

Mountain Glen II

Homeowners Association

November 13, 2018

Dan Richard
Chair, California High-Speed Rail Authority
770 L Street, Suite 620
Sacramento, CA 95814

Dear Chairman Richard,

Re: Alternate Proposal for Palmdale to Burbank High-Speed Rail

On behalf of the 317 homeowners in the Mountain Glen II Homeowners Association, we are writing to express our deepest concern about the proposed SR 14 alignment route of the California High-Speed Rail that, according to your latest map, will be tunneled right through the entire length of our community here in Sylmar, CA. We strongly urge you and your Board to seriously consider our expressed concerns below and vote to NOT move forward with this proposed route at your next monthly meeting on November 15, 2018.

We are concerned that the decision to tunnel underneath our community (as opposed to running the train at or above ground), will NOT eliminate the adverse impacts such a project will have for the homeowners in our Association. These include:

- Decreased property values;
- Increased potential for adverse health impacts to community members;
- Potential for Condemnation;
- Negative impact on quality of life from dust, vibration, noise, etc;
- Potential harm and/or destruction of adjacent Angeles Crest forest and wildlife;
- Years of construction which will negatively impact the quiet life sought by homeowners and residents in the Association.

Once again, we would like to reference and support the proposal sent to you one year ago by our elected representative, Councilwoman Monica Rodriguez (7th District). In her letter to you dated November 11, 2017, Councilwoman Rodriguez stated: "I strongly encourage the inclusion of an alternate alignment with the **terminus in Palmdale** and redirecting funding for the remaining segment of the High-Speed Rail Alignment to investments in the existing MetroLink Antelope Valley Line." As residents of Sylmar, we agree that investing in and improving MetroLink will serve our community and families a lot better than the construction of a new rail

system tunneling underneath our homes, with all the potential adverse impacts as outlined above.

Finally, we are requesting that the CHSRA notify the MG II HOA Board of Directors as soon as the draft Environmental Impact Report (EIR) becomes available, as we would be interested in getting a copy of the draft EIR immediately for our legal counsel to review.

Very sincerely,

MG II HOA Board of Directors

cc: Monica Rodriguez, City Council District 7
Sheila Kuehl, County Supervisor District 3
Robert Hertzberg, State Senate District 18
Raul Bocanegra, State Assembly District 39
Tony Cardenas, US Congress District 29
Christian Rubalcava, Board Chair, Sylmar Neighborhood Council

From: [David DePinto](#)
To: [Richard, Dan@HSR](#); [Richard, Dan@HSR](#); [Arellano, Genoveva@HSR](#); [Boehm, Michelle@HSR](#); [HSR boardmembers@HSR](#); [HSR Northern California@HSR](#); [HSR Central Valley@HSR](#); [HSR Southern California@HSR](#); [HSR legislation@HSR](#); [HSR news@HSR](#); [HSR info@HSR](#); [HSR palmdale_burbank@HSR](#); [velasquezj@pbworld.com](#); [Kelly, Brian@HSR](#)
Subject: Re: The Meeting in Burbank and Comments by Dan Richard and Mike Rossi
Date: Friday, November 16, 2018 10:03:34 PM

I forgot to mention that Dan Richard PROMISED that the Board Meeting would be held BEFORE the announcement of the Preferred Alternative. That too, was a major disappointment to us and a broken promise from CHSRA.

Dave DePinto

On 11/16/2018 9:37 PM, David DePinto wrote:

I'm writing this for the record so that everyone is clear why we were so upset with the Burbank meeting location and agenda. We find it hard to believe there is such a disconnect between various CHSRA consultants, board members and staff here in SoCal and Sacramento, and we are displeased that anyone affiliated with CHSRA, such as board chair Dan Richard, or board member Rossi, would bristle at or consider our community's actions to be uncivil or in any way unwarranted in protesting the location of the meeting. Dan, we saw you were agitated by us playing the recording of your commitment to hold the meeting, but you appear to be lacking in understanding that what you committed to in downtown LA was NOT a meeting in Burbank, but it was to be a meeting in the NE San Fernando Valley.

As I stated in my remarks, the meeting in Burbank was not the location we asked for and it did not focus solely on the Burbank to Palmdale Project Section as we had asked for. In addition, it was not the meeting that our electeds had asked for and it was not the meeting that Dan Richard had agreed to with our elected officials and on tape at the downtown LA meeting. Maybe Dan Richard does not really understand the difference between Burbank and the northeast San Fernando Valley where the most damaging impacts from SR14, E1 and E2 would occur, or there was a disconnect internally within CHSRA. The SAFE Coalition could not have been clearer over a period of more than three years what it was we were seeking.

We are straight shooters and we have communicated profusely to keep the record straight and the facts straight. Here, once again, are the facts:

- For more than three years, we requested a CHSRA board meeting in the northeast San Fernando Valley. Not in Burbank. We made that request dozens of times in testimony, letters, emails, meetings and phone calls with various CHSRA representative and numerous elected officials from our region. We wanted your board to hear directly from local residents and businesses, not just from those of us as community leaders who would travel anywhere at anytime to testify at your meetings. As I stated in my remarks, the Burbank location was a disservice to your board (as well as our communities), especially its new members, by not allowing them to meet face to face with the thousands of opponents who would have attended had the Authority been respectful of where they lived, worked and their work schedules.
- At one point several years ago, I worked with CHSRA representatives to research locations in the NE SFV for a board meeting. Against our wishes, and in a manner unknown or that surprised your SoCal outreach consultants, you chose downtown LA. Your representatives were well aware of our desire to meet in the NE SFV. If that was unclear to Dan Richard or the Board, that is a disconnect within CHSRA, not in any way due to our community not communicating clearly. That is a matter that CHSRA needs to clear up internally.
- This happened repeatedly for several years with another meeting happening at Anaheim Convention Center and then downtown LA once again. As your representatives know, and as our elected officials know, we viewed EACH of those selections as ignoring our request to meet in the NE SFV.
- From the various meetings you had with electeds or staff to Supervisor Barger, Mayor Garcetti and Councilmember Rodriguez, they'd always been requested to help us secure the meeting location in the NE SFV, and they even issued letters and news releases congratulating themselves for securing such a meeting. Burbank was **NEVER** in the equation, the request or the plans, and CHSRA

representatives knew that. The reason was simple, Burbank is NOT in the NE SFV, where the most impacted residents and businesses are located.

- For this past meeting, we knew that CHSRA had not contacted local, NE SFV venues when we met with Michelle Boehm about three weeks ago. From our contacts at Mission College and All Nations Church, we knew no contact had been made by CHSRA with these locations. However, we'd been informed that CHSRA had looked into Pierce College and Cal State Northridge. Then, after our meeting with Michelle, we know from our contacts at Mission College that CHSRA made an inquiry at Mission College only to find out that the date was not workable.
- About two weeks ago, we learned from one of our elected officials that CHSRA was seeking a location for the meeting and that they were leaning toward Burbank. As a result, we contacted CHSRA in Sacramento multiple times by phone (and have records of every call) to find out where the meeting was to be held. Since CHSRA did not return our calls, we contacted hotels in Burbank, and finally learned from the Burbank Holiday Inn that they had signed a contact with CHSRA for a meeting on November 15. That was several days before CHSRA announced its meeting location....and we still had not received a return call from CHSRA. We were anxious to inform our communities about the location of the meeting - CHSRA's late notice hindered our outreach efforts and led us to conclude your intent was to limit participation.
- The result is that we had less than two weeks notice for a meeting, with an agenda not focused on just our project section, and not according to what we'd requested, what our elected officials had requested and not in sync with Dan Richard's commitment at the downtown LA meeting.
- So, Dan, I played the tape to demonstrate that CHSRA had NOT honored its commitment, which in all of our eyes and in all of our expectations, was to be in the NE SFV. And that is also what our elected officials requested.
- So, please, Mr. Rossi, you were not accurately informed, so please don't accuse the SAFE Coalition of not engaging in civil discourse! The real issue here is the lack of coordination within CHSRA. Our requests, our electeds'

requests and our expectations were ignored - whether that was intentional or simply dysfunction within CHSRA is YOUR issue, not ours.

Last, after the Board meeting yesterday, I spoke with Mr. Rossi about his Motion. I told him we agreed with it and liked the extra attention to be given to tunneling, water and noise. However, I also told Mr. Rossi that we'd been there before and that CHSRA did not finish similar studies that it had promised to conduct and to share with our elected officials and with SAFE Coalition several years ago, thus, we had concerns about whether the studies mentioned in his Motion would be completed adequately.

So I expressed to Mr. Rossi that his Motion would be better if it was more specific, included due dates, and included how it would be shared with the community at the earliest time possible and NOT 3-5 years from now when and if an DEIR is every completed. For all the CHSRA folks on this email, I call your attention to discussions between CHSRA, the SAFE Coalition and the LA County Board of Supervisors several years ago, where we reached agreement for "upfront studies related to tunneling, water and seismic." Assemblywoman Patty Lopez added an equine study to the list of requests at that time several years ago. You know well what I'm referring to.

As you know, the Mineta Equine study was a farce and involved a serious conflict of interest in that the Mineta Board included several past CHSRA board members and executives. It's conclusions were laughable and amateurish. We called for its retraction and CHSRA refused. That was an insult to our communities. In addition, CHSRA did not complete or share in any meaningful way the results of the other "upfront" environmental studies on water, tunneling and seismic. You know we've raised that issue repeatedly with your representatives as well.

Thus, Dan Richard and Mike Rossi, our lack of trust in CHSRA doing what it "says," and, thus, our pointed accusations and hard line in demanding straightforward responses and reports from CHSRA. We hope you can get past your angry, misguided reactions to our presentations yesterday and realize the

shortcomings of CHSRA's internal management and communications. SAFE Coalition has been 100% transparent and redundant in all that we have requested and numerous people within the CHSRA world know that.

So, if you think a meeting in Santa Clarita would be a good idea, or if you think working really hard to address issues in Acton would be a good idea, the SAFE Coalition AGAIN calls for a Board meeting in the NE San Fernando Valley so your Board may experience first-hand the vehement opposition that exists to your plans.

Sincerely,

Dave DePinto

President, Shadow Hills Property Owners Assn.

Member, SAFE Coalition

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From: [Elizabeth Goldstein Alexis](#)
To: HSR_boardmembers@HSR
Cc: [CARRD](#)
Subject: Public Comment - December 13 Board Meeting - Subsidence
Date: Thursday, December 13, 2018 9:58:21 AM
Attachments: [Only mitigation is to change flood risk for Tulare Lake Amec Foster Wheeler 180680 Ground Subsidence Study Rpt Concoran Subsiden...-3.pdf](#)
[Flood levels now and then Amec Foster Wheeler 180680 Ground Subsidence Study Rpt Concoran Subsiden...-2.pdf](#)
[Elevation now and then Amec Foster Wheeler 180680 Ground Subsidence Study Rpt Concoran Subsiden....pdf](#)

Please accept this as public comment for today's meeting.

As the California High Speed Rail Authority considers the path forward for the project, we wanted to make sure that boardmembers were aware of serious issues related to subsidence in the Central Valley. These findings are discussed in detail in a report completed last December by a contractor to the Authority. We received a copy through a Public Records Act request, but we have not seen the topic raised at a board meeting. To our knowledge, the report is not posted on the website.

The current high speed rail route goes directly through the two major subsidence bowls in the Central Valley (near Corcoran and west of Chowchilla).

Changes to the contours of the land mean that trains will have elevation changes not currently

- High speed rail infrastructure will need constant and vigilant monitoring to adjust to changes in topography in order to safely operate.
- It should be possible to make adjustments to the infrastructure but this finding is tentative, as the data is not currently granular enough to measure the smoothness of the changes.
- This finding also assumes that the State Groundwater Management Act (SGMA) is 100% effective in ending groundwater withdrawal in about 15 years.
- The bidding rules for CP 2-3 (section 6.6.7) specifically told contractors to assume there were no impacts from subsidence; significant change orders are likely.

Subsidence will significantly change the floodplain in the lower Central Valley.

- Essentially, two floodplains on the westside will merge and move eastward as the land near Corcoran sinks. This will place a large portion of the high speed rail route in a floodplain in the not too distant future.
- The consultants conclude that there is NO FEASIBLE MITIGATION OTHER THAN SIGNIFICANT REROUTING OF KINGS RIVER FLOODWATERS.
- While officials are generally concerned about this problem, there is no organized effort to make these changes.

 [Amec Foster Wheeler_180680_Ground Subsidence St...](#)

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Elizabeth Goldstein Alexis
Co-founder Californians Advocating Responsible Rail Design (CARRD)
cell (650) 996-8018

6.6.7 Land Subsidence

Refer to Section 4.4.4 and the GSHR and GDR for background on potential land subsidence issues in Fresno and Tulare County. Unless directed otherwise by the Scope of Work, for bidding purposes assume that subsidence from groundwater pumping is not an impact to the project area.

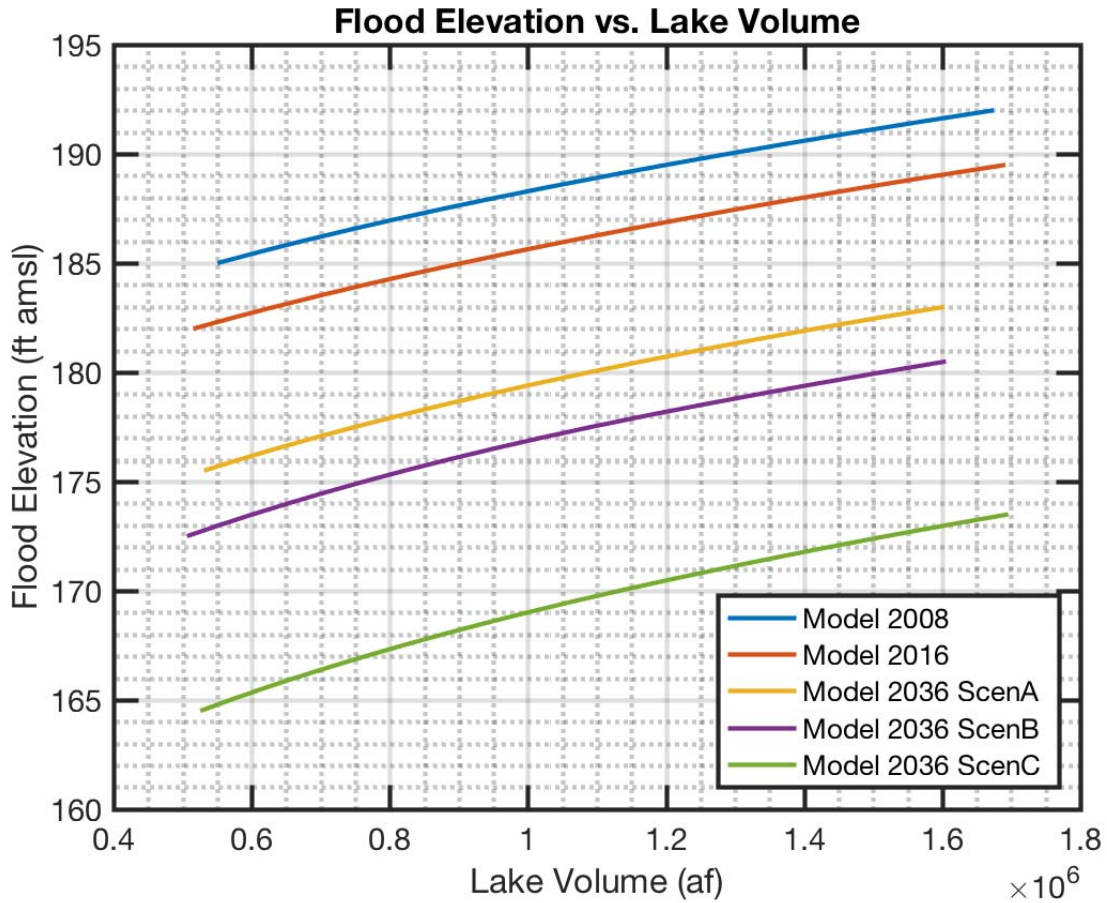


Figure 7-18: Estimated Storage Volume and Water Level Relationships in Tulare Lake Flood Zone

7.2.6 Conclusions Regarding Floodplain Impacts and Recommended Mitigation Approaches

7.2.6.1 Changes related to Tulare Lake

We recommend the Authority work with other agencies and stakeholders to coordinate control of floodwaters entering the Tulare Lake basin: we believe this is the only viable mitigation alternative. With implementation of appropriate flood control measures such as would be required to prevent a major filling of Tulare Lake basin to protect areas such as the community of Corcoran and the Corcoran State Prison, Tulare Lake flooding will not pose a threat to the HSR Alignment.

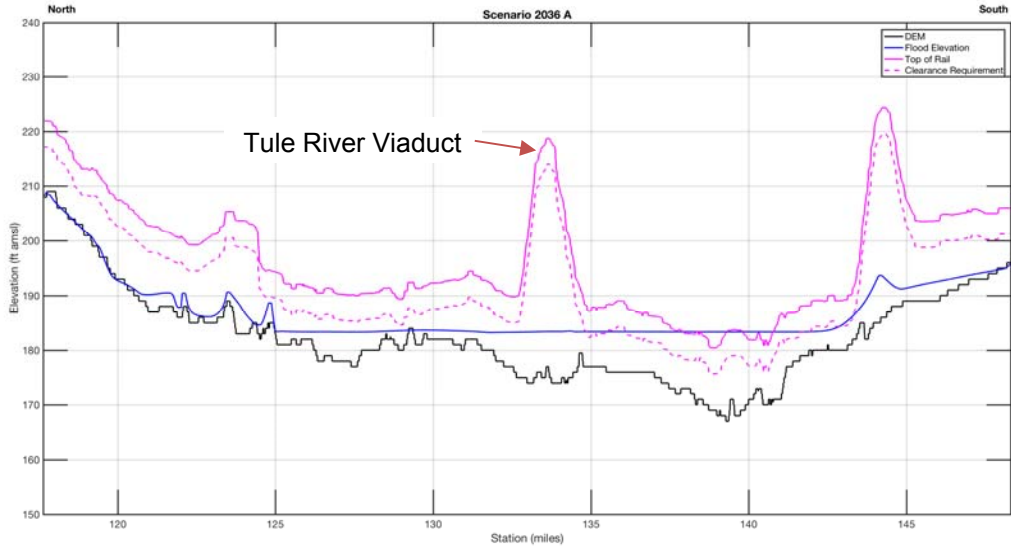


Figure 7-17(c): Tulare Lake Model 2036 Scenario A along HSR Alignment. The DEM line is the modeled subsided ground surface.

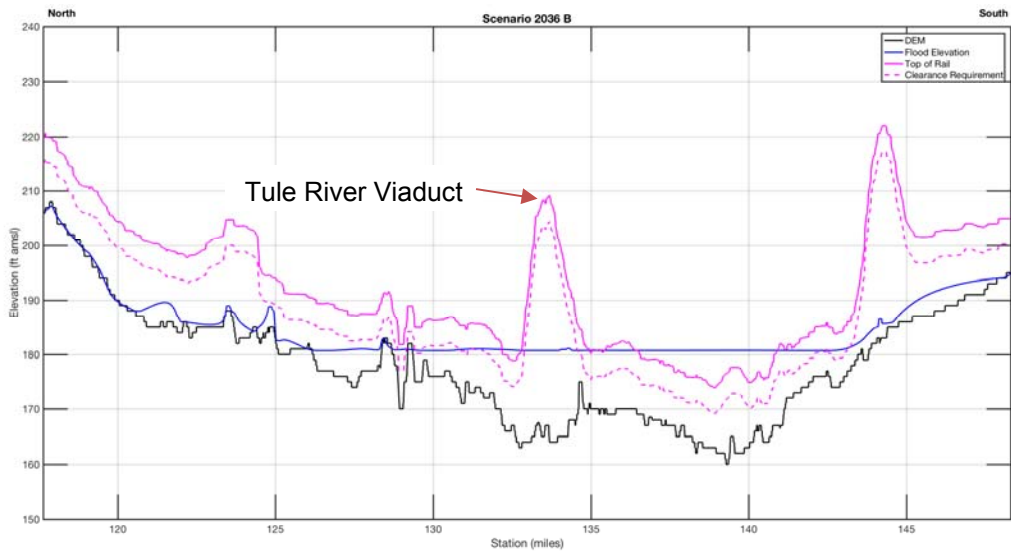


Figure 7-17(d): Tulare Lake Model 2036 Scenario B along HSR Alignment. The DEM line is the modeled subsided ground surface.

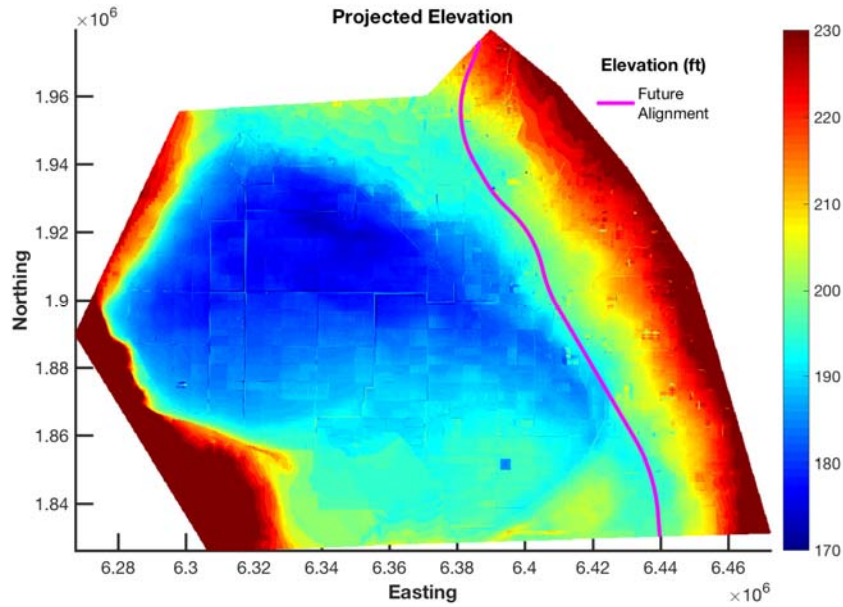


Figure 7-10: Estimated 2008 DEM

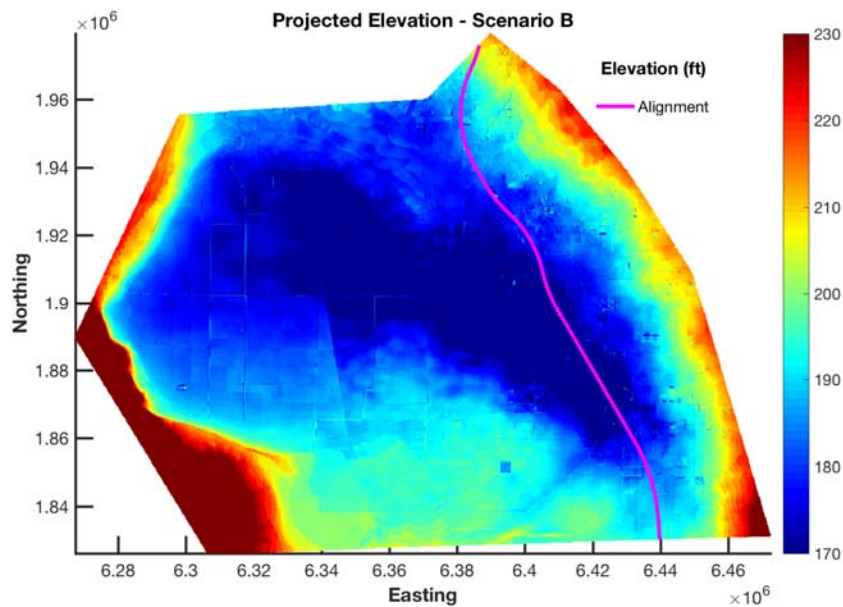


Figure 7-11: Projected 2036 Elevation based on 2008-2016 subsidence (Scenario B)

7.2.5.2.3 Scenario C

Scenario C was based on the annual subsidence rate calculated from May 7, 2015, to May 21, 2016 subsidence data provided by JPL. It represents a period of faster subsidence because this period was toward the end of a severe drought. This approximately 1.04-year subsidence was multiplied by a factor of 19 to extrapolate out for 20 years. Figure 7-12 shows the 2015-2016 JPL subsidence data. Figure 7-13 shows the resulting 2036 DEM (Scenario C)