
Response to Public Hearing Comments, Los Angeles, April 13, 2004 (Comment PH-LA-1001-1020)

PH-LA1001-1

Acknowledged.

PH-LA1001-2

Please see standard response 6.23.1.

PH-LA1002-1

Please see standard response 6.23.1.

PH-LA1003-1

Please see standard response 6.40.1, 10.1.7 and 2.36.7.

PH-LA1003-2

Please see standard response 2.29.2.

PH-LA1003-3

Acknowledged.

PH-LA1004-1

Acknowledged.

PH-LA1004-2

Please see standard response 6.23.1.

PH-LA1005-1

Acknowledged. The Authority has identified this link, and an HST station at the Anaheim Transportation Center as part of the preferred HST Alternative. Please see standard response 2.36.7 and standard response 6.40.1 in regards to the comments from the City of Fullerton.

PH-LA1005-2

Acknowledged. The Authority has identified the Anaheim Transportation Center as the preferred HST station location for direct HST service to Central Orange County.

PH-LA1005-3

Please see standard response 10.1.7.

PH-LA1005-4

Acknowledged. The Authority has identified the Anaheim Transportation Center as the preferred HST station location for direct HST service to Central Orange County.

PH-LA1006-1

Please see standard response 6.23.1.

PH-LA1007-1

Acknowledged.

PH-LA1007-2

Acknowledged. The Authority has identified the Irvine Transportation Center as the preferred HST station location for direct HST service to Southern Orange County.

PH-LA1008-1

Please see standard response 6.23.1.

PH-LA1009-1

Please see standard response 6.23.1.

PH-LA1010-1

Please see standard response 6.23.1.

PH-LA1011-1

Please see standard response 6.23.1.

PH-LA1012-1

Please see standard response 6.23.1.

PH-LA1012-2

The Authority has identified the Palmdale Airport/Transportation Center as the preferred HST station to serve the Antelope Valley. This station maximizes options for intermodal connectivity. It is close to Palmdale airport, with the opportunity for convenient shuttle or people-mover service, and it is the Metrolink station for Palmdale and a hub for local bus services.

PH-LA1013-1

Acknowledged.

PH-LA1014-1

Acknowledged.

PH-LA1015-1

Acknowledged.

PH-LA1015-2

Please see standard response 6.23.1.

PH-LA1015-3

Please see standard response 6.27.1.

PH-LA1015-4

Acknowledged.

PH-LA1016-1

Acknowledged.

PH-LA1017-1

Please see standard response 2.13.1 and 10.1.7.

PH-LA1017-2

Acknowledged.

PH-LA1017-3

Acknowledged.

PH-LA1018-1

Acknowledged. Please see standard response 6.39.1.

PH-LA1018-2

Acknowledged.

PH-LA1018-3

Acknowledged. The Authority has identified L.A. Union Station as the preferred HST station location for downtown Los Angeles.

PH-LA1018-4

Acknowledged. An objective of the HST system is to coordinate and integrate with local and regional public transit. Should the HST proposal move forward, more detailed analysis of connectivity with other modes will be carried out at the project-level of environmental review.

PH-LA1019-1

Please see standard response 2.7.3 and 2.7.1.

PH-LA1019-2

Please see standard response 2.7.3 and 2.7.1.

PH-LA1019-3

Please see standard response 2.7.3 and 2.7.1.

PH-LA1020-1

Acknowledged.

Comment Letter PH-LA1021

04/13/2004 10:32 FAX 916 319 2136

ASM. SHARON RUNNER

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PH-LA1021

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April 13, 2004

Joseph Patrillo, Chair
California High Speed Rail Commission
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Mr. Patrillo and Members of the Commission:

Along with the overwhelming majority of elected officials in Southern California, I fully support the Antelope Valley alignment for the California High Speed Rail project. I regret that the press of legislative business prevented me from appearing personally before your hearing today in Los Angeles.

It is noteworthy, I believe, that the Antelope Valley alignment from Bakersfield to Los Angeles was previously selected as the superior route. I am therefore perplexed that the issue would still even be in doubt. Given the cost of the planned system, it would behoove the Commission to take into full account the economic benefits to be derived by routing through the area which provides an existing and fast growing population and revenue base. The region of Northern Los Angeles County I represent in the 36th Assembly District would benefit significantly from the Antelope Valley alignment, and not at all from the Interstate 5 alignment.

Looking forward, the Antelope and Victor valleys will continue to be primary economic growth drivers, which would both benefit and derive benefit from the Antelope Valley alignment. Both high desert valleys have large commercial airports, which will inevitably provide significant levels of service to the Southern California metropolis. To build a high speed rail system through a mountain pass beyond connectivity with those airports would be folly.

I urge you to support the Antelope Valley alignment on the basis of existing pragmatic evidence that it is economically, environmentally and socially the best route for the future high speed train.

Thank you for your consideration.

Sincerely,

Sharon Runner
Sharon Runner
Assembly Member, 36th District

PH-LA1021-1

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U.S. Department of Transportation
Federal Railroad Administration

Response to Comments of Sharon Runner, CA Assemblywoman, 36th District, April 13, 2004 (Letter PH-LA1021)

PH-LA1021-1

Please see standard response 6.23.1.



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

Comment Letter PH-LA1022

PH-LA1022



CITY OF FULLERTON

CITY COUNCIL

Office of the Mayor and City Council

Mayor, Mike Clesceri
Mayor Pro Tem, Shawn Nelson
Don Bankhead
F. Richard Jones, M.D.
Leland Wilson

April 13, 2004

Messrs. Petrillo and Morshed
April 13, 2004, Page 2

Mr. Joseph Petrillo, Chairperson
Mr. Mehdi Morshed, Executive Director
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Gentlemen:

Fullerton has been an active participant in the area's passenger rail improvement efforts for many years. To date, the City, Caltrans, and Amtrak have jointly invested over \$15 million in the Fullerton Transportation Center and have plans for further improvements in the future, including a 500-space parking structure.

PH-LA1022-1

The California High Speed Rail Authority has been studying various alignment options for high-speed rail service between Los Angeles and San Diego. Fullerton has been represented at several of the planning meetings. The draft environmental documents have now been released for public review.

Inclusion of higher speed rail between Los Angeles and San Diego is essential to accommodate future travel patterns and increased densities, and to provide a full range of transportation mode options. The screening process to date has been productive and the recommended alignments for further study appear to be reasonable with the exception of the alternative of using the Union Pacific right-of-way from Los Angeles to Anaheim.

This alignment would be an unnecessary and costly duplication of very expensive improvements, given the scope of development that Caltrans is proposing for the LOSSAN corridor. These duplicate improvements plus the inordinately costly connection from the U.P. right-of-way to the Anaheim Transportation Center should intuitively screen out that alternative without the expense of further study. This alternative was originally part of the I-5 freeway corridor option. When the I-5 was screened out, the Union Pacific portion should have been deleted also. A joint effort of the High Speed Rail Authority and Caltrans to provide grade separations and additional track capacity on the existing LOSSAN corridor alignment from Los Angeles would be the most cost effective approach.

PH-LA1022-2

Fullerton is also concerned about the proposed stops for the HSR trains. Limiting the stops to Anaheim and Irvine would not provide the best opportunity to attract riders from other communities. It would appear prudent to establish other city pairs that would be stops at different times. For instance, Anaheim and Irvine would be served by some trains, while Fullerton and Santa Ana would be served by others. Fullerton requests that this provision be included in the final high speed rail plan.

PH-LA1022-3

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An additional issue is whether to have the electrified portion of the system end at Los Angeles, extend to Anaheim, or extend to Irvine. Since the improvements would likely be phased over a period of years, including the electrified segment to Anaheim in the first phase would be our preference, with extension to Irvine as part of a future phase.

PH-LA1022-3
cont

Finally, the studies to date assume that connections to the true high speed alignment through Riverside would be made only from Anaheim and/or Irvine. We would like to point out that Fullerton already connects to Riverside via the BNSF line. Upgrading the existing line would surely be less costly than acquiring all new right-of-way and constructing new improvements from either Anaheim or Irvine. If the high speed system is as successful as projected, more than one connection may be desirable.

PH-LA1022-4

The Fullerton City Council feels strongly about these issues. I hope that you will give them serious consideration. We look forward to continuing our involvement with the evolving transportation developments in the County and southern California.

Sincerely,

Mike Clesceri
Mayor

MC:dja



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

Response to Comments of Mike Ciersceri, Mayor, City of Fullerton, April 13, 2004 (Letter PH-LA1022)

PH-LA1022-1

Please see standard response 2.36.7 and standard response 2.36.8.

PH-LA1022-2

Please see standard response 6.40.1.

PH-LA1022-3

Please see standard response 2.36.7 and standard response 2.36.8.

PH-LA1022-4

Please see standard response 2.29.2.

Comment Letter PH-LA1023

Mercury rule 'undermines' pollution control PH-LA1023

ge. Environmentalists challenge this assertion. The seven senators charged that the regulation was written to meet such weak standards that it "subverts the (Clean Air) Act's requirements in favor of industry arguments and outcomes." "Congress and the public need to know whether EPA's rulemaking process can be trusted to put the public's health first," said Sen. James Jeffords, I-Vt., former chairman of the Senate Environment and Public Works Committee. Joining Jeffords in signing the letter were Democratic Sens. Patrick Leahy of Vermont, Joseph Lieberman of Connecticut, Hillary Clinton of New York, Barbara Boxer of California, Tom Carper of Delaware and Ron Wyden of Oregon. "I think it's absolutely necessary to have this kind of investigation," said Felice Stadler, a mercury pollution specialist with the National Wildlife Federation. Stadler served on an expert advisory committee convened by EPA when it started drafting the mercury rule during the Clinton administration. The committee, chaired by Dayton, Ohio, regional air pollution control director John Paul, included representatives of power companies, environmental groups and health advocacy organizations. It held 14 meetings and ended up submitting four separate recommendations, ranging from stringent control measures advocated by environmentalists to far less stringent controls proposed by industry representatives. Agency officials announced they would make computer analyses of these proposals and reveal the results at an April 30/03 meeting of the panel, according to Paul and others. The meeting was canceled without explanation and never rescheduled, records show. EPA ultimately issued a proposed rule that would result in the removal of even less mercury than power company representatives had recommended. Before the proposed rule was made public, it was reviewed by the White House Office of Management and Budget. The seven senators charged that during this review, OMB officials deleted language that showed that the EPA had not evaluated the effect the rule would have on the safety of children, a federally required study. In addition to proposing a rule requiring specific mercury control technologies, the agency proposed an alternative "cap-and-trade" plan, similar to President Bush's proposed Clear Skies Initiative for controlling sulfur and nitrogen pollutants in power plant smoke. These plans set overall limits on particular pollutants, then leave it up to individual companies to either meet their own targets or buy "credits" from other companies that exceed theirs.

High-speed rail proponents chase support

By LISA MASCARO Staff Writer For as long as many commuters can remember, planners and politicians have dreamed of a fast train to whisk people across Southern California and points beyond. Now, supporters of two multibillion-dollar, high-speed rail projects are vying for the region: The state's High-Speed Rail Authority wants to bring its San Francisco-to-San Diego line through Los Angeles, while the Southern California Association of Governments hopes for a magnetic-levitation system for Southern California. "What is happening in Southern California is our metro area is developing at such a rate and it's only a matter of a decade before Las Vegas and Phoenix truly are linked economically and socially with the rest of Southern California and we're going to need the capacity to move people," said SCAG Executive Director Mark Pisano. "Now how they get built, how they get financed, that's really going to depend on if the public's willing to spend that much money or if we'll turn them into profitable businesses." The \$37 billion project calls for running electric trains at 200 mph between Northern and Southern California, connecting its major cities and airports. Supervisor Michael D. Antonovich supports both the SCAG maglev project as well as the prospect of bringing the high-speed train through Palmdale. "Antelope Valley residents could be shuttled to downtown in 26 minutes, faster than the freeways and with less pollution," he said in a statement. "This would help free up the roadways and link important business centers in the Antelope Valley to spur economic development and create jobs." The project has a spot on the November ballot for a \$9.9 billion bond to begin work, but various laws to postpone that measure are pending in Sacramento. On Monday legislation by the Schwarzenegger administration to delay a public vote on the bond issue until 2008 was approved by the Assembly Transportation Committee. "The state cannot afford a high-speed rail system at this time," said Assemblyman Russ Bogh, R-Beaumont, who is carrying the bill for Gov. Arnold Schwarzenegger that would delay the vote until 2008. "If this were to appear on the November ballot I believe its chances of passage would be minimal." But Assemblyman John Longville, D-Rialto, said he was concerned that delaying the start of construction too long would make environmental studies under way for the project outdated. Even supporters of high-speed rail agree that the vote should be delayed because the state's fiscal problems make passage unlikely this year. SCAG continues to pursue efforts to build a high-speed maglev system linking Southern California's communities. The first leg would be a \$5 billion, 55-mile route between West Los Angeles and Ontario Airport. A separate maglev project by the 15-year-old California-Nevada Super Speed Train Commission also proposes a route between Orange County and Las Vegas. While the state project would be built with taxpayer funds, SCAG wants to have the system built and operated privately. The Associated Press contributed to this report.

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Response to Comments of San Bernadino Sun newspaper, (Letter PH-LA1023)

PH-LA1023-1

Acknowledged.

Comment Letter PH-LA1024

PH-LA1024

FOR IMMEDIATE RELEASE CONTACT: John Brooks, City of Palmdale
April 13, 2004 (661) 267-5132
Dan Hilley or Alan Maltun (213) 630-6550

Palmdale, L.A. Support Antelope Valley Route

New Tunneling Study Shows Bullet Train Route Through Grapevine Poses Greater Earthquake Hazard, Costs More

Los Angeles, Calif. -- April 13, 2004 -- Citing an engineering study released today and other data Palmdale Mayor James C. Ledford Jr. testified at a hearing here today that routing a proposed bullet train through the Antelope Valley would be safer from earthquake hazards and far better serve Southern California's transportation needs than an alternative route also being considered by the California High Speed Rail Authority (CHSRA).

"The Antelope Valley Route is cheaper, faster (to construct) and safer to build," Ledford told Authority members at a hearing on the project's Draft Environmental Impact Report (DEIR). "The right route choice is critical for California to meet statewide and regional transportation and air quality needs, to generate jobs and promote economic growth in a fiscally and socially responsible way."

The CHSRA has proposed a high-speed train that would whisk passengers from the Bay Area to Los Angeles in about 2.5 hours. The project would cost an estimated \$35 billion and be the most expensive public works project in U.S. history. Present plans call for Bakersfield to be the last Central Valley station before Southern California. The train then would either follow a route through the Antelope Valley, with stops in Palmdale and Sylmar, or down the Grapevine Route along the I-5 Freeway and stop in Sylmar before proceeding to Union Station downtown. The Palmdale to Union Station trip would take about 26 minutes.

PH-LA1024-1

Study Cites Poor Tunneling Conditions and Earthquake Risk on Grapevine (I-5) Route

An analysis conducted for Palmdale by GEODATA, an Italian engineering firm specializing in tunneling, found that the Antelope Valley Route would involve safer and less extensive tunneling, lower total construction costs with less risk of cost overrun and costly delay, and significantly lower risk of catastrophic accidents affecting rail passengers and crews after service has commenced, according to testimony by Robert Schaevitz, a consultant who participated in the tunneling study. The Grapevine Route would run within a mile of the San Gabriel earthquake fault for over 20 miles, greatly increasing tunneling costs and the likelihood of construction accidents and delay. Because earthquake hazards are significantly lower on the Antelope Valley Route, construction time is expected to be half that of the Grapevine Route, and construction costs (including non-tunnel portions of the routes) could be as much as 60 percent (\$775 million) less.

"The I-5 route is truly an accident waiting to happen," said Schaevitz, adding that the Grapevine route would tunnel right through the San Gabriel fault at several locations. "Given how often earthquakes occur in this region, it is difficult to comprehend why the Authority would even consider this route."

Experts Testify that AV Route Serves More Residents and Businesses

Although the Antelope Valley Route would add six to nine minutes to the Bay Area-Los Angeles trip, it would serve 750,000 more residents and 260,000 more employees than the virtually unpopulated Grapevine route, and generate greater ridership revenues, resulting in \$900 million in net benefits over the first 33 years of operation.

"More riders will use it if it goes where the people are," Ledford told CHSRA members. "More riders mean higher revenue, which is better for California taxpayers. Serving

PH-LA1024-1 cont



Comment Letter PH-LA1024 Continued

more people and generating more revenue are benefits well worth a few extra minutes of travel time.” Ledford added that a Palmdale stop would connect Southland and San Joaquin Valley residents and businesses to the Palmdale Airport, which is expected to become a major southland airport that would relieve congestion at Los Angeles International and other airports in the region.

AV Route to Reduce Congestion on Southland Freeways and Airports

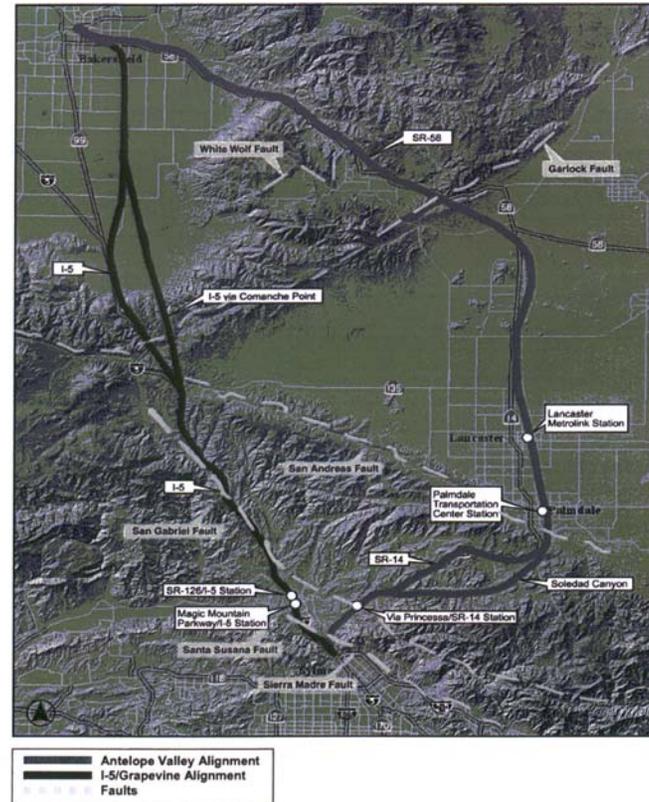
Ledford noted that in addition to linking the area’s airports, the Antelope Valley Route would benefit the entire Southern California region by relieving congestion on the I-5 and SR 14 Freeways. "If we are to get cars off the road, we have to go where the people go," Ledford said. A study conducted for the Southern California Association of Governments projected that high-speed train service between Palmdale and downtown would reach 96,000 to 122,000 daily trips, the majority of which would occur during peak commuter hours.

In addition to Palmdale and Lancaster, the Antelope Valley Route is supported by a wide range of elected officials and public agencies, including Congressman Bill Thomas, Congressman Buck McKeon and Congressman Calvin Dooley; the Mayor and the City Council of Los Angeles and the Board of Supervisors of the County of Los Angeles; the Los Angeles County Metropolitan Transportation Authority; and Los Angeles World Airports.

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PH-LA1024-1
cont

Antelope Valley Alignment: Best Choice for California



Comment Letter PH-LA1024 Continued

ANTELOPE VALLEY:

The Sensible Route Choice For California's High Speed Train Project

An Update & Overview of the California High Speed Train Project

With an estimated price tag of more than \$35 billion, the California High Speed Train Project (CHST) – conceived a decade ago to whisk passengers from the San Francisco Bay Area to Los Angeles in under three hours – is the single largest public works project ever proposed in the United States. After a decade of planning, the CHST faces several critical milestones in the coming months. The High Speed Rail Authority will determine whether California can build and operate a high-speed rail system that can provide a reliable, cost-effective alternative to air and vehicle travel and decide specifically which population centers the line would serve. Based on objective criteria, it is clear that the most sensible route from the Bay Area to Los Angeles must include the Antelope Valley.

Although the rail project would not be completed until 2020, the decisions being made by the High Speed Rail Authority and the public will affect the viability, costs and benefits of the project and could shape the future of transportation in California for decades. These decisions will hinge on the following issues:

- ♦ **Selection of a final route.** The California High Speed Rail Authority continues to review proposed routes. The final choice of route will have significant implications for California's citizens, economy and environment.
- ♦ **Environmental Impact Report.** Public hearings over the next 2 months allow citizens to comment on the draft EIR released on January 27th, which assesses the environmental effects of the project. Then, the HSRA will release a final EIR, which may indicate preferred routes.
- ♦ **Funding.** Californians must determine how to fund the project, beginning with a vote on a \$9.95 billion general obligation bond to fund the project's first leg.

Antelope Valley Route Better Serves Southern California – and the State

First and foremost among the decisions to be made is the final selection of the route in the Southern California segment of the CHST. Two routes connecting Bakersfield and Los Angeles are currently being considered. One would pass through the Antelope Valley, the other through the Grapevine/I-5 corridor. The state law that created the CHST requires that the route be selected based on criteria that include which route offers the best links to important population centers, which would attract the highest ridership and which is the most cost-effective. The Antelope Valley alignment wins on all counts. It offers a more logical and compelling choice for a variety of reasons and is supported by a broad cross section of Southern California community, business and political leaders. Although the I-5 route is marginally faster (by six to nine minutes on a two hour and thirty minute trip), the Antelope Valley alternative provides a wide range of important advantages that far outweigh the slight increase in travel time.

PH-LA1024-1
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ANTELOPE VALLEY:

The Antelope Valley Route:

Links Important Population Centers

- ♦ The Antelope Valley Route would serve 750,000 more residents and 260,000 more employees than the virtually unpopulated Grapevine route (SCAG 2020 projections).
- ♦ The Antelope Valley is one of the fastest growing population centers in the state. Its population of over 350,000 people is projected to more than double by 2020, spurred by job growth and Southern California's most affordable housing.

Serves Important Business Centers

- ♦ Businesses ranging from start-ups to national corporations, employing a workforce of over 260,000 (SCAG 2020 projections).
- ♦ Continued growth with abundant tracts of the most affordable industrial land in California and a friendly business environment (California Business Magazine named the Antelope Valley the "Best Place to Do Business" in the state).

Relieves Southern California's Airport and Freeway Congestion

- ♦ Palmdale Regional Airport – owned by the City of Los Angeles – is expected to be developed into a major airport serving Southern California to relieve congestion at LAX and other regional airports.
- ♦ A high speed rail system would connect the airport to Los Angeles and other Southland residents and businesses.
- ♦ A high speed rail line linking the Antelope Valley with downtown Los Angeles would relieve traffic congestion on the I-5 and SR-14 Freeways and significantly alleviate a problematic truck and car bottleneck hazard.

Makes Better Economic Sense

- ♦ Generates greater ridership revenues from an additional 750,000 residents and 260,000 employees in the area (SCAG 2020 projections).
- ♦ Results in projected \$900 million more in net benefits than the I-5 Grapevine route over the first 33 years of operation.

Cheaper, Faster, Safer to Build

- ♦ Construction time is expected to be half that of the Grapevine route.
- ♦ Cost is 15% to 40% lower.
- ♦ Ground conditions involve less construction and financial risk than the Grapevine.
- ♦ Earthquake hazards are significantly lower than the Grapevine alignment.

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Comment Letter PH-LA1024 Continued



A Short Timeline of the California High Speed Rail

- In 1993** the State Legislature created the California High Speed Rail Commission to study the feasibility of a California High Speed Rail system.
- In 1996** California passed the California High-Speed Rail Act that authorized the state to prepare a high-speed intercity rail plan "similar to California's former freeway plan" that would "generate jobs and economic growth."
- In 1998** Senate Bill 1420 created the nine-member California High Speed Rail Authority to replace the Commission to finalize a system plan (route, technology, and funding) and to undertake final engineering and implementation.
- In 2000** The Authority issued a business plan envisioning a 700-mile-long high-speed train system capable of speeds in excess of 200 miles per hour serving the major metropolitan centers of California in 2020 with a cost of \$27 billion.
- In 2002** Senate Bill 1856 authorized a \$9.95 billion general obligation bond for the November 2004 ballot, with \$9 billion earmarked for construction of the San Francisco to Los Angeles segment of the high-speed train system, and \$950 million for feeder rail programs.
- In 2004** In January, a Draft Environmental Impact Report (including both the Grapevine and Palmdale routes) was released by the Authority. Public Hearings are currently being conducted throughout the state.

PH-LA1024-1
cont

Conclusion: Antelope Valley Route is the *Best* Choice for California

Californians deserve to have an efficient, high-speed ground transportation system that maximizes the use of their tax dollars. The best route through Southern California is obvious. By adding just a few minutes to the total trip time, Southern Californians will have a high-speed rail alternative that will serve more people – where they live and work - while connecting major commercial centers and the region's next major airport. **The Antelope Valley route is cheaper and less risky to build, and would attract greater use, generate greater revenues, and reduce the cost for California taxpayers.** The Antelope Valley is the clear path for California's High Speed Rail to serve Southern California.

A Comparative Analysis of Tunnel Construction Times, Costs, and Risks Associated with the Choice of High-Speed Rail Alignment Between Los Angeles and Bakersfield

Executive Summary

Background

The California High-Speed Rail Authority has proposed development of a statewide high-speed train system (HST) connecting southern and northern California. An HST must pass the Tehachapi Mountain Range north of Los Angeles, an area of steep terrain and complex geology that is crossed by several active earthquake faults. In addition to geological conditions, the choice of route through this region must take into account length, grade, ventilation, safety, surface access, and environmental impact.

The Authority has considered two corridors for crossing the Tehachapi Mountains between downtown Los Angeles and Bakersfield – an alignment generally following I-5 freeway over the Grapevine ("I-5 alignment"), and one through the Antelope Valley ("Antelope Valley alignment"), generally following highways I-5, SR-14, and SR-58.

The City of Palmdale commissioned a study to investigate tunneling-related risks and their potential effect on high-speed rail project cost and schedule and to identify the best route alignment through the Tehachapi Mountains with respect to minimizing capital cost, risk of construction cost overrun, and project delay. The study was conducted by Geodata S.p.A. of Turin, Italy; Transmetrics Inc. of Campbell, California; and HLB Decision Economics Inc., of Silver Spring, Maryland.

The study employed a multi-criteria analysis process, taking into account a number of key factors: total construction cost and risk of cost overruns; construction duration and the risk of delays; performance of alignment alternative in dealing with risks during operation; environmental impact; and capital investment and the related financial risks.

Tunneling Risk Analysis

Consistent with the tunnel options analysis conducted by the Authority, this study considered two alignment alternatives, each with two maximum permitted grades (2.5% and 3.5%). A number of specific findings resulted from the tunneling study:

1. Although the total lengths of tunneling involved in both the I-5 and the Antelope Valley alignments are extensive, **the ground conditions along the Antelope Valley are significantly more favorable than those along the I-5 alignment, and thus would involve materially less construction, financial, and contractual risk.**
2. For both the 3.5% and 2.5% maximum grade options, **the average construction time required for the I-5 alignment is almost twice that required for the Antelope Valley alignment** (2,218 working days versus 1,125 working days, respectively).

PH-LA1024-1
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Comment Letter PH-LA1024 Continued

3. The Antelope Valley alignment is about 40% less expensive than the I-5 alignment under 3.5% maximum grade option, and 15% less expensive under the 2.5% maximum grade option, again due to increased total length of the tunneling.
4. The cost and time (delay) variations for the Antelope Valley alignment are much tighter than those of the I-5 alignment, implying that uncertainty associated with I-5 alignment is much higher than with the Antelope Valley alignment.
5. The Antelope Valley alignment has an extremely "slim" variation in potential cost, with quite small differences between the projected maximum and minimum values. The results are much more uncertain for the I-5 alignment, with very large differences between the maximum and minimum values.

Economic Risk and Benefit/Cost Analysis

The study included an economic risk analysis of the two alignment alternatives based on the results of the tunneling analysis reported in the preceding section. This work included a separate computer simulation of cost and schedule risk scenarios and a combined economic benefit/cost assessment of the project. Three risk factors were considered: tunneling and geological risk (derived from the technical analysis); cost escalation risk (increases resulting from unforeseen schedule slippage); and financial costs of delay (not considered in the technical analysis).

The principal results of this analysis were:

Construction Cost. The construction cost risk of the Antelope Valley alignment ranged from \$347 million to \$775 million less than I-5 alignment, depending on assumptions used. The average difference was \$543 million.

Construction Time. Years to complete the Antelope Valley alignment ranged from 1.8 years to 6.2 years less than the I-5 alignment, with an average difference of 3.7 years.

Ridership. The analysis indicates that the additional ridership generated by access to the Antelope Valley would more than offset the slightly shorter (6-9 minutes) end-to-end journey time along the I-5 alignment. Total cumulative 33-year life-cycle intercity ridership under the Antelope Valley alternative would exceed that under the I-5 option by over 3 percent. Adding commuter ridership would more than double this difference.

Economic Integration. Due to the added accessibility afforded by the Antelope Valley alignment, this option would provide better intermodal connectivity and industrial agglomeration, which creates wealth and improved living standards at a regional scale. The estimated value of economic impact associated with the Antelope Valley alignment is \$540 to \$818 million over the initial 33-year project life cycle.

Economic Viability (Benefit/Cost). Benefits of the HST would take the form of travel time savings, vehicle operating cost saving, reduced accident-related costs; and diminished emissions of air pollutants and greenhouse gases. Over the first 33 years of operation, an HST employing the Antelope Valley alignment would generate approximately \$900 million more in net benefits than under the I-5 alternative.

Total Economic Impact. The total economic impact associated with the Antelope Valley alignment over a period of 30 years could reach \$3.1 billion, with an expected 38,000 additional jobs and over \$2 billion in earnings. The investment would result in attracting about 17,000 new households to the Antelope Valley region, rather than to other locations in already crowded southern California areas.

Technical Note

A sophisticated computer modeling system -- Decision Aids in Tunneling, or DAT -- was used to assess the potential costs and risks of the two alignments. DAT has been developed over more than 20 years by a cooperative group, including MIT and EPFL (École Polytechnique Fédérale de Lausanne), with the participation of the US National Science Foundation, the Swiss Federal Office for Transportation, the Swiss Science Foundation, and Geodata SpA.

Study Team

- **Geodata** is a geo-engineering company with particular expertise in the design of underground structures in complex and difficult ground conditions. Since its beginning in 1984, Geodata's activities have involved lab and in-situ characterization, feasibility study, preliminary design, final design, performance monitoring, design optimization during construction, resident engineering, and independent design checks for over 1500 km of tunnels for transportation, water supply, and sewage disposal.
- **HLB** offers services in the areas of transportation economics and policy, and risk analysis consulting to government and industry throughout North America. HLB has conducted numerous feasibility and risk analysis studies, including multiple studies for the Federal Railroad Administration to assess rail project feasibility in over ten states nationwide, as well as major investment studies for large capital projects.
- **Transmetrics**, a certified MBE/DBE, is an international civil engineering firm providing engineering, transportation planning, and construction management services to public and private sector clients.

CONTACT: John Brooks, City of Palmdale
(661) 267-5132
Dan Hilley or Alan Maltun
(213) 630-6550

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PH-LA1024-1
cont



Comment Letter PH-LA1024 Continued

High Speed Rail Contact List

- | | |
|--|----------------|
| 1. Supervisor Mike Antonovich (L.A. County) | (213) 974-1051 |
| 2. Mayor Jim Ledford (City of Palmdale) | (661) 267-5131 |
| 3. Councilman Antonio Villaraigosa (L.A. City and MTA) | (213) 473-7014 |
| 4. Congressman Bill Thomas (US Congress) | (202) 225-2915 |
| 5. Congressman Buck McKeon (US Congress) | (202) 225-1956 |
| 6. Mayor Frank Roberts (City of Lancaster) | (661) 723-6019 |

THE ANTELOPE VALLEY ALIGNMENT



California Supports the AV Route

- ◆ Antelope Valley Board of Trade
- ◆ Antelope Valley Regional Partnership
- ◆ Bakersfield Chamber of Commerce
- ◆ Board of Supervisors Los Angeles County
- ◆ Congressman Bill Thomas
- ◆ Congressman Buck McKeon
- ◆ Congressman Calvin Dooley
- ◆ California City Economic Development Corporation
- ◆ City of Arvin
- ◆ City of Bakersfield
- ◆ City of Chowchilla
- ◆ City of Clovis
- ◆ City of Delano
- ◆ City of Fresno
- ◆ City of Kerman
- ◆ City of Lancaster
- ◆ City of Los Angeles
- ◆ City of Madera
- ◆ City of Merced
- ◆ City of Palmdale
- ◆ City of Sanger
- ◆ City of Taft
- ◆ City of Tehachapi
- ◆ City of Visalia
- ◆ City of Wasco
- ◆ County of Fresno
- ◆ County of Kern
- ◆ County of Kings
- ◆ County of Los Angeles
- ◆ County of Madera
- ◆ County of Tulare
- ◆ County of Stanislaus
- ◆ Fresno Chamber of Commerce
- ◆ Kern Council of Governments
- ◆ Kern Economic Development Corporation
- ◆ Kern Transportation Foundation
- ◆ LAWA (Los Angeles World Airports)
- ◆ Lemoore Chamber of Commerce
- ◆ Lindsay Chamber of Commerce
- ◆ Los Angeles County Metropolitan Transportation Authority
- ◆ Madera County Transportation Commission
- ◆ Mayor of Los Angeles
- ◆ Merced Chamber of Commerce
- ◆ Mike Antonovich, Supervisor
- ◆ North County Transportation Coalition
- ◆ Palmdale Association of Realtors
- ◆ Palmdale Chamber of Commerce
- ◆ San Joaquin County Council of Governments
- ◆ San Joaquin Valley Supervisors Association
- ◆ Southern California Association of Governments
- ◆ Stanislaus Area Association of Governments
- ◆ Steering Committee of Caltrans Rail Task Force
- ◆ Taft Chamber of Commerce

The Best Choice for California.

Comment Letter PH-LA1024 Continued

Congress of the United States

Washington, DC 20515

June 23, 2003

Mehdi Morshed
Executive Director
High Speed Rail Commission
State of California
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Mr. Morshed:

As Members of Congress representing California's Central Valley and high desert communities, we have a deep interest and concern for those matters that have significant community, fiscal, environmental, and federal funding implications. It is from that vantage point that we jointly wish to express our concerns and expectations for the evaluation and decision process that is being carried out to select the route of the high speed rail system, and specifically, that portion of the route connecting Bakersfield with the San Fernando Valley.

We understand that there are two possible alignments for the segment between Bakersfield and the San Fernando Valley. One option would follow state highway 58 over the Tehachapi mountains through Palmdale and Lancaster into the San Fernando Valley at Sylmar. The other option would essentially follow Interstate Highway 5 through the Tehachapi Mountains and through the Santa Clarita Valley, also connecting in the San Fernando Valley at Sylmar. While a significant population center in the Santa Clarita Valley will be by-passed for technical reasons no matter which of the two alignments is ultimately selected, we believe that the I-5 alignment will specifically disenfranchise the significant and growing population and economic center identified presently by the communities of Palmdale and Lancaster. This is of serious concern to us.

Public policy arguments founded in common-sense growth principles certainly favor the Route 58 alignment. The I-5 alignment will cause the first station north of Los Angeles to be in Bakersfield, while the Route 58 alignment through Lancaster and Palmdale will result in the first station north of the Los Angeles basin to be there. Significant public infrastructure already exists there, and the Antelope Valley is indeed the ideal location to accommodate the continuing growth of Los Angeles County.

We are hopeful that your board will very carefully consider the will of these communities of interest in its final decision. We intend to follow this matter carefully throughout your decision process and the federal authorization, which we understand will be required to fund the rail system's construction. We request that we be kept informed of the process and progress your decision path is taking.

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The envisioned high speed rail system has great potential for California. It will influence long-term growth and development of the state. In fifty more years, the California we know will either benefit from, or be the victim of, our decisions today. We strongly believe the high desert area of northern Los Angeles and San Bernardino Counties stands as a compelling location for orderly development, sparing the possible accelerated demands to convert farmland in the central valley. A connection to the high speed rail system will ensure we do not disenfranchise these Antelope Valley communities, and it will help ensure the southern San Joaquin Valley does not become just the next bedroom community of Los Angeles.

Sincerely,


CAL DOOLEY
Member of Congress


WILLIAM THOMAS
Member of Congress

PH-LA1024-1
cont



U.S. Department
of Transportation
Federal Railroad
Administration

Comment Letter PH-LA1024 Continued

HOWARD P. "BUCK" McKEON
20th DISTRICT, CALIFORNIA
COMMITTEE ON ARMED SERVICES
SUBCOMMITTEE ON FACTICAL AIR AND LAND
SUBCOMMITTEE ON MILITARY READINESS
COMMITTEE ON EDUCATION AND THE WORKFORCE
CHAIRMAN
SUBCOMMITTEE ON 21ST CENTURY COMPETITIVENESS
SUBCOMMITTEE ON EMPLOYER-EMPLOYEE RELATIONS



Congress of the United States
House of Representatives
Washington, DC 20515-0525

August 15, 2003

Mehdi Morshed
Executive Director
High Speed Rail Commission
State of California
925 L Street, Suite 1425
Sacramento. CA 95814

Dear Mr. Morshed:

As one of the Congressman representing the Antelope Valley Community, I have a deep interest and concern for those matters that have significant community, fiscal, environmental and federal funding implications. For that reason, I wish to express my concerns and expectations for the evaluation and decision processes in selecting the route for the high-speed rail system, and specifically, the portion connecting Bakersfield with the San Fernando Valley.

I understand that two possible alignments have been proposed for the segment between Bakersfield and the San Fernando Valley. The first option would follow State Highway 58 over the Tehachapi Mountains through Palmdale and Lancaster into the San Fernando Valley at Sylmar. The other option would essentially follow Interstate Highway 5 through the Tehachapi Mountains and through the Santa Clarita Valley, also connecting in the San Fernando Valley at Sylmar. While a significant population center in the Santa Clarita Valley will be by-passed for technical reasons no matter which of the two alignments is ultimately selected, I believe that the I-5 alignment will specifically disenfranchise the significant and growing population and economic center identified presently by the communities of Palmdale and Lancaster.

Public policy arguments founded in common-sense growth principles certainly favor the Route 58 alignment. The I-5 alignment will cause the first station north of Los Angeles to be in Bakersfield, while the Route 58 alignment through Lancaster and Palmdale will result in the first station north of Los Angeles to be there. Significant public infrastructure already exists and the Antelope Valley is indeed the ideal location to accommodate the continuing growth of Los Angeles County.

The envisioned high-speed rail system has great potential for California. It will influence long-term growth and development of the state. In fifty more years, the

WASHINGTON OFFICE
2001 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-1955

WEB SITE
www.house.gov/mckeon/

SANTA CLARITA VALLEY OFFICE
2950 W. VALENCIA BLVD., SUITE 410
SANTA CLARITA, CA 91355
(811) 254-2111

ANTELOPE VALLEY OFFICE
1008 WEST AVENUE M-14, SUITE E-1
PALMDALE, CA 93661
(811) 274-6889

SAN BERNARDINO, INYO, AND MONO COUNTIES
(909) 584-4392

PH-LA1024-1
cont

California we know will either benefit from, or be the victim of, our decisions today. I strongly believe the high desert area of northern Los Angeles and San Bernardino Counties stands as a compelling location for orderly development, sparing the possible accelerated demands to convert farmland in the central valley. A connection to the high-speed rail system will ensure that we do not disenfranchise these Antelope Valley communities, and it will help ensure the southern San Joaquin Valley does not become just the next bedroom community of Los Angeles.

I am hopeful that your board will very carefully consider the will of these communities of interest in its final decision. I intend to follow this matter carefully throughout your decision process and the federal authorization, which we understand will be required to fund the rail system's construction. Please keep me informed of the process and progress of your final decision. Should you have any questions, please feel free to contact Kurt Courtney of my staff at (202) 225-1956.

Sincerely,
Buck McKeon
Howard P. "Buck" McKeon
Member of Congress

HPM: kmc

PH-LA1024-1
cont

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U.S. Department of Transportation
Federal Railroad Administration

Comment Letter PH-LA1024 Continued



CITY OF PALMDALE
 CITY OF PALMDALE
 COUNTY OF LOS ANGELES, CALIFORNIA
 RESOLUTION NO. CC 2004-006

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PALMDALE SUPPORTING THE ALIGNMENT OF THE CALIFORNIA HIGH SPEED RAIL ROUTE THROUGH THE ANTELOPE VALLEY

WHEREAS, the California High Speed Rail Authority has been designated by the California State Legislature to design, plan and construct a High Speed Rail line that will connect the northern and southern ends of the state; and

WHEREAS, the California Legislature by enacting AB 971 envisioned a high speed rail service that would provide maximum convenience to populated areas in the Antelope and San Joaquin Valleys as well as major communities in the Los Angeles, Fresno, Bay Area/Sacramento Corridor; and

WHEREAS, subsequent extensive and costly publicly-funded studies have concurred that the most practical route for a new high speed rail line connecting both ends of California will pass through the populated areas of the Antelope Valley, which has been identified as one of the highest growth areas of the State; and

WHEREAS, a major need and purpose of the High Speed Ground Transportation System for travelers is to move people to and from mid-line cities to end points and back and not only to connect the end line cities that already enjoy fast, economical and frequent air service; and

WHEREAS, adoption of a route through the Antelope Valley will help ensure a higher ridership for the high speed rail service while adding approximately six to nine (6-9) minutes to the Los Angeles-Bay Area trip; and

WHEREAS, fast and convenient access to the new Palmdale Regional Airport by high speed service is essential to maximize the public benefits of convenient transfers between the airport and the rail network; and

WHEREAS, the California Transportation Commission, and rail studies have determined that the new high speed rail system must be able to move both passengers and much freight now carried in trucks and containers on our crowded highways in order to reduce traffic congestion, and reduce air pollution to meet federal mandates; and

WHEREAS, a high speed rail route passing from the Los Angeles area through the Antelope Valley, stopping at the Palmdale Regional Airport, thence northward to Bakersfield and Fresno to the Bay area will serve all the people of California better than any other alternative alignment.

NOW, THEREFORE, BE IT RESOLVED that the City of Palmdale does hereby support the Antelope Valley route, and hereby urges the Governor, the Legislature, and the High Speed Rail Authority to formally adopt the Antelope Valley Route herein proposed as the final route chosen by the California High Speed Rail Authority.

PASSED, APPROVED and ADOPTED this 24th day of March 2004.

Richard J. Lott
 Richard J. Lott, Councilmember

James A. "Jim" Root
 James A. "Jim" Root, Mayor Pro Tem

Mike Dispenza
 Mike Dispenza, Councilmember

Steven D. Hoffbauer
 Steven D. Hoffbauer, Councilmember

James C. Ledford, Jr.
 James C. Ledford, Jr., Mayor

PH-LA1024-1
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RESOLUTION NO. 03-440

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LANCASTER, CALIFORNIA, SUPPORTING AN ANTELOPE VALLEY HIGH SPEED RAIL ALIGNMENT AND STATION LOCATION

WHEREAS, the California High Speed Rail Authority (CHSRA) has been designated by the California State Legislature to design, plan and construct a High Speed Rail line that will connect the northern and southern ends of the state; and

WHEREAS, the California Legislature by enacting AB 971 envisioned a high speed rail service that would provide maximum convenience to populated areas in the Antelope and San Joaquin Valleys as well as major communities in the Los Angeles, Fresno, Bay Area/Sacramento Corridor; and

WHEREAS, subsequent extensive and costly publicly-funded studies have concurred that the most practical route for a new high speed rail line connecting both ends of California will pass through the populated areas of the Antelope Valley, which has been identified as one of the highest growth areas of the State; and

WHEREAS, a major need and purpose of the High Speed Ground Transportation System for travelers is to move people to and from mid-line cities to end points and back and not only to connect the end line cities that already enjoy fast, economical and frequent air service; and

WHEREAS, adoption of a route through the Antelope Valley will help ensure a higher ridership for the high speed rail service while adding only about six to nine (6-9) minutes to the Los Angeles Bay Area trip; and

WHEREAS, the California Transportation Commission and rail studies have determined that the new high speed rail system must be able to move both passengers and freight now carried in trucks and containers on our crowded highways in order to reduce traffic congestion, and reduce air pollution to meet federal mandates; and

WHEREAS, a high speed rail route passing from the Los Angeles area through the Antelope Valley, stopping in the Antelope Valley, thence northward to Bakersfield and Fresno to the Bay area will serve all people of California better than any other alternative alignment;

NOW, THEREFORE, BE IT RESOLVED that the City of Lancaster does hereby support the Antelope Valley route, and hereby urges the Governor, the Legislature, and the High Speed Rail Authority to formally adopt the Antelope Valley Route as the final route chosen by the California High Speed Rail Authority.

PH-LA1024-1
 cont

Comment Letter PH-LA1024 Continued

Resolution No. 03-440
Page 2

PASSED, APPROVED, and ADOPTED this 12th day of November, 2003, by the following vote:

AYES: Council Members: Jeffra, Sileo, Visokey, Vice Mayor Hearns, Mayor Roberts

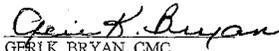
NOES: None

ABSTAIN: None

ABSENT: None

ATTEST:

APPROVED:


GERI K. BRYAN, CMC
City Clerk
City of Lancaster


FRANK C. ROBERTS, Mayor
City of Lancaster

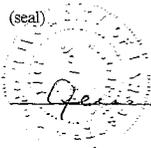
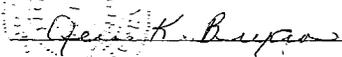
STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss
CITY OF LANCASTER)

CERTIFICATION OF RESOLUTION
CITY COUNCIL

I, Geri Bryan, City Clerk City of Lancaster, CA, do hereby certify that this is a true and correct copy of the original Resolution No. 03-440, for which the original is on file in my office.

WITNESS MY HAND AND THE SEAL OF THE CITY OF LANCASTER, on this 7th day of April, 2004.

(seal)

RESOLUTION # 96-357-1 - B

RESOLUTION OF THE
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
SUPPORTING AND URGING ADOPTION OF THE
ANTELOPE AND SAN JOAQUIN VALLEYS HIGH SPEED RAIL ROUTE

WHEREAS, the Southern California Association of Governments (SCAG) is a Joint Powers Agency established pursuant to Sections 6502 et seq. of the California Government Code; and

WHEREAS, pursuant to Section 130004 of the California Public Utilities Code, SCAG is the designated Regional Transportation Planning Agency and as such is responsible for preparing both the Regional Transportation Plan and the Regional Transportation Improvement Program under Sections 65080 et seq. of the California Government Code; and

WHEREAS, SCAG is the designated Metropolitan Planning Organization (MPO) for the Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura, and as such is mandated by 23 U.S.C. §134(g)-(h), 49 U.S.C. §5303 et seq., 23 C.F.R. §450, and 49 C.F.R. §613 to maintain a continuing, cooperative, and comprehensive transportation planning process resulting in a Regional Transportation Plan and a Regional Transportation Improvement Program; and

WHEREAS, as the designated MPO, SCAG is responsible pursuant to 23 U.S.C. §134(a) for conducting a continuing, cooperative, and comprehensive transportation planning process for the above area in such a way as to efficiently maximize mobility of people and goods within and through urbanized areas while minimizing transportation-related fuel consumption and air pollution; and

WHEREAS, as the designated MPO, SCAG is responsible pursuant to 23 U.S.C. §134(f)(2) and 23 C.F.R. §450.316(a)(2) for considering the consistency of transportation planning with applicable Federal, State, and local energy conservation programs, goals, and objectives; and

WHEREAS, as the designated MPO, SCAG is required, pursuant to 23 U.S.C. §134(f)(14) and 23 C.F.R. §450.316(a)(14), to consider methods to expand and enhance transit services and to increase the use of such services; and

WHEREAS, Section 14035.6(a) and (b) of the California Government Code require the State Department of Transportation to appoint an advisory committee for purposes of conducting a feasibility study for developing an integrated high-speed ground transportation system in California; and

WHEREAS, pursuant to Section 14035.6(d)(3) of the California Government Code, one member of this committee must be a representative from the Southern California Association of



Comment Letter PH-LA1024 Continued

Governments; and

WHEREAS, the Antelope and San Joaquin Valleys High Speed Railway Alliance has been formed with the purpose of working to assure that the new California High Speed Ground Transportation System now being planned at the direction of the State Legislature will result in a High Speed Rail line that provides maximum convenience to populated areas in the Antelope and San Joaquin Valleys as well as major communities at the northern and southern ends of the State; and

WHEREAS, the California Legislature by enacting AB 971 specified that the Los Angeles, Fresno, Bay Area / Sacramento Corridor be created and a new railway alignment be established through and across the Tehachapi mountains that separate the San Joaquin and Antelope Valleys and their population center, and also suggested such other new rail routes as are necessary elsewhere; and

WHEREAS, subsequent extensive and costly publicly-funded studies have concurred that the most practical route for a new high-speed rail line connecting both ends of California will pass through the populated areas of the Antelope and San Joaquin Valleys, both of which have been identified as the highest growth areas of the State; and

WHEREAS, the primary need and purpose of the High Speed Ground Transportation System for travelers is to move people to and from mid-line cities to end points and back and not mainly to connect the end line cities that already enjoy fast, economical and frequent air service; and

WHEREAS, fast and convenient access to the new Palmdale-Lancaster International Airport by high-speed rail service is essential to maximize the public benefits of convenient transfers between the airport and the rail network; and

WHEREAS, the California Transportation Commission and rail studies have determined that the new high-speed rail system must be able to move both passengers and much freight now carried in trucks and containers on our crowded highways in order to reduce traffic congestion, and reduce air pollution to meet Federal mandates; and

WHEREAS, a high-speed rail route passing from the Los Angeles area through the Lancaster-Palmdale International Airport and thence northward to Bakersfield and Fresno to the Bay Area and Sacramento will serve all of the people of California better than any other alternative alignment;

NOW, THEREFORE BE IT RESOLVED that SCAG does hereby join with the Antelope and San Joaquin Valleys High Speed Railway Alliance in supporting the Antelope and San Joaquin Valley route, and hereby urges the Governor, the Legislature, and the Very High Speed Ground Transportation Commission created by SCR 6 to formally adopt the route herein proposed.

Approved by the Regional Council of the Southern California Association of Governments at a

regular meeting on this 7th day of December, 1995.

Bob Buster

BOB BUSTER, SCAG PRESIDENT
Member, Board of Supervisors,
County of Riverside

Attest:

Mark A. Pisano

MARK A. PISANO, SCAG EXECUTIVE DIRECTOR

Approved as to Form:

Helene V. Smookler

HELENE V. SMOOKLER
SCAG LEGAL COUNSEL

Comment Letter PH-LA1024 Continued

Daily News

DAILY NEWS / THURSDAY, MARCH 11, 2004 / NEWS — 15

Driving progress through town on a rail

By Michael D. Antonovich

RECENTLY, the California High Speed Rail Authority released a report concluding that a high-speed rail project is the best way to meet the transportation needs of Californians in the decades to come.

Although many focused on the difficult question of how to pay for this mammoth project, Southern Californians should be aware that much of our region's transportation future hangs on the route that's chosen to serve the Southland.

The Rail Authority's draft environmental impact report envisions a bullet train that would carry passengers from San Francisco to Los Angeles in about 2½ hours. It would also provide much-needed transportation through the Central Valley, and eventually connect with other key cities such as Sacramento and San Diego.

Although large public investment is needed to meet the state's growing transportation needs, high-speed rail is the least expensive and safest of the viable options. The report points out that our population is expected to increase more than 30 percent by 2020, and demand for intercity travel is rising by twice that rate, the state must make transportation improvements.

Without a modern rail system, the DEIR forecasts the state would have to invest \$82 billion in highways and airport expansion to keep up with demand. Even then, traffic conditions on the highways are expected to worsen. High-speed rail would not only be half the cost (\$37 billion), but it would also save energy, reduce air emissions, reduce impacts from construction, increase economic growth and discourage urban sprawl.

Many questions remain unanswered. The first is how the cash-strapped state will pay for the project. Even as the lowest-cost viable alternative the high-speed rail's \$37 billion price tag will require state, local and federal support. A \$10 billion bond measure originally slated for November will likely be put off until 2006 at the earliest.

Perhaps the single most pressing issue

for Southern Californians is which route will connect Bakersfield to Los Angeles. Two routes are currently being proposed: one following the I-5 through the Grapevine, and the other heading southeast through the Antelope Valley in North Los Angeles County. The Antelope Valley, one of the fastest growing areas in California and a last bastion of affordable housing in the county, is the most logical choice. Compare this to the virtually unpopulated and mountainous route through the Grapevine. Nonetheless, the Grapevine is still being considered because it shaves (at most) 10 to 12 minutes off the total travel time from San Francisco to Los Angeles.

Surely, most Southern Californians would agree that the benefits of the Antelope Valley route far outweigh the minimal time savings of a trip through the comparatively desolate Grapevine.

The Antelope Valley route would help relieve commuter congestion on the I-5 and State Route 14, as Antelope Valley residents could be shuttled to downtown in only 26 minutes on the rail — much faster than the freeways. This would help free up the roadways for other L.A. commuters. It would also link important business centers in the Antelope Valley to help spur economic development and job growth, and connect Palmdale Regional Airport to Los Angeles to help relieve congestion at other Southland airports.

In stark contrast, the Grapevine route would link no major business or population centers, involve more tunneling and significantly higher construction risk, generate less ridership revenues, cross dangerous earthquake faults, potentially threaten parkland and do virtually nothing to alleviate our region's mounting traffic problems.

The California High Speed Rail Authority has said it won't pick preferred routes until its environmental reviews are finalized following a series of public hearings. The hearing in Los Angeles is scheduled for April 13. It is important that Southern Californians make their voices heard.

Michael D. Antonovich is a Los Angeles County Supervisor.

■ GEODATA

CURRICULUM VITAE

M. Ashraf MAHTAB

SPECIALIZATION: Rock Mechanics, Geological Engineering, Mining Engineering; Professional Engineer, State of Colorado.

EDUCATION: B.S., Montana, '59; M. Eng., McGill, '65; Ph.D., U.C. Berkeley, '70.

Professional Practice

- 1994: President, Consultants for Underground Engineering, Inc., 11 Kent Street, Brookline, MA. Consulting on ground control and construction problems in civil and mining projects.
- 1988-present: Geomechanics Consultant to GEODATA, SpA, Torino, Italy, with input to projects, research and development, and quality control. Significant developments (with collaborative work) include: assessment of risk of rock falls from slopes, improved strength of rock mass through effective cohesion generated by grouted bars, probabilistic analysis of failure of the ground around tunnels, coordination of European Commission's Brite Euram II project "Design and pilot testing of a remote-controlled micro TBM for competent rock", and development and Scientific Coordination of the Master's (specialization) course in Mechanized Tunneling at COREP, Torino.
- 1988-1993: President, Hudson Valley Geotech, Inc., Accord, NY. Consulting and subcontracting on geotechnical problems, including rock characterization for input to design of slopes and tunnels, underground storage, and treatment of abandoned underground excavations.
- 1980-1987: Associate Professor of Mining, Henry Krumb School of Mines, Columbia University, New York, NY. Teaching and research in characterizing rock, support of tunnels, rockbursts and gas outbursts, and radioactive waste repository concepts in hard and soft rocks.
- 1976-1979: Senior Rock Mechanics Engineer, Acres International Ltd., Niagara Falls, Ontario. Input to projects on conceptual design of Rad-Waste Vault in the Canadian Shield, lab and in-situ rock mechanics tests for characterizing dam foundations, tunnels, and rock slopes; feasibility of dry-mined storage of petroleum; and design of rock slopes and underground cavities.
- 1970-1975: Mining Engineer/Physical Research Scientist, U.S. Bureau of Mines, Denver Research Center, Denver, CO. Project leader for various investigations, including stability of underground openings in jointed rock, caving of porphyry copper and oil shale, and mine subsidence.

Publications

More than 100 publications in geoenvironmental engineering, including a book, coauthored with P. Grasso, on "Geomechanics Principles in Design of Tunnels and Caverns in Rocks", Elsevier, 1992, 250 pp.

5/95



Response to Comments of John Brooks, City of Palmdale, Dan Hilley or Alan Maltun, U.S. Congressmen Cal Dooley, William Thomas, and Howard P. "Buck" McKeon, April 13, 2004 (Letter PH-LA1024)

PH-LA1024-1

Acknowledged. Please see standard response 6.23.1.

Comment Letter PH-LA1025

PH-LA1025

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



- Sacramento, March 23, 2004
- Los Angeles, April 13, 2004
- San Francisco, April 15, 2004
- San Diego, April 20, 2004
- Fresno, April 28, 2004

COMMENT SHEET

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.cahighspeedrail.ca.gov.

All comments must be received by end of day **May 14, 2004**.

Name: _____

Affiliation (if applicable): _____

Address: _____

City, State, Zip: _____

Phone #: _____

E-mail: _____

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

Please provide documentation in kilometers and meters primarily and English units ~~secondarily~~ parenthetically.

PH-LA1025-1



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



U.S. Department of Transportation
Federal Railroad Administration

Response to Comments of April 13, 2004 (Letter PH-LA1025)

PH-LA1025-1

The document provides both English and metric units of measurement. The "English units" which are described first are the units most of the public understands and relates to. The co-lead agencies believe the way measurements are presented is most useful for the public and meets CEQA and NEPA requirements.



Comment Letter PH-LA1026

PH-LA1026

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



- Sacramento, March 23, 2004
- Los Angeles, April 13, 2004
- San Francisco, April 15, 2004
- San Diego, April 20, 2004
- Fresno, April 28, 2004

COMMENT SHEET

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 **May 14, 2004**.

Name: Barry Christensen
 Affiliation (if applicable): Rail Advocates of OC
 Address: 324 N. Balboa Ave. Apt. B
 City, State, Zip: Fullerton CA 92742-2055
 Phone #: 714.680.3924
 E-mail: barry@railadvocates.org

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

- 1) Henry Coe State Park is such a precious natural resource. I hope the Gilroy/Los Banos route is chosen. PH-LA1026-1
- 2) Palmdale is best served by enhanced regional service (ie, Metrolink) that connects directly with high speed trains. PH-LA1026-2
- 3) It is better to limit intermediate station stops and avoid slow curves & alignments, allowing time savings for the critical longer haul passengers. PH-LA1026-3
- 4) It is worth it to find a "expure" alignment with a minimum of expensive tunnels for direct valley to LA passing. PH-LA1026-4
- 5) Fullerton is by far the best Orange County station in terms of number of passengers, good connecting services, and direct routings. PH-LA1026-5



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

Response to Comments of Barry Christensen, April 13, 2004 (Letter PH-LA1026)

PH-LA1026-1

Please see standard response 6.3.1.

PH-LA1026-2

Please see standard response 6.23.1.

PH-LA1026-3

Please see standard response 2.31.4.

PH-LA1026-4

Please see standard response 6.23.1.

PH-LA1026-5

Please see standard response 2.36.7. Please also see Chapter 6 of the Program EIR/EIS in regards to the preferred Orange County station locations at Anaheim and Irvine.