

Comment Letter PH-SJ063

AUG. 27, 2004 9:49AM MAIL BOXES ETC 408 848 5651 NO. 091 P. 1

PUBLIC HEARING ON CALIFORNIA HIGH-SPEED TRAIN DRAFT PROGRAM EIR/EIS

PH-SJ063



COMMENT SHEET

San Jose, May 26, 2004

Written comments may be submitted at today's meeting or be mailed or faxed to the Authority.

Name: Jack Sturka

Affiliation (if applicable): _____

Mail: California High-Speed Train
Draft Program EIR/EIS Comments
925 L Street, Sacramento, CA 95814

Address: 7230 Holsclaw Rd

Fax: (916) 322-0827
Attn: California High-Speed Train
Draft Program EIR/EIS Comments

City, State, Zip: Gilroy, CA 95020

Comments may also be submitted through the Authority's Web site: www.calhighspeedrail.ca.gov

Phone #: 408-842-4280

E-mail: _____

All comments must be received by end of day August 31, 2004.

Please provide your comments below on the project's draft environmental document:

A. All rural land owners, who seem to be forgotten, would like to know the following:

1. The width of the right of way take; single track or double track?
2. How the in farm or cattle ranch roads, fences, canals, ditches, etc would be handled?
3. In the Pacheco Pass alternate - the elevation of both daylight ends of the tunnels on either side of the South Fork of the Pacheco Creek. This area has been a hunting and recreation area for over 35 years. (bullet trains may have to be bullet proof)
4. How a tunnel route avoids the USBR San Felipe water tunnel.

PH-SJ063-1

PH-SJ063-2




Thank you for your comments. If needed, please continue on reverse.

AUG. 27, 2004 9:49AM MAIL BOXES ETC 408 848 5651 NO. 091 P. 2

PUBLIC HEARING ON CALIFORNIA HIGH-SPEED TRAIN DRAFT PROGRAM EIR/EIS

PH-SJ063 (2)



COMMENT SHEET

San Jose, May 26, 2004

Written comments may be submitted at today's meeting or be mailed or faxed to the Authority.

Name: Jack Sturka

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Please provide your comments below on the project's draft environmental document:

5. The effect of a tunnel under homes near top of Pacheco Pass in the Whiskey Flat area. Structure and wells.
6. The location of the bridge over the Llagas Creek in the east of Gilroy alternate and the crossing of Holsclaw Rd, a very busy country road.
7. How do you justify destroying San Felipe Lake, a small remnant of wetlands in Santa Clara and San Benito counties.
8. Number of trains per day and time of highest concentration.

B. An updated and more accurate analysis of all costs for the total project, including operational.

PH-SJ063-3

PH-SJ063-4




Thank you for your comments. If needed, please continue on reverse.

Response to Comments of Jack Sturla., August 30, 2004 (Letter PH-SJ063)

PH-SJ063-1

Please see standard response 6.3.1.

PH-SJ063-2

The minimum width of the right-of-way required for the double-tracked HST alignment would be nearly 50 feet (15.2 m). A 100 foot (30.4 meter) corridor is assumed in less developed areas to allow for drainage, future expansion and maintenance needs. Additional right-of-way requirements are assumed in areas with variable terrain to allow for cut and fill slopes.

The HST infrastructure must be completely grade-separated (no at-grade crossings) with access controlled to prevent intrusion of other vehicles, animals or pedestrians onto the HSR tracks. Crossings of the HST infrastructure would be made above or below the HST tracks. This could be accomplished by raising or lowering a road, raising or lowering the HST alignment or a combination of both to allow the facilities to cross at different levels.

PH-SJ063-3

The program EIR/EIS is done at a conceptual level of detail, should the HST proposal move forward more detailed project specific studies will be required which will further define a preferred alignment. Please also see standard response 6.3.1.

An objective of A key objective of the Authority and FRA is to minimize impacts to wetlands and water. To this end the Authority has considered all feasible and practicable alternatives in the Program EIR/EIS process. The development of HST alignment and station options for the Draft Program EIR/EIS included an extensive screening analysis in which many alignment and station options were eliminated from further consideration due to several criteria including high potential for impacts on wetlands and water resources. The remaining alignment and station options were analyzed in the Program EIR/EIS to identify and compare potential impacts, which

resulted in the identification of a preferred system of alignment and station options. In this process additional alignment and station options were eliminated from further consideration due to several criteria including high potential for impacts on wetlands and water resources. Deferment of identification of specific impacts to project level analysis is appropriate given the level of specificity that can be achieved at this program level. The additional study of the northern mountain crossing and the subsequent preliminary engineering and project level environmental review will provide further opportunities to avoid and minimize the potential effects to 4(f) and 6(f) resources, as more specificity is defined for proposed alignments and facilities.

PH-SJ063-4

Section 2.6.2 of the Draft Program EIR/EIS describes the "Conceptual Service Plan". As stated, this HST operational plan assumed 86 trains in each direction would be provided to serve the statewide intercity travel market. Sixty-four of the trains would run between northern and southern California, and the remaining 22 trains would serve shorter distance markets. This plan assumed 66 trains per day (serving either Southern California or Sacramento) each direction (132 total) would utilize the Northern Mountain crossing (page 6-17). The Draft Program EIR/EIS indicates this plan was developed as part of the Authority's June 2000 Business Plan (page 2-24). The Business Plan includes more information regarding the conceptual plan, including a "Timetable Example for 2020".

The Authority acknowledges but disagrees with your comments relating to capital costs and operational costs. Please see Chapter 4 of the Draft Program EIR/EIS, supporting appendices, and technical reports for the capital cost and operational assumptions as well as the Authority's Corridor Evaluation Report from 1999. The cost estimates draw upon years of HST investigation in California, construction experience within California, and the construction and operational experience of HST systems in other countries.

Comment Letter PH-SJ064

PH-SJ064

PUBLIC HEARING ON CALIFORNIA HIGH-SPEED TRAIN DRAFT PROGRAM EIR/EIS



COMMENT SHEET

San Jose, May 26, 2004

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Draft Program EIR/EIS Comments
925 L Street, Sacramento, CA 95814

Fax: (916) 322-0827
Attn: California High-Speed Train
Draft Program EIR/EIS Comments

Comments may also be submitted through the Authority's
Web site: www.cahighspeedrail.ca.gov.

All comments must be received by end of day August 31, 2004.

Name: Leonard Conly
Affiliation (if applicable): _____
Address: 1252 GILMAN ST
City, State, Zip: BERKELEY CA 94706
Phone #: 510 526 2548
E-mail: lconly@lmi.net

Please provide your comments below on the project's draft environmental document:

Please reject the Palmdale option (the alternative
route thru Lancaster, etc Tehachapi, Palmdale)
This route is inefficient & will take
more time.
These areas can be served by rapid transit
connections to the HSR

PH-SJ064-1



Thank you for your comments. If needed, please continue on reverse.



U.S. Department
of Transportation
**Federal Railroad
Administration**

Response to Comments of Leonard Conley, May 26, 2004 (Letter PH-SJ064)

PH-SJ064-1

Please see standard response 6.23.1.



Comment Letter PH-SJ065

PH-SJ065

PUBLIC HEARING ON CALIFORNIA HIGH-SPEED TRAIN DRAFT PROGRAM EIR/EIS



COMMENT SHEET

San Jose, May 26, 2004

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Mail: California High-Speed Train Draft Program EIR/EIS Comments 925 L Street, Sacramento, CA 95814

Fax: (916) 322-0827 Attn: California High-Speed Train Draft Program EIR/EIS Comments

Comments may also be submitted through the Authority's Web site: www.cahighspeedrail.ca.gov.

All comments must be received by end of day August 31, 2004.

Name: William J. GARBETT
Affiliation (if applicable): THE PURSIS.
Address: P.O. Box 36132
City, State, Zip: San Jose, CA 95129-6132
Phone #:
E-mail:

Please provide your comments below on the project's draft environmental document:

Project's draft environmental document is unusable.
Have Requested Printed Copy with Technical Appendix under Public Records Act and offered a reasonable payment for timely delivery.
Refused repeatedly by staff.
"Only a CD is available and you have to print your own"
Unacceptable alternative under A.D.A.

PH-SJ065-1



Thank you for your comments. If needed, please continue on reverse.



U.S. Department of Transportation Federal Railroad Administration

Response to Comments of William J. Garbett, May 26, 2004 (Letter PH-SJ065)

PH-SJ065-1

Acknowledged. The Draft Program EIR/EIS was available in hard copy at libraries throughout the state which were listed on the Authority's website. It is available along with about 100 technical reports on the Authority's website (www.cahighspeedrail.ca.gov) which can be accessed at any library in the state and literally around the world via the internet. Electronic versions (CDs) were sent to members of the public/agencies that requested copies of the document. Each section of the document could be easily printed from the website or from the CD's of the document. The electronic distribution process made the document widely available to the public to a degree that simply was not possible even a few years ago, and in a manner that is both cost effective and sensitive to the environment (with the appendices, the document is over 2,000 pages long).

Comment Letter PH-SJ066

PH-SJ066

PUBLIC HEARING ON CALIFORNIA HIGH-SPEED TRAIN DRAFT PROGRAM EIR/EIS



COMMENT SHEET

San Jose, May 26, 2004

Written comments may be submitted at today's meeting or be mailed or faxed to the Authority.

Mail: California High-Speed Train
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925 L Street, Sacramento, CA 95814

Fax: (916) 322-0827
Attn: California High-Speed Train
Draft Program EIR/EIS Comments

Comments may also be submitted through the Authority's
Web site: www.calhighspeedrail.ca.gov.

All comments must be received by end of day August 31, 2004.

Name: Kenneth MacKay
Affiliation (if applicable): -
Address: 212 S. 18th St
City, State, Zip: San Jose CA 95116
Phone #: 408 297 4513
E-mail: MACKAYKP@HOTMAIL.COM

Please provide your comments below on the project's draft environmental document:

Coe State Park and San Antonio Valley
are pristine areas that should be preserved.
The EIR is deficient in not even presenting
an Altamont Pass - SF Bay Delta Route
for consideration. The EIR should be
redone to present the arguments for and
against this route.

PH-SJ066-1

PH-SJ066-2



Thank you for your comments. If needed, please continue on reverse.



U.S. Department
of Transportation
**Federal Railroad
Administration**

Response to Comments of Kenneth Mackay, May 26, 2004 (Letter PH-SJ066)

PH-SJ066-1

Please see standard response 6.3.1.

PH-SJ066-2

Please see standard response 2.18.1.

Comment Letter PH-SJ067

PH-SJ067

PUBLIC HEARING ON CALIFORNIA HIGH-SPEED TRAIN DRAFT PROGRAM EIR/EIS



COMMENT SHEET

San Jose, May 26, 2004

Written comments may be submitted at today's meeting or be mailed or faxed to the Authority.

Mail: California High-Speed Train Draft Program EIR/EIS Comments 925 L Street, Sacramento, CA 95814

Fax: (916) 322-0827 Attn: California High-Speed Train Draft Program EIR/EIS Comments

Comments may also be submitted through the Authority's web site: www.calhighspeedrail.ca.gov.

All comments must be received by end of day August 31, 2004.

Name: CLAIRE RISCEY
Affiliation (if applicable): BEST, TALC
Address: PO Box 367, Berkeley, CA
City, State, Zip: Berkeley, CA 94709-0367
Phone #: (510) 526-9206
E-mail:

Please provide your comments below on the project's draft environmental document:

Please do not promote sprawl in a relatively undeveloped area! Do not take the PALMDALE OPTION! Inefficient! Takes more time, ALL ABOUT REAL ESTATE & overdeveloping. Already sued by MTA. Thank You!

PH-SJ067



Thank you for your comments. If needed, please continue on reverse.



U.S. Department of Transportation Federal Railroad Administration

Response to Comments of Claire Risley, May 26, 2004 (Letter PH-SJ067)

PH-SJ067-1

Please see standard response 6.23.1.



Comment Letter PH-SJ068

DID NOT TESTIFY

PUBLIC HEARING ON CALIFORNIA HIGH-SPEED TRAIN DRAFT PROGRAM EIR/EIS

San Jose, CA **PH-SJ068**



► SPEAKER CARD
 Comments will be time limited depending on number of speakers.
 Please briefly describe the topic you wish to comment on and submit
 card to the meeting facilitator.

Name: Jaime CORDERA

Topic: BAY AREA ROUTING

Comment:
① Support Pacheco Pass via Gilroy
② ALTAMOUNT PASS IS A NON-STARTER. IT BYPASSES
THE LARGEST CITY IN NORTHERN CALIFORNIA. IT REQUIRES
BUILDING THROUGH THE BAY - A REAL PROBLEM.

Comment sheets are available at the sign-in table for written comments.




PH-SJ068-1

Response to Comments of Jaime Cordera, May 26, 2004 (Letter PH-SJ068)

PH-SJ068-1

Please see standard response 6.3.1.



Comment Letter PH-SJ069

DID NOT TESTIFY

PUBLIC HEARING ON CALIFORNIA HIGH-SPEED TRAIN DRAFT PROGRAM EIR/EIS

San Jose, March 24, 2009
PH-SJ069



SPEAKER CARD
Comments will be time limited depending on number of speakers. Please briefly describe the topic you wish to comment on and submit card to the meeting facilitator.

Name: BARRY SWENSON

Topic: RAIL

Comment: GILROY, HOLISTER, SAN MARTIN & MORGON HILL WILL HAVE A MUCH LARGER POPULATION THAN ANY CENTRAL VALLEY TOWN, BY THE TIME THE RAIL IS BUILT, USE THE SOUTH PATH.

Comment sheets are available at the sign-in table for written comments.




PH-SJ069-1

Response to Comments of Barry Swenson, May 26, 2004 (Letter PH-SJ069)

PH-SJ069-1

Please see standard response 6.3.1.



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CERTIFIED COPY

OPEN HOUSE/PUBLIC HEARING ON THE
DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT
ENVIRONMENTAL IMPACT STATEMENT
FOR THE PROPOSED CALIFORNIA
HIGH-SPEED TRAIN SYSTEM

Transcript of June 23, 2004 Public Hearing

REPORTER'S TRANSCRIPT OF PROCEEDINGS,
Held at One Gateway Plaza, Boardroom,
Los Angeles, California, commencing at
1:09 p.m., Wednesday, June 23, 2004,
before Martin Spee, CSR 10303

HEARINGS NO.: 64604-NO

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MEMBERS OF THE BOARD PRESENT:

- JOSEPH PETRILLO
- DONNA ANDREWS
- ROD DIRIDON
- MEHDI MORSHED

TESTIMONY BY	PAGE
STEPHEN WILLIAMS	7
ROBERT H. FREILICH	11
ROBERT C. SCHAEVITZ	40
RICK OSORIO	55
JIM ABBATE	60
BERT CRANE	62
BENJAMIN DURAN	63
DEE DEE D'ADAMO	66
ELAINE TREVINO	69
JOHN MACARRO	74, 77
PAUL MACARRO	74
LEE BOCSE	79
ZAHIRAH WASHINGTON	83
JOHN FREUND	98

0003

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LOS ANGELES, CALIFORNIA; WEDNESDAY, JUNE 23, 2004
1:09 P.M.

5 MR. PETRILLO: Welcome to the California
 6 High-Speed Rail Authority's public hearing on its
 7 draft environmental -- draft program Environmental
 8 Impact Report.

9 This afternoon's hearing is the last in a
 10 series of hearings being conducted throughout the
 11 state to receive the public and agency input on the
 12 document.

13 I would like to announce, before we take any
 14 testimony, a few ground rules. I will be calling
 15 your name one at a time, except for those that are
 16 going to speak as a group. In some instances, I may
 17 be calling a subsequent speaker so that the
 18 proceedings can move along somewhat quicker. So
 19 please be prepared to speak after the previous
 20 speaker finishes.

21 When you come to the podium, please state
 22 your name and affiliation before you make your
 23 comments. We have a reporter here taking down all
 24 of the comments because everything that you say is
 25

0004

1 part of the public comment period, and that we will
 2 have to respond by law to those -- to any
 3 substantive comments that you make.

4 To accommodate all of the speakers, we would
 5 ask that your testimony be limited to three minutes.
 6 The group in the Antelope Valley has agreed to
 7 combine all their testimony into one, so we've
 8 allocated about 45 minutes for their testimony.

9 We also encourage you to put your comments
 10 in writing. Written comments may be turned in
 11 today, mailed to the authority, to the high-speed
 12 rail authority.

13 The comment period is open until August to
 14 accommodate people who need additional time to
 15 review the entire Environmental Impact Report.

16 Now, let me make a couple of comments about
 17 high-speed rail. In the past when I have spoken
 18 about high-speed rail, I pointed out that the
 19 high-speed rail program that has been presented to
 20 the state of California, and which is being analyzed
 21 in the Environmental Impact Report, is a unique and
 22 substantial program that will provide the backbone
 23 for California's transportation structure in this
 24 century.

25 And what I have always meant by that was

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1 that, in the past, we have had a freeway automotive
 2 system, an airport, airline system, several regional
 3 rail transportation systems. All of them
 4 independent systems that have been developed in
 5 California, in many cases, to a high degree of
 6 sophistication.

7 High-speed rail, as it is envisioned in the
 8 Environmental Impact Report, will connect many of
 9 those systems into one integrated transportation

10 system in California. High-speed rail will connect
11 and make, for example, the Metrolink in Southern
12 California connected to BART in Northern California.
13 Almost directly from transferring from one station
14 onto high-speed rail into the other.

15 It will allow people to take flights from
16 throughout the United States and in California and
17 internationally, and to move from those airports to
18 other parts of the state in ways and in speeds that
19 they have never been able to do before.

20 In addition to that, this high-speed rail
21 program does a number of other special things. When
22 it is implemented, for example, a businessman in
23 Southern California can attend a meeting in, say,
24 San Jose or San Francisco in almost the same time it
25 will take him to go by car from Downtown L.A. to a

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1 meeting in Orange County.

2 For the individual and the family visiting
3 friends and relatives, a family can leave and visit
4 friends and relatives in Fresno. They can leave
5 from, say, San Diego and get to Fresno in almost the
6 same time as it would take them to go from San Diego
7 to other parts of Southern California.

8 For those who want to visit the attractions
9 in and recreational benefits of California, a
10 citizen of San Francisco or the Bay Area can be in
11 Southern California and visiting the recreational
12 opportunities in Southern California in almost the
13 same time it takes them to go from the Bay Area to
14 Lake Tahoe.

15 So high-speed rail, when it is implemented,
16 will provide for California for the first time a
17 single integrated transportation system. No longer
18 will California be simply a series of regions --
19 San Diego, L.A., Bay Area, the Central Valley. But
20 it will become one California, one California for
21 business, one California for recreation, one
22 California, as I said, for transportation, and one
23 California for the people and their families.

24 So what we are doing here today in analyzing
25 this Environmental Impact Report, I believe to be

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1 one of the most significant and essential decisions
2 that we will be facing for California in this
3 century.

4 And I appreciate all of your comments. I
5 appreciate all of you for being here. I appreciate
6 all of the people who have -- the hundreds and
7 hundreds of people who have attended these hearings
8 over the last two months or so, and given us their
9 comments.

10 And I promise you we will do our best job
11 that we can to respond to those comments, and to get
12 this program for California underway. Thank you.

13 I would like to begin the hearing by asking

14 Steve Williams, assistant city manager of Palmdale,
15 to begin the proceedings. And Palmdale has a joint
16 presentation, as I said earlier.

17 (Mr. Steven Williams takes the podium.)

PH-LA2001

18 TESTIMONY BY MR. STEPHEN WILLIAMS: Thank
19 you, Mr. Chairman.

20 Good afternoon, Mr. Chairman, members of the
21 authority. My name is Steve Williams.

22 And as you indicated I'm the assistant city
23 manager for the City of Palmdale. And I've been

24 with the city for over 16 years.

25 And of that period, about ten years, were as
0008

1 the director of Public Works. I'm also a civil
2 engineer.

3 I've been involved in this effort to align
4 the high-speed rail route through the
5 Antelope Valley since the very original formation of
6 the high-speed rail commission.

7 I would like to extend our appreciation to
8 the authority for us to present our information to
9 you today. It's our intent that the research and
10 testimony we present to you will help in your
11 efforts to advance this project which is so
12 important to meet the transportation needs of
13 California.

14 We will provide new information to you and
15 answer questions that were presented by authority
16 members in the past.

17 And it's our intent not to go back over old
18 information. I will introduce two experts to you
19 today.

20 Dr. Robert Freilich who is an expert in the
21 field of smart growth. I think you will find his
22 comments to be informative, educational, and
23 compelling.

24 Also Mr. Bob Schaevitz, who has presented
25 information to this authority in the past, will
0009

1 answer questions that you have raised in the past,
2 and also provide some new additional information.

3 I will make some concluding remarks, and we
4 hope that our presentation will last no longer than
5 45 minutes.

6 When we last presented in April, we
7 expressed our support of the California high-speed
8 rail project, but only if it connects important
9 population centers and serves the best interests of
10 our citizens in Southern California and throughout
11 the state.

12 In April you heard testimony from a series
13 of elected officials, academic experts, and other
14 leading authorities who strongly supported the
15 Antelope Valley alignment to connect Bakersfield to
16 Los Angeles.

PH-LA2001-1

17 All of the voices you have heard at previous
18 hearings that favored the Antelope Valley route over
19 the I-5 route. No one voiced opposition to the
20 Antelope Valley alignment or support for the I-5
21 route.

22 In Southern California to support the
23 project, it is essential that the authority choose
24 the Antelope Valley route over the I-5 route.

25 It is clear that the Antelope Valley route
0010

1 is the best choice for California for the reasons
2 that Dr. Freilich will address shortly. And also
3 because it would be cheaper, faster, and safer to
4 build the I-5 than the I-5 -- excuse me. It's
5 better for the environment.

6 It would generate higher revenues and lower
7 risk of cost overrun, which is better for the
8 taxpayers. It will relieve freeway congestion on
9 the I-5 and State Route 14. It would link growing
10 population and employment centers. And it will
11 connect the next major airport in Palmdale,
12 relieving congestion at LAX and other southland
13 airports.

14 The I-5 route, in contrast, would not
15 generate increased ridership for the associated
16 revenues since it runs through an unpopulated area
17 that doesn't help riders get where they need to go.
18 It does not connect the states existing
19 infrastructure.

20 So it would not alleviate traffic on
21 highways or airports. Which means it would not take
22 cars off the road to reduce air pollution.

23 Although both routes require tunneling, the
24 I-5 route requires dangerous conditions which
25 significantly increase the chance of cost overruns
0011

1 and completion time.

2 In addition, the I-5 tunnels would run
3 parallel to earthquake fault lines for many miles,
4 which represents much greater earthquake risk than
5 the Antelope Valley route.

6 We're privileged to have with us today
7 Dr. Robert Freilich, professor of law and principal
8 in the firm of Freilich, Lightner & Carlisle.

9 Dr. Freilich is one of the nations leading
10 experts on the respondent of smart growth and
11 sprawl. We asked him to evaluate this route choice
12 with those issues in mind.

13 So with that, I would ask Dr. Freilich to
14 make his presentation.

15 (Mr. Robert H. Freilich takes the podium.)

16 TESTIMONY BY DR. ROBERT H. FREILICH: Thank
17 you very much.

18 Members of the commission and Mr. Morshed, I
19 appreciate the opportunity to speak to you today
20 about this circumstance or situation.

21 Let me just tell you, I'm the editor of the

PH-LA2001-1
cont.

PH-LA2001-2

22 "Urban Lawyer" which is the national journal on
 23 state and local government law in the Bar
 24 Association. It's the largest "Urban General" in
 25 the world.

0012

1 I'm past chair of the American Planning
 2 Associations Planning and Law Degree. My degrees
 3 are up there. I'm the author of the absolute best
 4 selling "From Sprawl to Smart Growth" which is
 5 published in 2000.

6 I'm a member of the California Bar. But
 7 also a member of the American Institute of Certified
 8 planners. And I have master's and doctorate's in
 9 both law and planning.

10 So my purpose in speaking to you today is to
 11 talk about the state regional planning with regard
 12 to sprawl and smart growth, with regard to these
 13 alternative alignments.

14 I basically have developed transportation
 15 and growth management plans for over 200 cities and
 16 counties in the nation, including 40 cities and
 17 counties in California. San Diego, Tijuana trolley,
 18 and the growth management system, the Los Angeles
 19 transportation corridor system, Riverside, Monterey,
 20 Ventura.

21 And I was the principal consultant to the
 22 state of California strategic growth plan in 1993
 23 under Governor Wilson.

24 Basically I'm just going to show you a
 25 couple of systems or just talk about it.

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1 Essentially I worked on the entire Seattle-Tacoma
 2 system, the four-county rail system, the \$11 billion
 3 system.

4 Just to tell you the important things was
 5 that in 1985, we developed the land use system of
 6 centers and corridors as opposed to sprawl, and that
 7 made it possible to link the \$11 billion transit
 8 system. It did the same thing with San Diego.

9 Let me tell you, to start off with, that
 10 basically the state of California is facing seven
 11 major crises.

12 A decline in existing built-up areas, city
 13 and suburbs, particularly central cities, as well as
 14 first, second, and third ridge suburbs.

15 Major degradation of the environment,
 16 particularly in terms of air quality for purposes of
 17 transportation.

18 Energy over utilization by amazing amounts
 19 of dollars in terms of billions of dollars for
 20 overruns in energy costs because of longer trips,
 21 and because of single-occupancy vehicle trips due to
 22 sprawl.

23 Fiscal strain linked with deficiencies, and
 24 inadequate public facilities which I will get to.

25 And particularly overburdened transportation

0014

PH-LA2001-2
 cont.

1 facilities due to sprawl.
 2 Loss of agricultural lands; housing
 3 affordability and density.
 4 And a public health crisis in terms of the
 5 fact that almost all people in this state are
 6 dependent upon the automobile and they don't live in
 7 walkable communities or in communities in which
 8 exercise is possible.

9 Let's go to the next one.

10 What I want to demonstrate to you today is
 11 that smart growth principles should determine the
 12 high-speed rail alignment in Southern California.

13 And to that degree, smart growth will happen
 14 to advance the mitigation of all of these seven
 15 crises with the high-speed rail system and
 16 alignment.

17 I can tell you from my national and
 18 California experiences, as a leading transportation
 19 land use planner, that the Antelope Valley alignment
 20 is far superior to the Grapevine alignment in
 21 applying smart growth principles to California's
 22 problems.

23 I do want to suggest to you that I'm a major
 24 fan of the high-speed rail system that is proposed
 25 in California. I agree with the chairman. I think

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1 it's absolutely critical as a backbone for
 2 transportation infrastructure in this century. And
 3 I think it's the attributes of the high-speed rail
 4 system to fit in with smart growth that makes the
 5 system even more compelling.

6 Let's go to the next one.

7 Let me -- everyone has their own favorite
 8 definition of sprawl. Let me try one for you.

9 A pattern of development characterized by a
 10 combination of low population density, heavy
 11 reliance on automotive travel, location in areas
 12 without existing adequate public facilities and
 13 services; therefore, generating abandonment of
 14 services where they already exist, and requiring the
 15 delivery of new services and infrastructure in lower
 16 and lower densities further out. And consumption of
 17 large amounts of prime agricultural land.

18 Go to the next.

19 The problems of sprawl really represent a
 20 fiscal conservative issue. It's not a problem of
 21 liberals versus conservatives or Republicans versus
 22 Democrats.

23 To give you an example, here is the really
 24 leading report of the Bank of America, certainly one
 25 of America's most conservative banks, which has

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1 indicated that growth has helped fuel an
 2 unparalleled economic and population boom, and has
 3 enabled millions to realize the enduring dream of
 4 home ownership.

PH-LA2001-2
 cont.

5 But sprawl has created enormous costs.
6 Ironically unchecked sprawl shifted from an engine
7 of growth to a force that now threatens to inhibit
8 growth and degrade the quality of our life. And
9 this report was written for California.

10 Go to the next one.

11 Let me show you, specifically, if you
12 examine the costs of roads, schools, utilities, and
13 other infrastructure in a sprawl development
14 pattern, you will see I have 100 percent for those
15 costs, whatever they are.

16 But if you develop, and the studies -- the
17 three major national studies include Duncan study
18 which you can see for California and Florida,
19 basically show that you can save 60 percent.

20 In other words the cost of roads are only 40
21 percent in California, if they're built in planned
22 development areas with existing infrastructure. And
23 utilities, sewer and water, are only 60 percent of
24 the cost of similar facilities in sprawl areas.

25 And the savings overall nationally on roads
0017

1 is 75 percent of the cost of roads in the planned
2 development versus 100 percent, and 85 percent for
3 utilities.

4 So you can see that far greater than
5 nationally, the savings in California from
6 developing in nonsprawl patterns are critical.

7 Let's go to the next one.

8 Our infrastructure deficiencies in the
9 United States are exactly \$4.1 trillion today.
10 \$4.1 trillion.

11 And rising faster than the national debt.
12 Rising faster than the national debt. It's rising
13 \$1.5 trillion every five years. Due to the fact
14 that we don't charge sprawl development for the true
15 off-site costs of roads, utilities, drainage, and
16 other questions.

17 Planned development in centers like Palmdale
18 and in the Antelope Valley will substantially reduce
19 those numbers. Transportation deficiencies alone
20 are going to rise to \$3.2 trillion in the
21 United States by 2017.

22 Now, if we go to the next one, how does that
23 impact?

24 How did that relate to the high-speed rail?

25 You will notice that there will be
0018

1 15.2 million population increase in Southern
2 California in the Central Valley by 2040. The
3 travel time from Bakersfield to Los Angeles declines
4 by two to four hours by car to 47 minutes, give or
5 take if you read the EIRO high-speed rail. Travel
6 times become shorter and less expensive than
7 automobile trips.

8 That's the purpose of what I think the
9 chairman has indicated. Without the Palmdale

PH-LA2001-2
cont.

10 station, the EIR, and the compass report of SCAG,
11 shows that there will be an additional growth in the
12 Central Valley because people who otherwise would
13 commute from Palmdale and other high-density centers
14 which will not promote sprawl, will actually shift
15 their locations up to Bakersfield to get to Downtown
16 L.A. and to other locations, and they will
17 accelerate growth in the South Central Valley by a
18 huge margin.

19 Section 5.3 of the EIR and EIS demonstrates
20 that. We estimate that approximately 118,000
21 additional households will build in the Central
22 Valley than would otherwise build if there were a
23 station in Palmdale and the Antelope Valley.

24 And that at an average of five acres per
25 unit means we will lose something like 600,000

0019

1 acres of prime agricultural land if we don't have a
2 station stop in Palmdale and the Antelope Valley.

3 Let me show you the next overhead.

4 You notice that the Central Valley has the
5 highest valley agricultural lands in America. It's
6 responsible for a huge percentage of America's and
7 California's produce, vegetables, and fruits and
8 other products.

9 While the right-of-way needs of high speed
10 transit will impact approximately 1,562 acres of
11 farmland -- it's just your right of way -- the
12 secondary impacts of not having an Antelope Valley
13 central station in Palmdale will affect as much as
14 600,000 acres of prime agricultural land.

15 So when you look at the impacts on
16 agriculture, don't look at your right-of-way impacts
17 only. I admit those exist. But look also at the
18 immediate secondary effects.

19 By the way, the California 1993 strategic
20 growth plan states that the goal of state policy
21 should be to prevent conversion patterns, which
22 means keeping development out of agricultural areas.

23 That is a critical state policy. Adopted
24 plan of the state of California. I was consultant
25 to Governor Pete Wilson, as I said, on that plan.

0020

1 Let's go to the next one.

2 You can see those high value areas I'm
3 demonstrating to you in terms of -- they don't exist
4 in the Antelope Valley. They exist up in the
5 Central Valley. And those areas show you -- the
6 green areas show you the best agricultural land in
7 the state.

8 Next.

9 Now, then what does the Antelope Valley
10 alignment do?

11 First of all, there's sufficient capacity in
12 Palmdale to handle the rail-induced growth. The
13 vacant undeveloped land in Palmdale already served
14 by water, sewer, and other public utilities can

PH-LA2001-2
cont.

15 handle the increase of that growth.
 16 Therefore, you will not need additional
 17 major road infrastructure, sewer and water
 18 infrastructure, et cetera.
 19 The existing transportation infrastructure
 20 includes arterials, transit, and airports which are
 21 located right there.
 22 The Antelope Valley alignment avoids
 23 extending infrastructure beyond previous served
 24 areas. Whereas half a million acres of land will be
 25 used in Palmdale is not utilized.

0021

1 It avoids the further loss of ag lands,
 2 environmental resources, significant increases in
 3 trip lengths, you -- if you eliminate that station
 4 stop, air quality degradation and declines in
 5 capacity.
 6 It is interesting that the air quality in
 7 the Central Valley is worse than the air quality in
 8 Antelope Valley, and additional trips there will
 9 aggravate that. It will reduce state and regional
 10 cost of trips.
 11 As I'm going to show, it will reduce
 12 17 million vehicle daily trips if the Palmdale
 13 alignment according to SCAG, is utilized.
 14 All right. Let's go to the next one.
 15 And development in the Antelope Valley
 16 meeting all of the smart growth principles we
 17 understood. There's the Palmdale transportation
 18 center is under construction.
 19 It will link high-speed rail to the Palmdale
 20 Regional Airport. It will link to the Metrolink
 21 commuter rail. It has an Antelope Valley regional
 22 bus system. And because the station sites in
 23 Palmdale can be developed with a major transit
 24 oriented development around those sites and the
 25 airport, long-term leasehold and concession revenue

0022

1 from those sites. And it's demonstrated throughout
 2 San Diego and Los Angeles.
 3 So the millions and millions of dollars will
 4 help to offset project costs, dramatically, versus
 5 having the alignment in the Grapevine.
 6 Okay. Next.
 7 The Palmdale's land use policy support the
 8 high-speed rail.
 9 First of all, as I indicated they already
 10 have existing land use patterns already served.
 11 Secondly, their general land use policy
 12 supports smart growth. They're operating to develop
 13 major transit villages, with walkability, higher
 14 densities, and substantially reduced numbers of
 15 trips.
 16 And in addition, it will have appropriate
 17 density so that it saves environmental land.
 18 And finally, it has the appropriate
 19 demographics and economic development and revenue

PH-LA2001-2
 cont.

20 that will make the high-speed rail possible.
21 Now, all of that is true for smart growth.
22 How does that now relate to state and
23 regional polices and plans?

24 And this is the most astonishing thing of
25 all that I discovered. If you look at the state's

0023

1 strategic growth plan in 1993, it states, "Keep
2 development contiguous to existing urban areas, or
3 building new areas of development with careful eye
4 to the efficient delivery of services."

5 Second, ABA 57, adopted in 2002, makes a
6 mandatory requirement of state transportation
7 agencies that infrastructure planning, priorities,
8 and funding shall utilize existing infrastructure,
9 and existing developed areas, and protect
10 agricultural land.

11 So the goals and objectives of mandatory
12 state policy tell you that you must adopt the
13 Antelope Valley structure.

14 Finally, your own high-speed rail statute,
15 and I'm quoting, "The high-speed train system shall
16 be planned and constructed in a manner that
17 minimizes urban sprawl and impacts on the natural
18 environment."

19 Now, one of the things I think that is
20 important is AB 857, 2002, says we must promote
21 infield development and equity, improving existing
22 infrastructure that steers development to areas that

23 are presently served by transit, streets, water,
24 sewer, and other essential services, protecting
25 other environmental and agricultural areas.

0024

1 And encouraging efficient development
2 patterns by ensuring that any infrastructure
3 associated by development must be supported by
4 existing infrastructure.

5 Let's go to the region now.

6 This is also astonishing. And your EIR, EIS
7 mentions this, but it doesn't go into the detail
8 that I'm eliciting for you now.

9 Let me show you that this year, 2003, this
10 past year to May, SCAG has adopted this growth
11 vision report for Southern California called
12 Compass.

13 And amazingly enough, this system -- and I
14 will leave these maps and the study for you because
15 they're not attached to the EIR/EIS.

16 But this map and this system -- and it's
17 here also for any of the audience to see and show it
18 to you. And you will also see this map on the
19 screen in a second.

20 It basically indicates that SCAG in looking
21 at the entire next 20 years of transportation and
22 land use, has indicated that the major two points of
23 development must be Palmdale, Antelope Valley, and

PH-LA2001-2
cont.

24 San Bernardino.
25 And the reasons for -- let me tell you why.

0025

1 Number 1, the thing that's critical is they
2 looked at me major alternative, you know, policies.
3 And I will get to that in the next overhead. What
4 they have said is that Palmdale and San Bernardino
5 promote best economic development, less sprawl, and
6 they create corridor centers for high density
7 walkability and jobs.

8 It will reduce vehicle mile trips by
9 18,000,000 daily. To develop in the
10 Antelope Valley, a major center. And two-thirds of
11 the growth of L.A. must occur outside of the L.A.
12 basin.

13 See, the concept of infill, the idea that
14 all of this can occur in infill was rejected by SCAG
15 because two-thirds must occur outside of the L.A.
16 basin in concentrated centers to reduce sprawl.
17 Because you cannot achieve federal air quality and
18 transportation congestion standards if that growth
19 only were to go inside the basin.

20 And believe me, if one-third of the growth
21 goes inside the L.A. basin, you will see the
22 greatest economic boom in the L.A. basin because
23 we're talking about enormous growth.

24 Let's go next.
25 What did they look at?

0026

1 Just as you looked at, three different
2 alternatives, they looked at three different
3 alternatives.

4 One, do nothing, continue sprawl towards the
5 Central Valley.

6 Two, all infill within the L.A. basin.

7 Or three, designate fifth tier centers,
8 which would be Palmdale and San Bernardino. And
9 they determined that maximum economic development,
10 avoidance of sprawl, retention of ag land, reduction
11 of VMT and air quality requires the adoption of the
12 fifth tier centers plan of Palmdale and
13 San Bernardino.

14 So let me just conclude the analysis. Let's
15 go next.

16 Here is the map, the compass map, and I can
17 show you, you won't be able to see it unless you
18 just turn around there. But up here (indicating) on
19 the top you can see -- and my laser isn't going that
20 far.

21 But you can see the Palmdale and Lancaster,
22 and then you can see the Canbern (phonetic) centers.
23 And you notice that the rest of the centers are then
24 in the basin. And this is the fundamental fifth
25 tier policy adopted by the regional growth vision.

0027

1 Go to the next.
2 So the findings, the Antelope Valley

PH-LA2001-2
cont.

3 alignment embraces smart growth principles required
4 by law to guide your alignment. It preserves the
5 agricultural land in the Central Valley.

6 Not to say that Bakersfield will not grow
7 because there will be a station there. But it
8 doesn't exacerbate that problem by shifting the
9 growth because you can commute faster by high-speed
10 rail from Bakersfield into Downtown L.A. than you
11 can by traffic congestion and freeways from the
12 Palmdale area.

13 It creates a proper allocation of
14 population. It reinforces regional areas with
15 existing infrastructure.

16 The stations will create substantial growth
17 in private revenue from the mixed-use transportation
18 center. And their land use policies support
19 high-speed rail infrastructure.

20 So my conclusions, I think that if you look
21 at the smart growth impacts, if you look at
22 agricultural preservation, population, infill,
23 centers, and land use policies, I think you will
24 find that the proper choice and the choice that
25 complies with law, as well as with all the studies

0028

1 that are done to back up your own work will indicate
2 that you will make a great decision when you choose
3 the Antelope Valley and Palmdale for a station site.

4 And I thank you very much. I will be giving
5 you a much more detailed report that will be
6 submitted prior to the August date for findings.

7 And also I will be very happy to answer any
8 questions that you have.

9 MR. PETRILLO: Thank you, sir.

10 I have a couple of questions of your
11 presentation, sir.

12 Your presentation justifies your reputation
13 as a brilliant land use advocate.

14 DR. ROBERT H. FREILICH: Thank you, sir.

15 MR. PETRILLO: First question I have, and
16 this is for informational completeness.

17 You mentioned \$4.1 billion infrastructure
18 deficiency. Where did that information come from?

19 DR. ROBERT H. FREILICH: The information is
20 maintained by the office of --

21 MR. DIRIDON: 4.1 trillion.

22 DR. ROBERT H. FREILICH: Trillion dollars,
23 right.

24 That information is maintained by the Office
25 of Budget Management in federal information. And

0029

1 it's broken down by transportation, sewer, water,
2 drainage, schools, so forth.

3 But that's just the urban infrastructure
4 problems.

5 MR. PETRILLO: The second informational
6 question, you mentioned five acres per unit?

PH-LA2001-2
cont.

7 DR. ROBERT H. FREILICH: Right.
8 MR. PETRILLO: Does the development produce
9 a 600,000 acre use of prime agricultural land?
10 How do you get the five acres per unit
11 figure?
12 DR. ROBERT H. FREILICH: Because without

13 the -- without the sewer and water availability for
14 new development in the Central Valley, they have to
15 build on large lots to meet aquifer recharge
16 requirements and so forth.

17 So the zoning is -- multiple acres per unit
18 is the zoning that goes out outside of Bakersfield.

19 MR. PETRILLO: Don't they mostly put in the
20 infrastructure before the development?

21 DR. ROBERT H. FREILICH: No, they can't.
22 Because they don't have the resources to put the
23 sewer and water facilities out there. It's too low
24 density to support sewer and public water of that
25 nature.

0030

1 That's the biggest problem with sprawl in
2 California in agricultural land. It just eats up
3 the land.

4 For example, if I do -- example, if I have
5 100,000 people and I build four units to the acre,
6 I'm essentially going to build 25,000 units. And
7 those 25,000 units at four to the acre. I'm using
8 up something like 6,000 acres of land.

9 On the other side of the coin, if I'm going
10 to use 20 times as much land per capita, think of
11 that that way.

12 To give you one example, if you give me one
13 second, Minneapolis, St. Paul, when it was going
14 from its second million to its third million,
15 discovered that at the zoning of those counties in
16 those agricultural areas, it was going to consume
17 1,600 square miles of land for that third million of
18 population.

19 They decided they could build an urban
20 growth boundary and reduce it to 500 square miles,
21 and they did that and they got to their third
22 million exactly at the same time, and only used up
23 40 percent because they didn't encourage the infill
24 and development of -- so the same thing is true in
25 San Diego.

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1 I did the plan in 1989 to 1992. And the
2 interesting thing is San Diego in 1979 -- I'm
3 sorry -- in 1979, grew by 9,000 building permits a
4 year. 8,000 were all outside the existing 167
5 square-mile area. Only 1,000 units were back in the
6 downtown.

7 When we basically require all new
8 development to have adequate public facilities to be
9 serviced by existing infrastructure, the growth rose
10 from 9,000 to 16,000.

11 But for the first time, 50 percent of that
12 growth, 8,000 units a year, were back in the 167
13 square-mile area, as opposed to only a thousand.

14 From 1945 to 1979, San Diego had one
15 building over 20 stories despite over a \$2 billion
16 of federal aid.

17 From '79 to '99, they had 30 buildings over
18 20 stories. So the point is what you do in terms of
19 sprawl and infrastructure and uniting transportation
20 is very, very critical, Mr. Chairman. Very
21 critical.

22 MR. PETRILLO: Do you know if any of those
23 buildings were residential?

24 DR. ROBERT H. FREILICH: That's very
25 exciting too. Many of them are -- you know, are

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1 high-rise condominiums and apartments and so forth.
2 Marinas, shopping centers. It's amazing.

3 MR. PETRILLO: One last question. Your --
4 One of your major arguments seems to be that
5 if there isn't a high-speed rail stop at Palmdale,
6 then the development that would go in Palmdale, as a
7 result of high-speed rail, will be forced out to --
8 more or less, out to Bakersfield; therefore, having
9 a greater negative Environmental Impact Report.

10 Do you see any other way of mitigating that?
11 For example, increasing the speeds on
12 Metrolink?

13 Is that an alternative or not an
14 alternative?

15 DR. ROBERT H. FREILICH: Well,
16 fundamentally, I guess I'm not the right one, you
17 know, to do that because, you know, I took those
18 population numbers and that shift from data. I
19 mean, I didn't develop that data.

20 But the answer to that question is, I think
21 that if you could increase, you know, speeds, if you
22 could do some of that work, you know, then it might
23 have some marginal impact.

24 But none, I don't believe -- first of all,
25 those railing systems, and I have studied compasses

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1 reports and others. Those rail alignments cannot
2 sustain major high speed. You would have to go to
3 something like mag-lev or something really
4 significantly different to improve the commuter rail
5 shed system.

6 MR. PETRILLO: Thank you.
7 Rod?

8 MR. DIRIDON: Thank you, Mr. Chairman.

9 First, compliments on your presentation and
10 your enthusiasm. I'm an environmentalist who served
11 in public office for a long time and was very
12 supportive of infill development.

13 Unfortunately, I came too late for
14 Santa Clara Valley in Southern California and

15 already pretty well destroyed.
16 Your suggestion is that high-speed rail will
17 certainly increase the valley of the property around
18 the rail station should a rail station go into
19 Palmdale. That's not a fact?
20 DR. ROBERT H. FREILICH: Yes, absolutely.
21 MR. DIRIDON: Dramatically?
22 DR. ROBERT H. FREILICH: Dramatically, yes.
23 MR. DIRIDON: Being that's the case, I will
24 ask you that, but not expect you to answer it but
25 possibly have the representative of Palmdale answer

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1 at the conclusion.
2 Would you expect Palmdale to develop a value
3 capture procedure to allow the increased land values
4 and commercial viability of the land adjacent to a
5 potential station to go back into building that
6 station?
7 DR. ROBERT H. FREILICH: Absolutely. That
8 is what I suggested to you in the report. We
9 discussed that circumstance.
10 MR. DIRIDON: I realize, Doctor, that your
11 comment is your opinion. I'm looking for something
12 from the City of Palmdale that would be more a -- of
13 an opinion, but rather indication of willing to
14 build the station rather than us to build the
15 station that might look more like a bus stop.
16 MR. ROBERT C. SCHAEVITZ: I can concur with
17 Dr. Freilich's comment. We are doing a transit
18 village study right now.
19 And the suggestion you are making, we're
20 certainly willing to incorporate into that.
21 MR. DIRIDON: From personal experience, I
22 know there's kind of an envy attitude that develops
23 by communities, especially previously low-density
24 communities.

25 In order for this infill stimulus to work,
0035

1 you will need to be willing to embrace significantly
2 high densities around, or even on top of potential
3 high-speed rail station than you ever experienced or
4 thought of experiencing in the Palmdale area.
5 Will your city be willing to increase those
6 densities and accept those densities as a device for
7 creating the valley capture --
8 MR. STEPHEN WILLIAMS: As part of the
9 studies we are doing for the transit village, we're
10 looking at that. We realize those kinds of changes
11 are going to occur.
12 And kind of on a microscale some of the
13 things Dr. Freilich talked about in a more regional
14 way, our area in terms of try to do infill, we are
15 doing that on a smaller scale also.
16 We still have a lot of areas inside the city
17 that need to be developed. And we encourage that.
18 So it really fits into that kind of a plan.
19 What you're talking about with the transit village,

20 the high density, it fits into the plan we're trying
21 to develop for the city as a whole.

22 MR. DIRIDON: I should note as a potential
23 example for you to think about, the City of San Jose
24 made the same commitment in preparation for
25 receiving their light rail facility back in the

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1 1980s.

2 And it just delivered on that commitment by
3 creating several 10-story, 15-story high-rise
4 condominium and townhouse programs adjacent to one
5 of their light rail station in single-family
6 low-density neighborhood. That's something for you
7 to think about.

8 MR. STEPHEN WILLIAMS: That is something to
9 think about. That is very dense. And I think we
10 are really looking forward to the opportunity of
11 having high-speed rail in the City of Palmdale.

12 We realize that there are impacts that we
13 will have to deal with as those come along. I think
14 the magnitude that you're talking about is something
15 that is a little on the high-density side. But
16 again, it's something that we have to realize.

17 MR. DIRIDON: Let me --

18 DR. ROBERT H. FREILICH: May I address that?

19 MR. DIRIDON: Sure.

20 DR. ROBERT H. FREILICH: Let me say to you
21 that what really is significant is that -- the
22 average density across the city. So when you look
23 at what we call high-density cities today, we're
24 talking about four to five dwelling units per acre
25 becomes as an average, if you can average that, you

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1 get your lower neighborhoods, you get your higher
2 neighborhoods.

3 I think it's important to focus in on that.
4 In our discussions with the city, there are a lot of
5 policies that can work, and they are considered.

6 For example, one is adequate public
7 facilities, availability, before development can
8 occur. That alone would limit low density, you
9 know, development, unless they were -- and would
10 create a major economic incentive to come back into
11 the center and build in higher densities.

12 MR. PETRILLO: I think we're talking about
13 something slightly different here. It is important
14 in all of these places where a station will be
15 located that the area within walking distance to the
16 station be densified both for environmental
17 purposes, for economic purposes, certainly to afford
18 the value of the station.

19 But also as sort of a mutual interchange
20 between the system and the community in terms of
21 ridership, and ridership on the different
22 transportation systems that connect into high-speed
23 rail.

24 So we are, frankly, encouraging those places

25 where these stations will go to very much look at
0038

1 the -- I know they call it transit village, but
2 let's call it mini transit city type of approach
3 because of the immense benefits, I believe, both for
4 the community in terms of the economics and
5 centralized commercial activities, as well as to
6 different transportation systems that connect into
7 that hub.

8 I'm very much biased towards that concept.
9 DR. ROBERT H. FREILICH: Our firm has done
10 major transportation document around transportation
11 centers of Washington, DC, and Prince George,
12 Montgomery. We understand the densities that are
13 needed, the mixed use.

14 And believe me, I can send you some articles
15 on that and show you some examples of the kind of
16 zoning that's required to achieve that. And
17 certainly that's part of the discussions that we
18 have been undertaking.

19 MR. DIRIDON: Doctor, I know of your firm,
20 and I know of you and I respect both.

21 But if you were to say that what your firm
22 has done in other areas would be done in Palmdale,
23 so we would be looking at a crystal city around
24 Palmdale, potential high-speed rail station, that
25 would be very convincing.

0039

1 But if you are talking about four units per
2 acre, I would say that's a tragedy and waste of a
3 very, very expensive asset in the Palmdale area.

4 So you need to be thinking in the area
5 directly adjacent to that station, quarterly,
6 whatever radius you want to use.

7 I think, actually, the radius is larger for
8 a high-speed rail station than the quarter mile
9 around a typical rail station.

10 You need to think of significantly high
11 densities. Fifty to one hundred units per acre
12 sorts of densities in order to make that asset pay
13 off for your community, and in order for it not to
14 mitigate the sprawl potential.

15 That's going to be occurring as we grow
16 dramatically in the state of California?

17 DR. ROBERT H. FREILICH: When I talk four to
18 five, I'm talking about citywide as an average.
19 Obviously around the centers dramatically differs,
20 and there's neighborhoods which would have lower
21 density.

22 In any event, we will entertain and look at
23 what you're suggesting. That's exactly what
24 Palmdale does propose to do, as I showed in the land
25 use plans and in their proposed transit villages and

0040

1 so forth, is to get to what you're talking about.

2 MR. DIRIDON: Thank you, Doctor. You make a
3 very compelling presentation.

4 DR. ROBERT H. FREILICH: I thank you for the
5 opportunity to be here.

6 MR. STEPHEN WILLIAMS: Mr. Chairman, next
7 Robert Schaevitz will address some questions that
8 the authority raised in the past.

9 As you may recall, Bob Schaevitz is a
10 transportation economist and analyst for 30 years
11 developing projects of all types across the
12 United States and abroad, including high-speed rail.

13 Bob has been assisting the city with
14 high-speed rail projects since 1999, and made
15 presentations to this board on at least five
16 previous occasions.

17 Today Bob will focus on five specific
18 questions raised by the chair at the April 13,
19 hearing.

20 Bob?

21 (Mr. Robert Schaevitz takes the podium.)

22 TESTIMONY BY MR. ROBERT C. SCHAEVITZ: Good
23 afternoon, Mr. Chairman, members, Director Morshed.
24 I will try to be extremely brief as I know we're
25 close to if not at our time allotment.

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1 You have raised a number of questions at the
2 April hearing, and we have discussed them in some
3 length internally and tried to get back to you on a
4 number of questions that you raised.

5 Of the seven we list here, the first one has
6 already been addressed by Dr. Freilich. I'm going
7 to combine the third and fifth questions.

8 The Question 6 on the EIR document, we will
9 submit written comments at the end of the comment
10 period, and thus I will deal with four remaining
11 questions.

12 Next slide.

13 You asked about our work on travel time and
14 ridership. We submitted a report to the authority
15 at the October 26, 2001, hearing, that was held in
16 Burbank City Hall, we submitted a report entitled
17 "Benefits, Costs, and Risks Associated with the
18 Choice of Alignment Between Bakersfield and Sylmar."

19 In that report, we discussed issues related
20 to ridership, the kinds of trips that would be
21 handled, and our risk assessment or probability
22 assessment of how ridership might vary as a function
23 of time.

24 In that report -- and again, we would be
25 happy to give you new copies, if you wish -- we

0042

1 concluded that there would be a slight ridership
2 advantage on the Antelope Valley as the slightly
3 longer travel time would be more than offset by the
4 number of people available to ride the project.

5 Next slide.

6 Specifically by 2020, the Antelope Valley is
7 projected, by SCAG and numerous other entities, to

PH-LA2001-3

8 be home to three-quarter million people and 350,000
9 jobs.

10 The travel time difference between
11 alignments, which was a subject that came up at the
12 last hearing, there are a number of figures which
13 have been quoted, and there's actually more than one
14 figure in the various tables in the EIR. The
15 average of those is about ten minutes.

16 So if you want to say that the additional
17 travel time is ten minutes plus or minus a minute
18 or two, that's probably the range of travel time
19 we're talking about.

20 To put that in context and say a two and a
21 half hour trip from San Francisco to Los Angeles,
22 that's about 6 percent or 7 percent of the travel
23 time.

24 In reality, variability on the actual travel
25 times experienced by actual riders on actual trains
0043

1 would vary by five to seven minutes on average. And
2 that's a good rate for American-type service.

3 Obviously the present rail system does not
4 perform quite to that standard. Our research has
5 shown that -- research by a number of people from
6 the transportation research board, funded projects,
7 and others. People are much more conserved when
8 they choose a mode as to its reliability rather than
9 its actual total travel time, up to a point.

10 Thus, where people were looking at a two and
11 a half hour trip versus two hour, forty minute trip,
12 the ten minutes is not necessarily the issue of
13 their concern. The issue is will they arrive on
14 time.

15 So given high-speed rail's potential to have
16 more sort of congestion-free environment than, say,
17 the air traffic system, that reliability should be
18 better and should play well to people who are
19 choosing the system regardless of whether it's two
20 hours, thirty minutes or forty minutes.

21 This is born out by the different
22 characteristics of intercity Travelers from
23 commuters. Intercity Travelers typically book their
24 travel according to when they leave and when they
25 want to arrive, and it's not so much an issue of
0044

1 something being two or three minutes difference in
2 overall travel time.

3 With that said, given the sort of
4 airport-to-airport travel time, average of two and a
5 half hours, two hours forty-five minutes, for, say,
6 a flight from San Francisco, SFO, down to LAX.

7 It's clear if the total travel time were to
8 exceed three hours, our people assess that that
9 would then start to produce a real drop in
10 ridership.

11 However, we don't believe that is really the
12 kind of time we're talking about. My final point on

PH-LA2001-3
cont.

13 this slide is that the San Francisco-to-L.A. market,
14 while important, is not the largest travel market in
15 the state.

16 In fact, it's the fourth largest. And as a
17 result, again, our conclusion is, as a system, the
18 project will carry far more riders as a result of
19 having the Antelope station than it would without
20 the station, despite a possible small marginal
21 effect on that one particular travel market.

22 Next slide, please.

23 With that said, clearly the EIR document
24 itself says the ridership is the same. It
25 characterizes one as having mere intercity

0045

1 travelers, and the other as having more community
2 travelers, but the bottom line is they are about the
3 same.

4 I would like to point out at the meeting in
5 Burbank, high-speed rail authority staff agreed with
6 us that the ridership difference between the two
7 alignments is too close to call, and really is not
8 the basis for making a selection. A position which
9 we maintained throughout that, really, the science,
10 if you will, of ridership forecasting for a project
11 such as this is more akin to forecasting climate
12 change than it is to predicting when someone might
13 arrive on a trip the next day in an urban transit
14 project.

15 Basically the two alignments are
16 indistinguishable from the point of view of
17 ridership.

18 We think if you are to make a decision on
19 alignment, it really cannot be made on the basis of
20 ridership, as you will have substantial ridership on
21 both alignments.

22 You asked about our benefit cost analysis.
23 This, again, was documented in our October 2001
24 report.

25 We've looked at potential benefits arising

0046

1 from a number of sources and calculated a total
2 benefit of over a billion and a half dollars for the
3 Antelope Valley alignment as compared to the I-5
4 Grapevine alignment. Of that amount 855,000,000
5 were benefits to users. Environmental benefits and
6 safety.

7 Additionally we estimated the economic
8 impact of that additional growth in the
9 Antelope Valley would bring another 500- to
10 800,000,000 in economic benefit in the form of
11 personal income, jobs, capital investment.

12 I should also point out these analysis did
13 not include benefits from shorter construction
14 times, maintenance, and which are caused by
15 tunneling process which I will get to shortly.

16 In following on from the analysis you heard
17 about just a few minutes ago, again, this economic

PH-LA2001-3
cont.

18 impact analysis considers the fact that the
19 Antelope Valley is a central place.
20 It's not an edge city. It's not merely just
21 another layer of suburb area added on to the edge of
22 the region. It's more -- it's an independent city
23 that will grow and become a place of its own, and,
24 in fact, will grow to exceed those two examples --
25 Stockton, Bakersfield. And will be as large or

0047

1 larger than Fresno by the year 2020.

2 So again, that economic benefit arises from
3 the fact that the Antelope Valley is ideal for
4 cost-effective growth and a minimum of environmental
5 effects.

6 Next slide.

7 You asked the question previously, and just
8 now, about the issue of a spur as a way of
9 connecting the Antelope Valley.

10 We looked at this question from a number of
11 perspectives. And there's a couple of issues that
12 come down on it.

13 First is from the point of view of the
14 Palmdale airport, if the Palmdale airport is to
15 serve as a true reliever to LAX or true partner in
16 the other L.A. world airports' system, you don't
17 want to have a situation where people are adding yet
18 another 30 to 45 minutes of travel time over what
19 they could have in terms of the high-speed rail
20 project directly. That's one consideration.

21 Another consideration is looking north. The
22 Palmdale airport has the potential, if it is
23 developed properly, to service users from the South
24 Central Valley. Bakersfield, potentially, is far
25 north as Fresno.

0048

1 This would not be possible with a spur
2 access through, say, the Santa Clarita area which
3 would add too much travel time.

4 The third point, total cost. What I mean
5 here is that not only would you have the cost of
6 building the I-5 alignment, then you would have, on
7 the additional cost of providing equivalent service
8 to the Antelope Valley from the I-5 alignment,
9 making your total project cost at least 1 million,
10 probably more, higher than it would be otherwise.

11 As far as the issue of Metrolink, again, the
12 geometry of the Metrolink alignment would not allow
13 greatly higher speeds than they have today.
14 Somewhat, but not greatly.

15 You are talking about, again, an entirely
16 new project, a new alignment, new right of way, and
17 at tremendous cost.

18 As a result, from our analysis of ridership,
19 we think you would have less ridership overall and,
20 therefore, less revenue. So you would have higher
21 cost and lower revenue.

22 Our final point is political. We don't

PH-LA2001-3
cont.

23 think the project would ever get constructed because
24 there will not be the political support to build a
25 project like that at the cost it would require.

0049

1 That's obviously a judgment call, but that's the
2 city's position on this.

3 The next slide.

4 I would like to point out, also, as a matter
5 of putting all of this in context, that Antelope, if
6 not connected, would be the largest community in the
7 state without high-speed rail service.

8 If you look at what I have down, there are
9 some statistics about the central city populations
10 of stations that are in the EIR as recommended for
11 further study.

12 The Antelope Valley ranks seventh out of
13 twenty-five in size. It's not down near the bottom.
14 It's near the top. It's well above the average of
15 158,000. It's almost 260,000.

16 The population forecast suggests that by the
17 year 2020, it would rank first or second amongst all
18 stations, other than the terminal stations of a
19 large-market station such as San Francisco, L.A.,
20 San Diego, et cetera.

21 Again, bypassing the Antelope Valley is
22 fully to bypass one of the most concentrated
23 locations of population and employment in the state.

24 Again, we think this does not bode well, and
25 would be much better if it were served directly.

0050

1 Next slide.

2 Finally, I would like to turn to the tunnel
3 study that was discussed at the last hearing on
4 April 13. Again, the study was prepared by GeoData
5 of Turin, Italy, with assistance from the
6 Transmetrics Corporation, Jackie Barry (phonetic) of
7 the City of San Jose.

8 City of Palmdale commissioned the study to
9 look at the engineering and cost issues associated
10 with two alignments from the point of view of the
11 tunneling. It was released in April and reviewed by
12 two faculty members from MIT.

13 Next slide.

14 To conclude on that, the alignment offers
15 significantly superior. And as we've said here in
16 the slide, the I-5 slide offers interior topography
17 and ground conditions. The rock quality is poor for
18 tunneling. It's significantly more expensive.

19 They estimated it would take three and a
20 half years longer to construct, double the time of
21 the Antelope Valley alignment. The time and expense
22 would imply a far greater risk of delay and cost
23 overrun.

24 Further, given the fact that the I-5
25 alignment is actually in the San Gabriel fault zone,

0051

1 it's not parallel to it. It's in it for over 20

PH-LA2001-3
cont.

2 miles, the fact that this poor quality rock is
 3 shifting around.
 4 We're not saying earthquakes, but its shifts
 5 around would lead to much higher maintenance costs
 6 overall and a much more difficult operation.
 7 Furthermore, this environment would lead to
 8 a higher failure risk during operation. You might
 9 have to take the system out of service.

10 I believe that concludes my slides. Is that
 11 right? Yes.

12 Thank you very much, and if you have any
 13 questions, I would be pleased to answer them.

14 MR. PETRILLO: Thank you very much. Very
 15 compelling argument. Thank you.

16 MR. STEPHEN WILLIAMS: Mr. Chairman, members
 17 of the commission, in conclusion, we hope that
 18 today's testimony has helped to answer some of your
 19 questions and put to rest any doubt that the
 20 Antelope Valley route makes more sense for
 21 California.

22 For Southern California, the AV route,
 23 Antelope Valley route, addresses some of the
 24 region's most pressing needs.

25 The AV route is easier to build. It reduces
 0052

1 the risk of delay and cost overruns. It's better
 2 for the environment and air quality. It saves tax
 3 dollars, and in a time when the state needs those
 4 dollars the most.

5 It will help relieve traffic on some of the
 6 most congested highways in America. It connects
 7 important population centers and encourages job
 8 growth. It would provide connections to regional
 9 airports, and as you heard today, it would reduce
 10 and contain urban sprawl while contributing to the
 11 preservation of agricultural lands.

12 We thank you again for your time today, and
 13 ask that you choose the Antelope Valley route, the
 14 right choice for California.

15 Thank you.
 16 MR. DIRIDON: Mr. Chairman, may I leave a
 17 thought with the manager before he leaves?

18 At 750,000 population, which you are
 19 projected to have in the near future in the Palmdale
 20 area, you are going to be one of the largest cities
 21 in the state.

22 The City of San Jose, with only slightly
 23 larger population than that, has committed to and
 24 its master plan is beginning to develop over
 25 3 million square feet of mixed commercial and
 0053

1 residential space within a quarter mile of what will
 2 be the downtown high-speed rail station in San Jose.
 3 That's 3 million square feet.

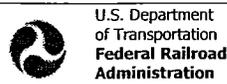
4 Think about that as a goal for Palmdale.

5 MR. STEPHEN WILLIAMS: We certainly will.

6 MR. DIRIDON: If you don't think about it

PH-LA2001-3
cont.

PH-LA2001-4



7 now and you try to do it in 20 or 30 years, you
8 won't be able to.

9 MR. STEPHEN WILLIAMS: I would like to echo
10 something that Mayor Ledford that I know has
11 presented to the authority in the past.

12 Certainly it's important to have high-speed
13 rail for the City of Palmdale and the
14 Antelope Valley. But we see this as a partnership
15 with the high-speed rail authority. Not just
16 something we're going to get, but also something the
17 high-speed rail authority and the state of
18 California is going to get.

19 And as far as some of the real estate issues
20 that you mentioned and density, we see the
21 high-speed rail authority as a partner in those
22 issues.

23 We appreciate the comments, and we will
24 certainly take those back and work on that.

25 Thank you very much.

0054

1 MR. MORSHED: I wanted to comment. First of
2 all very --

3 MS. ANDREWS: I wanted to comment.
4 Doctor, I'm amazed, having read your
5 writing, to meet you today. Thank you very much.

6 You are absolutely right. It is a
7 partnership, and I wanted to say that Palmdale had
8 set a pretty high bar, if you will, with the
9 information you provided us and your research and
10 your presentation.

11 I do want to make sure that we have more
12 comprehensive backgrounds substantiating the
13 information you provided today that you are going to
14 present to us in writing. Because that's going to
15 be very important as we review the material and come
16 to our final conclusion.

17 I want to say thank you very much.

18 DR. ROBERT H. FREILICH: You are welcome.
19 Thank you.

20 MR. MORSHED: Mr. Chairman, I wanted to
21 point out that, from a staff point of view, we
22 appreciate that the City of Palmdale has been
23 working with us cooperatively since the beginning of
24 the environmental process.

25 They provided staff with the opportunity to

0055

1 sit down and discuss station location alignments,
2 and proceeded throughout the process as a
3 partnership of trying to do something that is
4 mutually beneficial. And we certainly appreciate,
5 but we don't always agree with each other.

6 It has been a very productive and very
7 helpful process. In fact, I can say that I think we
8 have gotten more help from the City of Palmdale than
9 any other station in the state. And we appreciate
10 it.

11 MR. DIRIDON: Whether we wanted it or not.
 12 MR. PETRILLO: I would like to thank the
 13 Antelope Valley community for their professionalism
 14 and responsiveness they have shown throughout this
 15 process.

16 If we could get that from everybody, it
 17 would certainly made our job a hell of a lot easier.
 18 Thank you very much.

19 MR. STEPHEN WILLIAMS: Thank you very much.

20 MR. PETRILLO: The next speaker is Rick
 21 Osorio from the city council of Merced.

22 (Mr. Rick Osorio takes the podium.)

23 MS. ANDREWS: You have three minutes.

24 TESTIMONY BY MR. RICK OSORIO: Why? Is
 25 everyone leaving?

0056

1 I have no slides. I have no maps.

2 MR. DIRIDON: Council member, I'm an
 3 ex-politician, so I know why he's leaving.

4 MR. RICK OSORIO: Believe it or not, I will
 5 be brief.

6 First of all, I want to thank you for giving
 7 me the privilege and honor to speak with you today.
 8 I'm here today as a representative of Merced City
 9 Council who urges you to use the Diablo Canyon route
 10 as the alignment for high-speed rail which has
 11 the -- first of all, it is my belief that the former
 12 base is ideally located for the hub that is needed
 13 for maintenance and repair of the trains.

14 After carefully reviewing the EIRs, I feel
 15 the Diablo Canyon route is practical and the most
 16 doable route. Not to mention environmental and
 17 economically sound.

18 We need to move forward on this project.
 19 For every day we delay, the cost of moving forward
 20 increases.

21 Further, let me say there will be a
 22 high-speed rail system in California some day. The
 23 question is will it be our kids or our kids kids who
 24 will be on that train. The cost of delay not only
 25 inhibits employment opportunities, alternative

0057

1 transportation opportunities, but environmental
 2 opportunities to improve the air quality of our
 3 valley.

4 As most of you know, we're under the gun
 5 when it comes to air quality in the Central Valley.

6 Let me add just a little more to this that I
 7 have written down in my brief notes.

8 This morning I got up -- I'm a
 9 small-business person, as well as a councilman in
 10 Merced. This morning I got up at 4:30 and went to
 11 the office to get work done I needed to get done for
 12 today.

13 Then I caught the bus at quarter to 8:00 to
 14 get here in time at 1 o'clock. We got here at about
 15 11:30 or 11:40. The bus also tried to go real fast.

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