. It has yet to be seriously studied... DR. GRAHAM CURRIE OF MONASH UNIVERSITY, AUSTRALIA has a new article in the Journal of Public Transportation: "Lies, Damned Lies, AVs, Shared Mobility, and Urban Transit Futures." Its money quote: "It seems to me there is a gigantic lot of nonsense discussed about the future of transport and the future of public transport in particular..." CANDIDATES FOR GOVERNOR express their views on High-Speed Rail... Democrats want to keep it, but 3 of 4 seem to want to also fix it. Republican Travis Allen wants to kill it; John Cox promises to stop construction, but also seems willing to consider re-routing HSR down the I-5 corridor, presumably if the private sector took over from the state... THE STORY SEEMS TO BE THE SAME EVERYWHERE, WHEN HYPED LOOP comes to town. This time in France, where impoverished cities vie for Hyped Loop's favor... SPEAKING OF HYPE, MORE ARE GETTING WISE TO ROBOCARS, this time an article that points out that robocars would cause more congestion, particularly when their average occupancy will be less than 1.0 person... WITH CALIFORNIA'S INCREASING HOUSING CRISIS, more and more workers are becoming "super commuters" traveling 90 minutes+ to work. Many ACE and Metrolink riders fall into this category, but most super commuters drive... RECOGNIZING THE GROWING HOUSING CRISIS, a new report suggests using vacant San Diego Trolley parking lots for people, not cars. There is sufficient room for 8,000 housing units according to the report... OAKLAND A'S & L.A. DODGERS LIKE GONDOLAS; they suggest constructing gondolas connecting BART to a new waterfront stadium in Oakland and Union Station to Chavez Ravine, respectively... But will they pay for them?

2018 Business Plan RECORD DETAIL

First Name : Jeanet

Last Name : Owen

Stakeholder Comments/Issues :

Attachments : Jeannet_Owens_Metro_Regional_Rail.pdf (85 kb)

1 Jeanet Owens, I hope I -- did I pronounce your
2 first name correctly? And you'll be followed by Trini
3 Jimenez and Mike Murphy.

4 MS. OWENS: Good afternoon Chair and Directors.
5 My name is Jeanet Owens, Senior Executive Officer here at
6 Metro Regional Rail. We want to welcome you here in
7 Southern California. We love having you here. We hope you
8 can be here more often.

9 With that being said, we would like to thank you
10 for your investment at the Proposition 1A bookend funds to
11 the Rosecrans/Marquardt Grade Separation and Linking and
12 Station Project. We want to stress that these early
13 infrastructure investments to California -- from the
14 California High-speed Rail to these projects provide
15 immediate and much needed improvements to our existing
16 passenger rail and freight services, while accommodating
17 the future high-speed rail.

18 High-Speed Rail Authority has been a great
19 partner with Metro, the Burlington Northern Santa Fe Rail
20 and the Santa Fe Springs as well as with Metrolink Southern
21 California Regional Rail and the LOSSAN.

22 These improvements along this corridor,
23 especially on the Los Angeles to Anaheim Corridor where it
24 is the second busiest rail corridor, is important to us.
25 And we welcome the opportunity to work with High-Speed Rail

1 for future investments here in Southern California to our
2 existing rail service.

3 I apologize if I broke a little protocol in
4 mentioning some of the second line item on the second
5 session, but I thought it was important, especially since
6 these are vital improvements to Southern California.

7 CHAIRMAN RICHARD: We'll figure out your penalty
8 later (Laughter). Thank you very much for your comments.

9 Trini Jimenez followed by Mike Murphy and then
10 Michael Behen.

11 MR. JIMENEZ: Good morning Mr. Chair and
12 Directors. My name's Trini Jimenez. I'm the Director of
13 Government Affairs for the BNSF Railway Company here in
14 Southern California. And I'm here to voice our support in
15 working with Metro, Metrolink and High-Speed Rail in going
16 forward with much of our joint urban corridor work.

17 As mentioned the Rosecrans/Marquardt improvement
18 is of importance to us as well. And we firmly believe that
19 working together with all of the relevant agencies
20 involved, as a team going forward, we will certainly
21 accomplish much more than we could individually.

22 So I just want to thank you for working with us.
23 And we also look forward to partnering with all of you,
24 moving forward. Thank you very much.

25 CHAIRMAN RICHARD: Thank you, sir.

2018 Business Plan RECORD DETAIL

First Name : Kome

Last Name : Ajise

Stakeholder Comments/Issues :

Attachments : KOme_Ajise_SCAG.pdf (85 kb)

1 morning sir.

2 MR. AJISE: Good morning Chair Richards and good
3 morning Board Members. My name is Kome Ajise. I'm the
4 Director of planning at the Southern California Association
5 Governments.

6 I fear that my comments are also designed for the
7 last two items, but since I'm already up if you don't mind,
8 create indulgence to continue.

9 On behalf of the SCAG Regional Council and
10 Executive Director, Hasan Ikhata, I just wanted to just
11 say that we appreciate the fact that one, you're here in
12 Southern California. We've been looking forward to the
13 meeting. We had hoped it would have been closer to our
14 offices, actually in our office. And we're also glad that
15 we had Secretary Kelly -- I still call him the boss --
16 Secretary Kelly. We're glad to have had Secretary Kelly at
17 our last Regional Council. And I think the Board, our
18 Board, appreciated the presentation on the directions, the
19 new direction of high-speed rail.

20 You've already heard that everybody's happy that
21 you're in Southern California, we in Southern California
22 more so. Just to borrow off of Mr. Leahy's point having
23 half of the population, the SCAG Region represents 19
24 million people. And our current Regional Transmission
25 Plan, the 2016 RTP yes counts on the implementation of a

1 high-speed rail system to actually have sustainable
2 communities into the future. And I would dare say that as
3 we have begun work on the 2020 Plan, we will continue to
4 look forward to the implementation of the high-speed rail
5 into the future. So we're really excited to see the
6 Business Plan continue to push in that direction.

7 Now the Business Plan, for one thing we
8 appreciate the fact that it was more so conservative and
9 transparent in its approach to representing the current
10 cost and potential cost adjustments. I think that's really
11 admirable and serves to continue to create credibility
12 around the program, as we would want to see.

13 Understandably, the Plan focuses on an IOS going forth
14 to the north first and delaying implementation in Southern
15 California. We understand that even though we feel like we
16 dearly and desperately need for this to be implemented in
17 Southern California. And so we'll continue to work with
18 you, with the staff and with the Board to bring about the
19 implementation of the initial projects, the bookend
20 projects in Southern California, and really appreciate you
21 being here and the opportunity to speak to you today.

22 CHAIRMAN RICHARD: Thank you for your comments,
23 Mr. Ajise. I have no other comment cards for these items.
24 And so with that the first public comment period is closed.

25 We'll now move on to the regular agenda.

2018 Business Plan RECORD DETAIL

First Name : Art

Last Name : Leahy

Stakeholder Comments/Issues :

Attachments : Art_Leahy_Metrolink.pdf (91 kb)

1 us, but for those of you in the audience that didn't know
2 this woman she was a remarkable public servant. Someone
3 who I met, I'm kind of looking at Lynn. We were on
4 opposite sides of an issue for many years when she worked
5 at PG&E (indiscernible: audio cuts out) and she would just
6 love the fact that people were involved in public service.

7 We are here today to talk about an issue that was
8 something that was very close to her heart, but she
9 understood the challenges of it. She was very pragmatic
10 and realistic about her approach to government. And she
11 was also one of these people that you would not hear a lot
12 about her, even though she championed most of the major
13 issues that our Governor, our current Governor championed.
14 And really she was, I think, the driving force in many
15 instances of accomplishing a lot of those issues.

16 So I thank you, Dan, for honoring her today.

17 CHAIRMAN RICHARD: Well, thank you.

18 A number of us dealt with her in a number of
19 different capacities and she touched a lot of lives. So
20 Nancy, we'll miss you. Thank you.

21 We'll move now to our agenda on Public Comment on
22 Session I. And I'm going to take the speakers in the order
23 that we have received these, so the first three speakers
24 will be the incomparable Art Leahy from Metrolink followed
25 by Jeanet Owens and Trini Jimenez.

1 MR. LEAHY: Thank you and welcome. I've never
2 been called incomparable before.

3 CHAIRMAN RICHARD: You haven't been called a
4 number of things.

5 MR. LEAHY: Yes, indeed. (Laughter). Usually
6 multi-syllabic, but congratulations to Brian having taken
7 on the new role, and best of luck.

8 I want to make a few personal observations about
9 this place, about Los Angeles where I grew up. And then
10 talk about the High-Speed Rail Project in just a minute. I
11 became a bus operator for Metro back in 1971 and I worked a
12 line that would terminate at Union Station, right out here.
13 And I would go inside the station, I'm 22 years old, to use
14 the restroom. So I go inside and I'm where the two grand
15 halls meet and I would stand there and look at how
16 beautiful it was. There were two people in the building.
17 Me and one Amtrak guy selling tickets. The place is empty.
18 There wasn't a newspaper rack in there.

19 Today, it's 80,000 people a day go through there.
20 Los Angeles is a different place than it was back then.
21 I'm looking forward to working with High-Speed Rail as you
22 come further south. I think the future is bright for all
23 the services that we all provide and will provide. And I
24 look forward to making sure that we coordinate things along
25 the corridor which we're going to be sharing with you in

1 the future.

2 You know, I appreciate what's been done in the
3 Draft Business Plan regarding Southern California. I like
4 to tell people that half the population of the state lives
5 south of Ventura Boulevard. This is the center of the
6 state. It's the center of the Metrolink system. And it
7 will be the center of the high-speed system when you get
8 down here. Now I know it's not the geographic center. But
9 it will be the spiritual center, because there's a lot of
10 passengers down here who don't have room on the freeways,
11 because the freeways are done.

12 We are working hard on the SCORE Program, the
13 Southern California Optimized Rail Expansion Program. We
14 look forward to working with you. As I said, the freeways
15 here are fixed. So we have a growing population, which is
16 spreading out. Trip lengths are getting longer and the
17 freeways are done. There won't be any more widening.

18 I do want to just note that one more story about
19 Los Angeles and this is a true story. During the Civil
20 War, the government sent troops down, federal troops down
21 from San Francisco. They were stationed across the street
22 in the pueblo. And the reason they were there is they were
23 fearful that Los Angeles and Southern California would
24 secede from the Union and join the South or they even
25 discussed a new country called Pacifica. I want to

1 reassure you that all this trouble was not the result of
2 the High-Speed Rail Program. It had nothing to do with
3 that.

4 Welcome again to Los Angeles and Southern
5 California. We look forward to working with you in the
6 coming years.

7 And Brian, best of luck.

8 MR. KELLY: Thank you, Artie.

9 CHAIRMAN RICHARD: And I don't usually comment on
10 speakers, because it's your time to comment, but there was
11 a serious omission in your remarks, Mr. Leahy, because you
12 left out the pivotal role you had in the transformation of
13 L.A. Union Station. So we should recognize that.

14 (Applause).

15 MR. LEAHY: You're very kind. Well, actually
16 thank you. And one more comment on that, people are griping
17 about the High-Speed Rail Project and how long it's going
18 to take. From my personal perspective the first time I
19 worked on a rail project was in 1976. We were trying to
20 get the Ford Administration to approve a grant. I was a
21 COO at Metro when we opened up the Blue Line and in '93 the
22 Red Line. And I was CEO there when we opened the Expo
23 Line. So after all those decades we're still working on
24 it, just like you guys will be. So take heart.

25 CHAIRMAN RICHARD: Thank you, Art.

2018 Business Plan RECORD DETAIL

First Name : Michael

Last Name : Behen

Stakeholder Comments/Issues :

Attachments : Michael_Behen_City-of_Palmdale.pdf (86 kb)

1 Next up Mike Murphy from the City of Santa
2 Clarita followed by Michael Behen.

3 Good morning.

4 MR. MURPHY: Mr. Chairman, my remarks are
5 designed for item number four. So if I could defer my
6 comments until that time, it would be appreciated.

7 CHAIRMAN RICHARD: Yes, that's fine, sir. I'll
8 recycle your card there. Okay?

9 Michael Behen, City of Palmdale and he'll be
10 followed by Kome Ajisme.

11 MR. BEHAN: Good morning. I might fall into that
12 same category, Mr. Chairman, for item four, but I can go
13 now though.

14 CHAIRMAN RICHARD: You guys are all a bunch of
15 reprobates, everybody's in the wrong -- no that's fine.

16 MR. BEHAN: We're rebels.

17 Good morning. Michael Behen from the City of
18 Palmdale, Department of Public Works. First of all, I want
19 to say thank you for coming to Los Angeles for your Board
20 meeting. It means a lot to us. We appreciate it.

21 So for this morning, it took me three hours to
22 get here from Palmdale from door-to-door and it wasn't fun.
23 I can tell you that. And right now, in the Antelope Valley
24 between Palmdale, Lancaster and unincorporated L.A. County
25 in the area we've got about 75,000 people that are

1 commuting each day to the Los Angeles Basin.

2 And now, we're at the longest commute times in the country.

3 We're talking about four hours a day in the car, so high-
4 speed rail makes sense.

5 Thirty minutes from Palmdale to Union Station.
6 That is a game changer that changes lives, it reduces
7 stress, it makes people happier. We need alternative modes
8 of transportation. High-speed rail is one of those modes.
9 Expansion of Metrolink service, Amtrak, Greyhound,
10 everything you can think of. We can't rely only on
11 vehicles any more.

12 As you know, we've been long supporters of high-
13 speed rail and continue to be supporters. We will continue
14 to work with staff and come up with alternatives that
15 create the least amount of local impact and are mutually
16 beneficial.

17 And we are wrapping up our station planning
18 grant. We again appreciate the grant funds for that.
19 We'll present that to our Council in the winter of 2018.
20 And I would just say, as a collective group, we stay the
21 course. We stay in the fight and we bring high-speed rail
22 to Southern California. And I thank you for your time.

23 CHAIRMAN RICHARD: Thank you, Mr. Behen.

24 The last speaker on this round is Kome Ajise from
25 Southern California Association of Governments. Good

2018 Business Plan RECORD DETAIL

First Name : Trini
Last Name : Jimenez
Stakeholder Comments/Issues :
Attachments : Trini_Jimenez.pdf (83 kb)

1 for future investments here in Southern California to our
2 existing rail service.

3 I apologize if I broke a little protocol in
4 mentioning some of the second line item on the second
5 session, but I thought it was important, especially since
6 these are vital improvements to Southern California.

7 CHAIRMAN RICHARD: We'll figure out your penalty
8 later (Laughter). Thank you very much for your comments.

9 Trini Jimenez followed by Mike Murphy and then
10 Michael Behen.

11 MR. JIMENEZ: Good morning Mr. Chair and
12 Directors. My name's Trini Jimenez. I'm the Director of
13 Government Affairs for the BNSF Railway Company here in
14 Southern California. And I'm here to voice our support in
15 working with Metro, Metrolink and High-Speed Rail in going
16 forward with much of our joint urban corridor work.

17 As mentioned the Rosecrans/Marquardt improvement
18 is of importance to us as well. And we firmly believe that
19 working together with all of the relevant agencies
20 involved, as a team going forward, we will certainly
21 accomplish much more than we could individually.

22 So I just want to thank you for working with us.
23 And we also look forward to partnering with all of you,
24 moving forward. Thank you very much.

25 CHAIRMAN RICHARD: Thank you, sir.