

223 Donner Avenue
Livermore, CA 94551-4240

13 January 2015

Boardmembers, CHSRA

By its very title, 2008 Prop 1A was for "...Safe, Reliable..." High Speed Rail.

"Blended Rail" - with HSR on Caltrain tracks - would be NEITHER SAFE NOR RELIABLE.

Even on 79 mph track like at Caltrain, trains at grade crossings are vulnerable to accidents, as Amtrak found in 1999, and to suicides, sabotage, and even terrorism. Hitting a heavy truck at a Bourbonnais, Illinois, grade crossing, Amtrak on 79 mph track derailed two locomotives and 11 of 14 passenger train cars. (Google Bourbonnais train wreck.)

CHSRA plans call for raising Caltrain speeds over 50% - to 125 mph for its trains. Trains roaring through commute stations and past grade crossings at that speed need fencing against intrusion, and even more they need grade separation - like airport runways, freeways, and interstate highways. Blended rail violates the basic premise of Prop 1A.

Don't squander more HSR money electrifying and extending Caltrain tracks you cannot safely use. End the current phase of HSR to the Bay Area at San Jose, with nearly-seamless transfers there to Caltrain, Capitol Corridor, Amtrak, ACE, BART, and VTA rail.

Explore a better, safer, more reliable, and less costly link to San Francisco and the whole Bay Area: follow the UP/Amtrak Mulford line to Oakland ~~on to~~ and Sacramento. From a new transfer station at the BART overhead in Oakland, 16 BART trains per hour would reach four downtown San Francisco BART/Muni stations in 10 minutes or less.

The mis-named Transbay Transit Center won't serve BART, the major regional and transbay transit operator.



Robert S. Allen (925) 449-1387

BART Director, District 5, 1974-1988

Retired, SP (now UP) Western Division, Engineering/Operations



Kern Minority Contractors Association

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Email: kmca@att.net

Date: January 11, 2015

California High Speed Rail Authority
Board of Directors Members & CEO
c/o: Board Secretary

Re: Public Comments/Remarks, January 13, 2015 Board Meeting

Due to an appointment out of state, I will be unable to attend the January 13, 2015 Board meeting. I am, therefore, requesting that my letter of support be included as part of the meeting's public comments record and copies given to each Board Member.

My Comments Regarding Agenda Item #4

KMCA members and I strongly support CHSRA staff's recommendation to award CP 2-3 Design Build Contract to Dragados / Flatiron / Shimmick Prime Contractors Team. They are committed to diversity and meeting or exceeding CHSRA, SB/DBE/DVBE Sub Contracting 30% goals, including the Community Benefit Agreement Construction Workforce 30% goals.

I want to thank the Board Members and Management staff for keeping the project moving forward and on track; and for their continued support of SB/DBE/DVBE goals on all contracts awarded. The year, 2015 should prove to be a great year for High Speed Rail and this project.

Seasons Greetings to all

Marvin Dean, President

Connie Saunders / Director Community Assistance & Utilization Services Establishment, Inc.
A California Non Profit Home Owner and Housing Assistance Program Established in 2003
12661 Gain Street
Hansen Hills, CA 91331
(818) 415-5712
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RE: PROPOSAL TO HSR AUTHORITY AT JANUARY 13TH MONTHLY MEETING 1/13/2015

To: High Speed Rail Authority, at Monthly Meeting

January 13, 2015

Greetings,

I want you all to know that I'm a real HSR advocate and very excited about the concept of achieving success in its scoping process, so that we can get this rail on the rails!

There are currently 3 East Corridor routes from Burbank to Palmdale but each of these are flawed, with:

1. Negative housing impact, such that two people in the last four days told me of not being able to sell their home, due to needing to disclose the current issue with potential eminent domain and neighborhood blight. I've heard the same from about 30 people over the past month.
2. Endangering species: Not only are there over 22 significant protected species in the Dam and wash areas, both Lake View Terrace and Shadow Hills (E2&E3) along with the section of Sylmar that is above E1. These are all in Equestrian communities. The HSR going under Shadow Hills with as much riding as is done daily there, could spook the horses on occasion, as they hear up to two miles away and at a subsonic pitch I'm told.

Here is an informative quote on this subject:

Hearing (from "dummies.com")

A species that survives by getting a head start on marauding predators needs a pretty good sense of hearing. The fact that horses have survived all the way to modern times is testimony to their incredible hearing, which is considerably better than a human's.

If you look at the shape of the horse's ear, you can see that it's built sort of like a funnel. With this design, the ear can capture sound in its outer part and channel it down into the ear canal. The broad outer part of the horse's ear very adequately takes in the slightest sound in the horse's environment.

Using very mobile ears, horses constantly monitor the world around them. Just imagine trying to pay complete attention to different sounds coming in to either ear at the same time. Impossible for a human, yet the horse does this on a steady basis. A horse can take in the sounds of a car driving by, children playing, a bird chirping and a human approaching, all at once, from different places in the environment. The horse then processes that information and makes split second decisions about whether to react — all while picking out the best blades of pasture grass or meandering down a rocky trail. The process really is mind-blowing."

Also the rail going into the center of this Equestrian community with a substation is un-necessary and additionally damaging to the quiet retreat, while breaking it up and causing many to lose homes with eminent domain. It is feared that already homes have lost value, just at the prospect, causing the current panic.

3. Potential ground water contamination: As you can see on the oil well overlay when placed over the main map, matching highways is best as these aren't all square with the main map) you can see that there are many wells above

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Hansen Heights in Sylmar's section just next to Lake View Terrace. This is in E1. So many wells in fact that it is apparent that there are many other undiscovered wells that the rail will likely uncover should tunneling be done in this zone.

The Army Corps of Engineers has detailed, according to engineers with this project, reasons why going under Hansen Dam is not safe to its foundation; however they are not commissioned to detail for all of us the potential for danger to the foundation of our homes. This obvious dichotomy is one of the reasons a good deal of panic exists in the communities, imagining the effects of these rails so very close to their homes foundation. Look at the picture in one of the fliers in the back of the right side inserts, showing the large boring machine and size of people below it. The truth of this is that the liability for foundation damage will fall directly on homeowners and may not be covered by their insurance. It would be an impossible liability to prove or disprove, but is of great concern, particularly with the above apparent conflict in facts: (it's unsafe for the dam, but don't worry it will be fine for your home).

The HSR Authority is required to seek the "Least Environmentally Damaging Practicable Alternatives" or (LEDPA) prior to tier 2 study begins. Before going further I want you to know that I presented a solution in August and again September and December that resolves all of the key objections and may well be LEDPA. The three eastern corridor alternatives presented in December by HSR are not LEDPA.

At a "solution" meeting I chaired on Friday when asked for a show of hands of any in favor of any of the proposed routes, not one raised their hand, including City Councilman Fuentes (who agrees that all routes presented to date are very damaging, especially SR 14). Also not raising her hand was Assembly woman Patty Lopez, who later stood up and vowed to help the entire room full of upset neighbors, many of whom were losing sleep over this. Additionally there is a meeting tonight which expects 1000 people to attend. This group is very determined to stop all progress of the rail. I am not associated with this group at this point, but many of them came to our meeting last on Friday and shared their woes with us. Ours was a "solution" meeting, my philosophy being to create a better solution, rather than just nay saying. But the truth of this situation is that every route presented so far by HSR is highly destructive to neighborhoods. I concur with City Councilman Fuentes that SR 14 is the most destructive route, as going directly through Sun Valley, Pacoima and San Fernando with the rail above grade, as is required, building high sound walls, as is required, will literally wall off these neighborhoods, each being cut in half by the rail. In addition construction will go on for years, causing businesses along the construction route to go bankrupt and a general devaluation of the neighborhoods surrounding the rail once it is completed. Rather than following the RR tracks after the rail passes Hwy 5, it should hitch up with the highway and follow this around until it passes out of San Fernando and Sylmar. Doing this could also become LEDPA, provided the rail authority engineers can create a straight line from the half a dozen small winds in the rail in that section. I am to understand, however, that there are several other difficulties with communities North of Sylmar along the SR 14 route, so doing the above modifications will not likely be the only thing required, but doing that would handle all of the objections I've heard (volumes) on that route in this region of it.

So we have SR 14 route which is the most destructive route proposed. Then each of the three East Corridor routes negatively affects thousands of homeowners in their respective regions.

Now we come to my proposed route: E4. I've gone over this route with three of the HSR engineers at length and they all concur that it would likely work and definitely worth further study. It potentially goes under no homes from Burbank through Sunland and uses tunneling or bridges over just half mile of Hollywood Way, then deep tunneling to allow level and fast passage avoiding the roll of the hills in the region. It also aims so as to avoid going under all but one or two

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homes. No homes are gone under in Burbank, unless the line needs to be straighter, but then only a few. Only one in La Tuna Canyon and one home in Sunland at the border of Shadow Hills, if it “bridges” over the Golf Course and a few if it turns left to avoid the fault line, by going up Old Tujunga Canyon Rd, due to required turning radius. That’s it!! The difference this will make to the moral of all of the communities in this region is enormous.

Mind you there are still nay Sayers or those with legitimate doubts due to lack of data such as:

1. “Angeles Forest is a National Monument preventing such passage” This seems extreme. I see some sites with this wording in it, but none with .gov and they seem to be pleasure sites or blog postings. Obviously by virtue of this Eastern Corridor being approved for scoping, I would think any validity to this would have been worked out.
2. “The only way to know is through a feasibility study”. In other words, because it was not put onto the ‘roster’ with E1-E3 there is doubt of its feasibility, my not being an engineer. Even with this the consensus is that it is far better than going through a residential area. Other objections voiced are beyond my knowledge, such as:
3. “The tunneling requirements into Burbank would require cut and cover trenching in a large quadrant that would eliminate a large intact neighborhood. “ E4 as a plan does not particularly require it to be tunneled in Burbank. It could go under or over the ground. It could be brought above Hollywood Way with sound walls, similar to those on SR 14. Big difference on this is that it would only be for a half mile, as opposed to several miles. Then it would be easy, when atop Hollywood Way to tunnel through Verdugo Park. E4 route has many opportunities for adjustments, as the majority of land traversed is with no homes anywhere near to it with only three areas of potential for traversing over homes, each with multiple solutions to avoid this.
4. “There is a 5,000 foot turning radius requirement for high speed trains.” This is referring to the turn where Hollywood Way bends. It is possible to straighten that line thoroughly out, but it means it would go over or under a few more homes in Burbank. I have preferred to show how it could be done without any homes, but certainly going over/under two to four more homes is far less than thousands, as E1-E3 do. This is a minor incidental and should not determine whether or not a route is eliminated. I have put blue and red dots over the adjustment that could be made.
5. There are many in Lake View Terrace and Shadow Hills who disagree with Mr Fuentes and my assessment that SR 14 is by far the worst of the routes, due to the extreme destruction in their neighborhoods. I’m somewhat on the fence on which is worse, particularly considering the extreme negative that could come from wrongful death, should a horse rear and someone break their neck as a rail passes by. Fortunately, E4 also avoids this extreme menace, all too real of a potential; possibly making it far worse for E1, E2 and E3 (all in horse communities), than SR 14, but all of these are just awful. I would venture to say they are MEDPA. “Most Environmentally Destructive..”

The elevation at Burbank Airport is 778 feet above sea level; in the Golf Course at Sunland wash 1425 feet above. We have 647 feet to play with, to ensure the rail stays well under ground in its passage without sound or vibration until crossing the highway, which could be well braced for this.

E4 is specifically outside of Shadow Hills and Lake View Terrace where many horses may be in the wash area. This is an extreme plus and I believe that this route will take the fight out of those who are insisting upon this as a stop.

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1/13/2015

I request that this proposal be immediately included in current tier 2 reviews, as are E1-E3, so that it brings hope to the many people in despair and ruin over this situation. The proposal has much potential to veer a bit here or there, to accommodate engineer requirements to get around oil wells, seismic fault lines, issues with significant species in wetlands and homes. I've included many overlays on the left side of the inserts in the packet. Please take the time to match up by the highway and take a look at these in comparison. Certainly when I look at these, E4 looks like a much better scenario than all the others and I would like the opportunity to speak with any person or engineer who wants to shelve this for an issue as minor at 1-5 above, as these are incidental and can be easily mitigated. In any event I would like to speak to someone as quickly as possible after this has been reviewed with the good news that it is included in Tier 2 review with the others (meaning it is officially on the roster, with oversight to ensure it doesn't fall off the line without answering to the stake holders, as to why).

As an aside, in the room of 150 community home owners who were at Friday's meeting, there was loud applause after I disagreed with Mr. Fuentes' comment to wait, and that the HSR had many tiers and it would eventually be looked at. I told the group I disagreed with that and that I felt immediate action needs to be taken now on this to avoid going over and under homes. There were wild cheers and applause. I have heard that April is your target date for determination of the preferred route. If this is the case than it stands to reason that acting on this proposal now is vital. After the cheers, 100 in the group quickly signed a petition to the governor to demand this be included in the review underway, due to being LEDPA. I'm certain I can get 10,000 or more in these neighborhoods to sign this petition, but hope to avoid the need by getting rapid confirmation of your escalating E4 to the current tier 2 study in progress.

Let's ascend into the spirit of play and cooperation on this. I'm very excited about the prospect of getting this HSR into full swing. I spoke with my nephew today, who happens to live just a couple blocks from where the HSR would ascend, out of the tunnel, into the Golf Course Bridge. It was an interesting conversation, because he's "family" and it would no doubt devalue his home if the sound/vibration from this came into the neighborhood. I reminded him that the principles of operation with the HSR is to put sound walls in to deflect the noise and vibration, and that exit from the HSR there would likely be a wider opening, facing away from homes and those wider walls would also deflect most of this. We ended up laughing and chatting casually. His residence is one of the 20 this close to the rail's exit/entrance point and there was no upset. Point here is that of all the solutions presented, when including this one, this one is Least Environmentally Damaging Practicable Alternative, LEDPA due to the vast difference in sheer numbers of people negatively affected at all. The golf course itself has long since compromised the integrity of any wetlands species, with active carts and clubs and people constantly crossing it now for many years. I believe the bridging for this can be very aesthetically done, such Llinars' bridging, as shown below: In any case, this is not a difficult task and could improve the visual nature of the area while facilitating the rails entry into the Angeles Forest.

Thank you for your time in reviewing this. My contact information is a header on each of these pages.

Connie Saunders

Director CAUSE, Inc.; Realtor; Lender Business Manager and Hansen Hills Neighborhood Watch Captain

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1/13/2015



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To: Mark A. McLoughlin
Director of Environmental Services
Attn: Palmdale to Burbank Section Project Level EIR/EIS
California High Speed Rail Authority
700 North Alameda Street, Rm 3:532
Los Angeles, CA 90012

9/12/2014

Dear Mr. McLoughlin,

I just read the article in "Voice of the Village" local paper, about the "cold reception" you got at the Sunland/Tujunga scoping meeting and wanted to make a couple of suggestions for you and your presenters. First of all, I went to two of your scoping meetings, Sylmar and Lake View Terrace, and could have been left with similar feelings of worry, however I went into great depth in my study of it, because I am (in principal) very much in favor of the High Speed Rail and want to see it succeed. Because of this at each of the meetings I sought out and spoke with the highest trained engineer you had after the meeting was completed.

What I see in the article in "Voice of the Village" the majority of those in attendance at the meeting were very much afraid of the environmental impact of tunneling. In fact there is a quote in the article: "How in God's name would that 'preserve agricultural and protected lands?' after the presenter made this statement. "Tunneling would kill the forest and destroy habitat".

The fact of this is that the alarmed attendee was VERY far from the truth. Surface access will only be at the stations (i.e. LA, Burbank, Palmdale) though I would hope that intermittent 2 mile holes be brought to the surface with a stairwell for exit, should any cave in occur on the rail itself midst an earthquake). But the modern Tunnel Boring Machines (TBM's) are geared to impact gently the forward 5-10 or so feet of earth, after which the machine unloads the dirt and rock and puts up the new addition to the strong, steel strapped concrete body, making the actual tunnel have support superior to the earth it is going through, with additional seismic chambers, to ease burden of any earthquake along the three fault lines (relatively quiet ones) that cross its path. The only difficulties occurring with the modern TBM's is when there is a minor collapse of rock in front or just behind the boring machine head, (few feet) and these, when they occurred did not create problems at the surface (which is hundreds of feet above that of the boring machine) and were completely remedied by steel braced concrete reinforcements surrounding the new chamber which remained there for additional support, with no further troubles. This is in existing tunnels and well documented by studies, i.e. in Palo Alto.

I think what many people don't really understand or aren't thinking with the fact that the elevation of LA is lower than that of Burbank (hundreds of feet) and Burbank is very much lower than Palmdale (couple thousand feet) and so this

My proposal to have the rail go directly from Burbank airport diagonally up to go directly under the intersection of Sunland Blvd and Hwy 210 was sent you August 22nd, doing this will have zero impact on Sunland residences, as no homes will be under it at all. La Tuna Canyon going hundreds of feet under only a handful of. The biggest impact will be under commercial properties (or streets) in Burbank prior to its entry into the hills up toward Sunland and 210 going under just a few homes. That's the extent of it. Its exit point on the other side would go basically under the RR.

Doing this will eliminate most objections which just demonstrate lack of understanding. It isn't a blast and build operation. Once the support structure is built around the tracks there is a huge buffer between any noise of vibration of this modern rail, which goes by with a whisper so quickly and deeply that even a deer is not going to notice.

I think that there were errors in your process of "Scoping" in these neighborhoods, as the presenter did not open the floor up for any questions at all. Rather than that there were a few dozen "assistants, engineers and others who would answer questions one on one. But, for instance with me (speaking for an hour with your engineers), only I benefited from their wisdom. Another point with the presenter at the meeting in Sunland/Tujunga, when presented with the question above, they certainly didn't come back with any intelligent handling of the serious objection, rather allowing the entire group to leave somewhat disaffected with the whole project, unless this was your desire.

The research has been done on this long ago so favorable data for the TBM should have been presented and was not. You can see some of this on cityofpaloalto.org. Another problem may be that the presenter you used (while a good speaker and highly knowledgeable) didn't seem to know the many vital answers that I was able to get from the engineer later, or at least didn't take her time to really go over this with the audience.

Please don't take this as a complaint. I think you're doing a stellar job, just not fully complete. You don't want to leave people (i.e. a whole room of them - after an outburst like this) without any kind of explanation that would give them more knowledge. I can understand that your presenter didn't want to veer away from her approved patten and that this is more of a survey than a final run at this. Perhaps you could have one of your highly trained engineers there to help her to handle outburst type questions during her presentations in the future, so that we can all keep our outlooks positive for a resolution that is least destructive to all, where benefits far outweigh any points of impact.

Thanks for your time and let me hear from you soon both on this and my earlier submission.

Sincerely,

Constance Saunders



Connie Saunders
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(818)415-5712 (cell)

To: Mark A. McLoughlin
Director of Environmental Services
Attn: Palmdale to Burbank Section Project Level EIR/EIS
California High Speed Rail Authority
700 North Alameda Street, Rm 3:532
Los Angeles, CA 90012

8/15/2014

Dear Mr. McLoughlin,

I am a Realtor in Southern California and have been working diligently to get the perfect solution for your High Speed Rail, so that there will be the least amount of opposition from home owners & least expense to you (which translates as well to taxpayers). My principal purpose is in helping you to achieve a path for the rail that is under as few residences as possible. Having spoken with many homeowners on this I've come to learn that their opinions can get much exaggerated of the facts when there is the slightest doubt as to potential effects. Residences could end up collapsing should the rail collapse beneath it (for whatever reason, flood, quake, hand of god), and regardless of the added supports you assure, it would be difficult to handle the general feeling of compromise. Part of your expense will involve the handling and alternative remedies demanded should a less than optimal solution be adopted. BUT, if we can avoid residential property altogether, we will avoid much of this – which translates to getting into a fast track much sooner.

I've studied the route for residences along the current scoping corridor and have selected out two options for you where the tunnel will only go directly under just a few dozen residences. In addition these will then allow a straight line run of about 17 miles under the Angeles National Forest to intersection of Hwy 14 and Sierra Highway, where it can go under or over the train tracks along Sierra Highway. Where there are minor wiggles and turns, it is to avoid as many residences as possible, or to angle towards the Sierra Highway tracks from its direction after passing the residential zones and any turns are just in the first 7 miles of travel from Burbank and when the train will need to turn to get under the RR tracks to running along Sierra Highway's North to Palmdale.

I've spoken with two of your engineers when at the scoping meetings at Sylmar and Lake View Terrace. The most helpful one was Quentin George Earle, CCE at Hatch Mott MacDonald. I went over the plan as shown in attached drawings and in more detail under recommendations below. I've taken care of his main points of concern, in that it does not go under the Hansen Dam, and has a good 250-500 feet away from it and will be under the earth by approximately 250-350 feet at this point of the passing of the train over the closest point. He let me know that it has been determined by the HSR Authority that there will be tunneling the entire way, as the ups and downs and turns in going above ground in the Angeles National Forest are too much for the rail to bear. Based on this, the two proposals I have are for tunneling only. Please discard the proposal I gave to him for forwarding and replace with this one.

I cannot overestimate the troubles you can needlessly create for yourselves (and us all) should you elect instead to go under or over residences. That line of attack can elicit a great deal of protest, even when the protest is unfounded.

By eliminating "solutions that become problems" i.e. that cut through many residences or large communities, we can focus on the more exciting problems, like getting that tunnel boring machine into high gear as soon as possible.

Recommendations:

1. Use tunnel boring machine to go through most of the trains route from Burbank, through Angeles National Forest going through as little residential as physically possible, up to Palmdale.
2. I have drawn up two solutions: 'PLAN A' and 'PLAN B'. Both are identical except for their initial exit from Burbank towards Palmdale and the first seven (7) miles.
3. I would like you to take a look at both of these with the help of your engineering team and report back to me on which of these is preferable to you and why along with any preferred alternative(s). If you select an alternative, please let me know the detail of it, so that I can update the website that I will be using to communicate with any parties interested and calling me for advice and updates.

PLAN A:

Burbank over San Fernando North West past Hwy 5. The North West traverse going through commercial all the way (dump, reclamation center, rock mine being largest lots then angling around to hug the western edge of Shadow Hills, going directly under only a few dozen properties, then past Hwy 210 and into the Angeles National Forest.

PLAN B:

Going Straight North on North Hollywood Way and San Fernando tracks, then at Hwy 5, beginning to gently circle right and another gentle left then straight up to and under Sunland Blvd at the intersection of Hwy 210 (the slopes are to avoid residences), avoiding or barely touching under any residences in Burbank and brazing one or two in Sunland and La Tuna canyon but again not interfering with more than a couple of dozen properties.

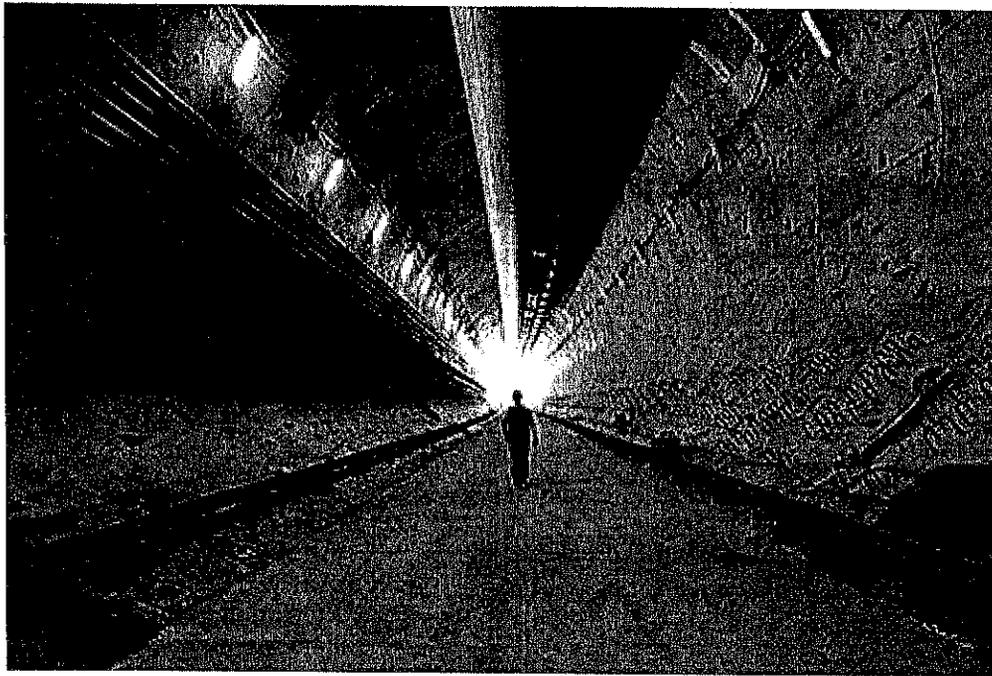
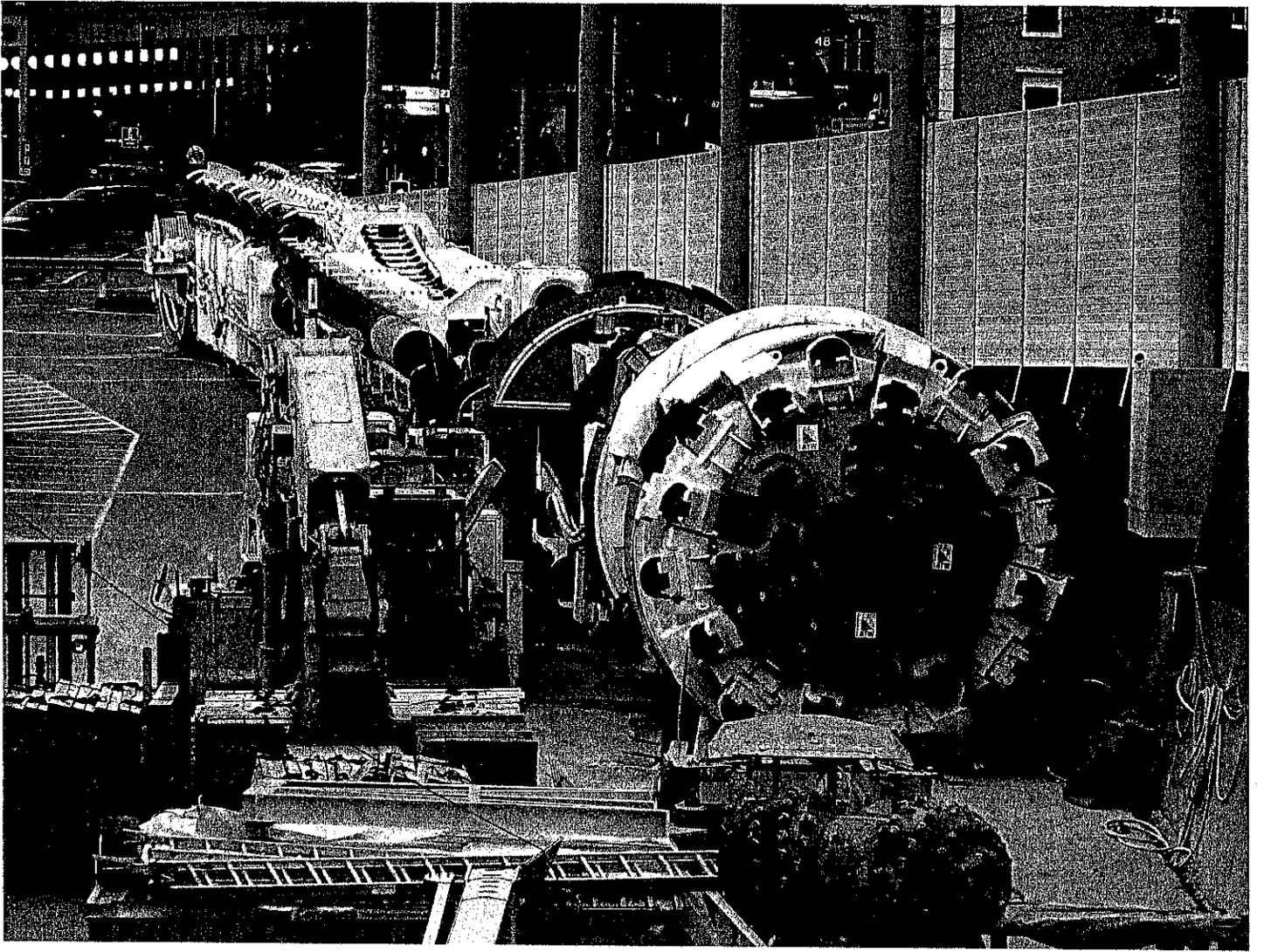
I believe both of these routes are comparable in value and far exceeding any other possible (for the homeowners peace of mind and value of this in terms of savings of time, litigation, protests, etc).

Thanks for your time and let me hear from you soon.

Sincerely,

Constance Saunders







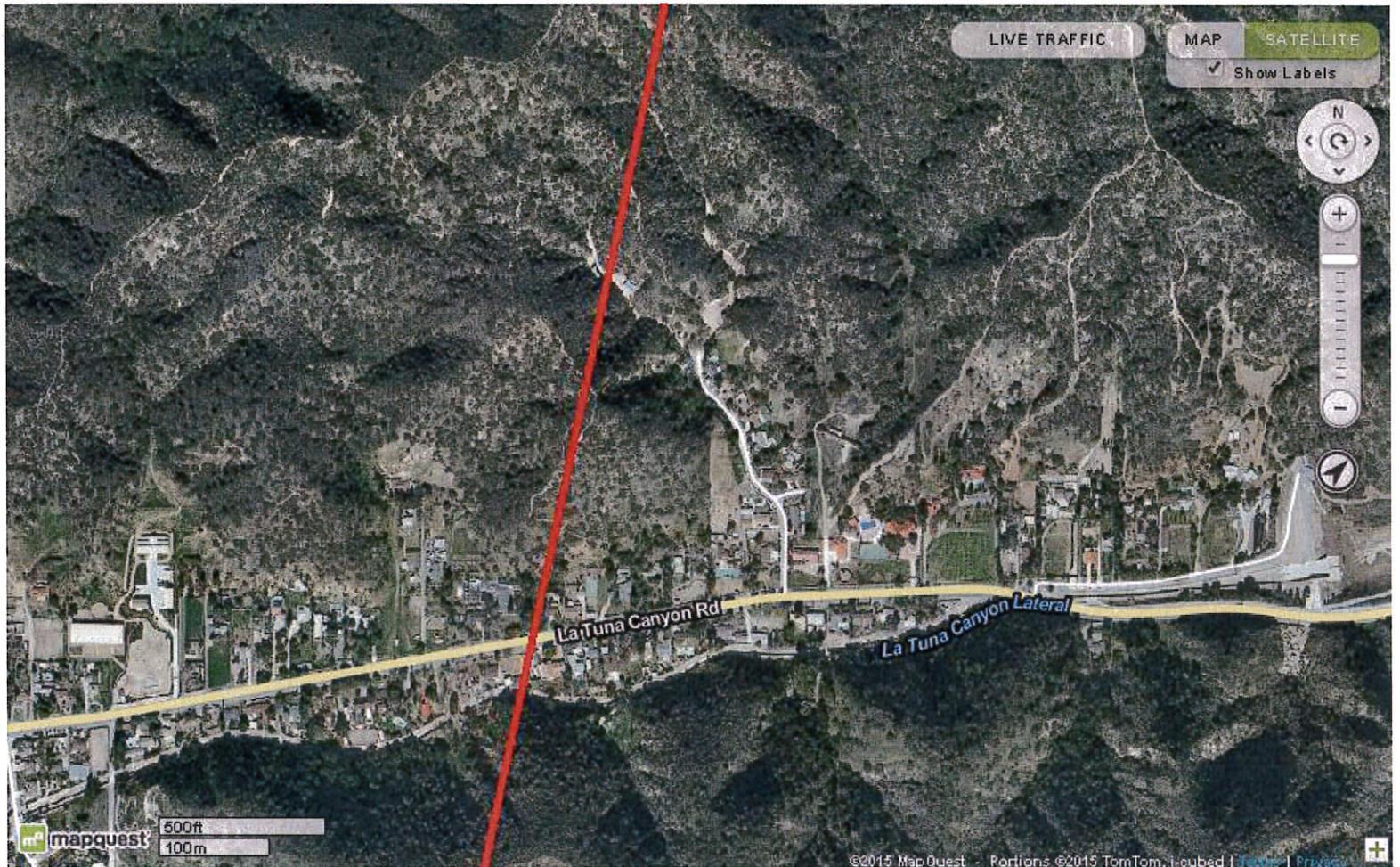
LIVE TRAFFIC
MAP
SATTELLITE
Show Labels



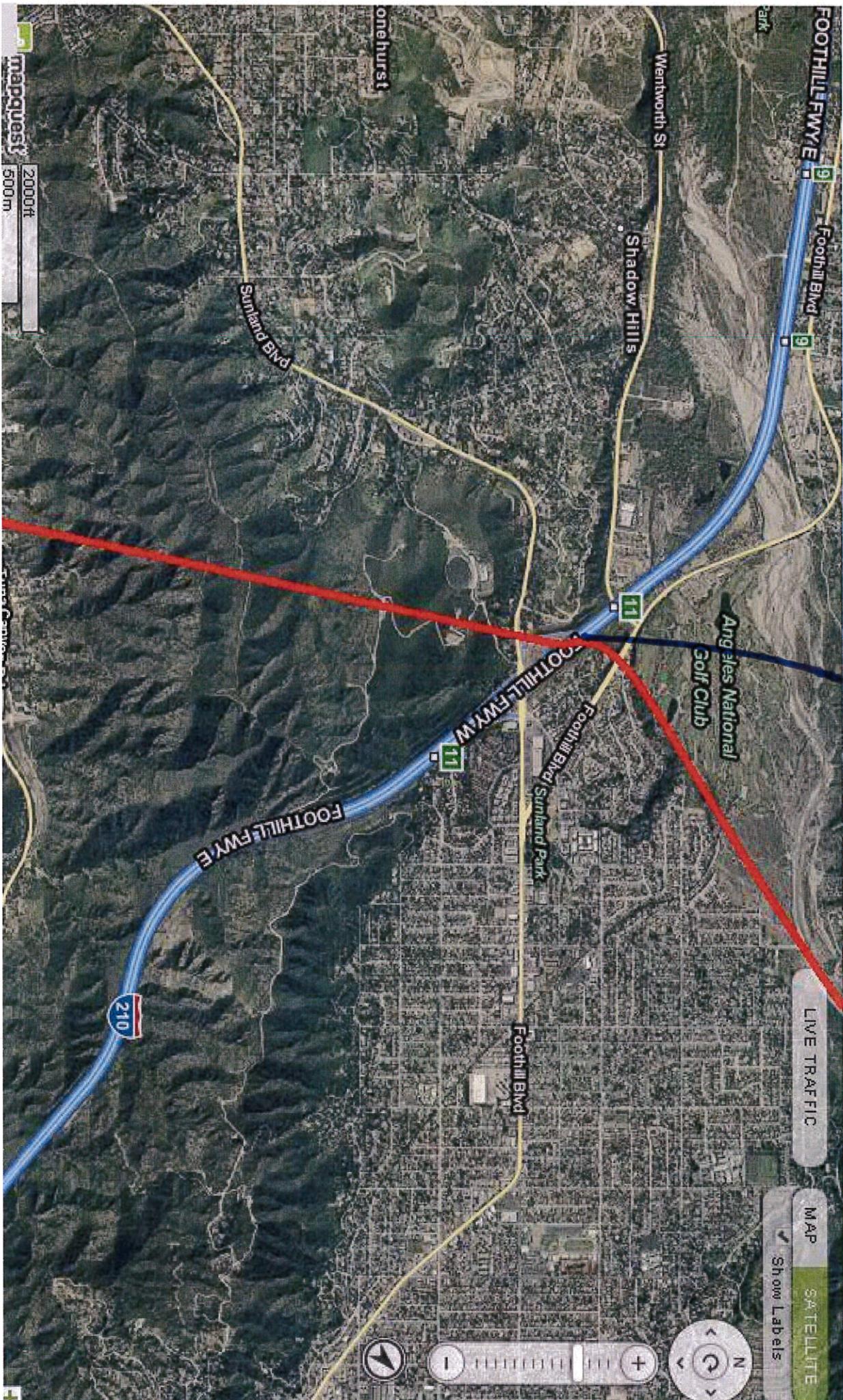
Presented by Connie Saunders,
Director of C.A.U.S.E. Inc.
a CA Non Profit Community
Assistance Program
(818) 413-4712 to members of
HSR Authority Monthly Meeting 11/3/15

E4 Burbank Section Goes Under NO Homes!

500ft
100m
mapquest



E4 Tunnel as passes
La Tuna Cyn
'Birds Eye'

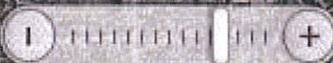


LIVE TRAFFIC

MAP

SATELLITE

Show Labels

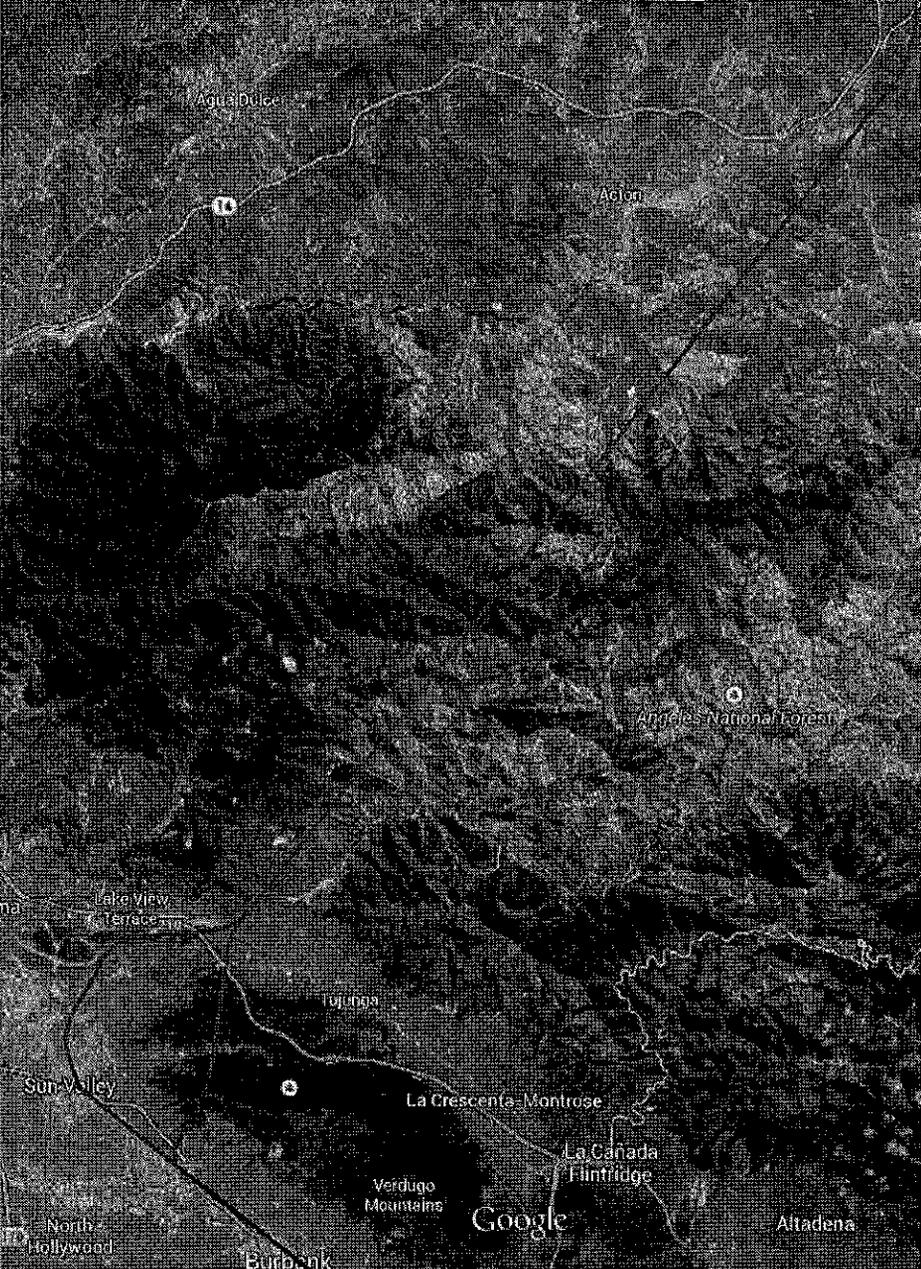


210

mapquest

2000ft
500m

Connie's Plan A and B are intended to be the two best options to avoid rail travel under Residential properties. If no elevation used in boring from Burbank Airport to Hwy 210, it is expected most residences will be 200 or more feet above the RR tunnel. Only after boring into Angeles Crest does the machine elevate 50ft/mile

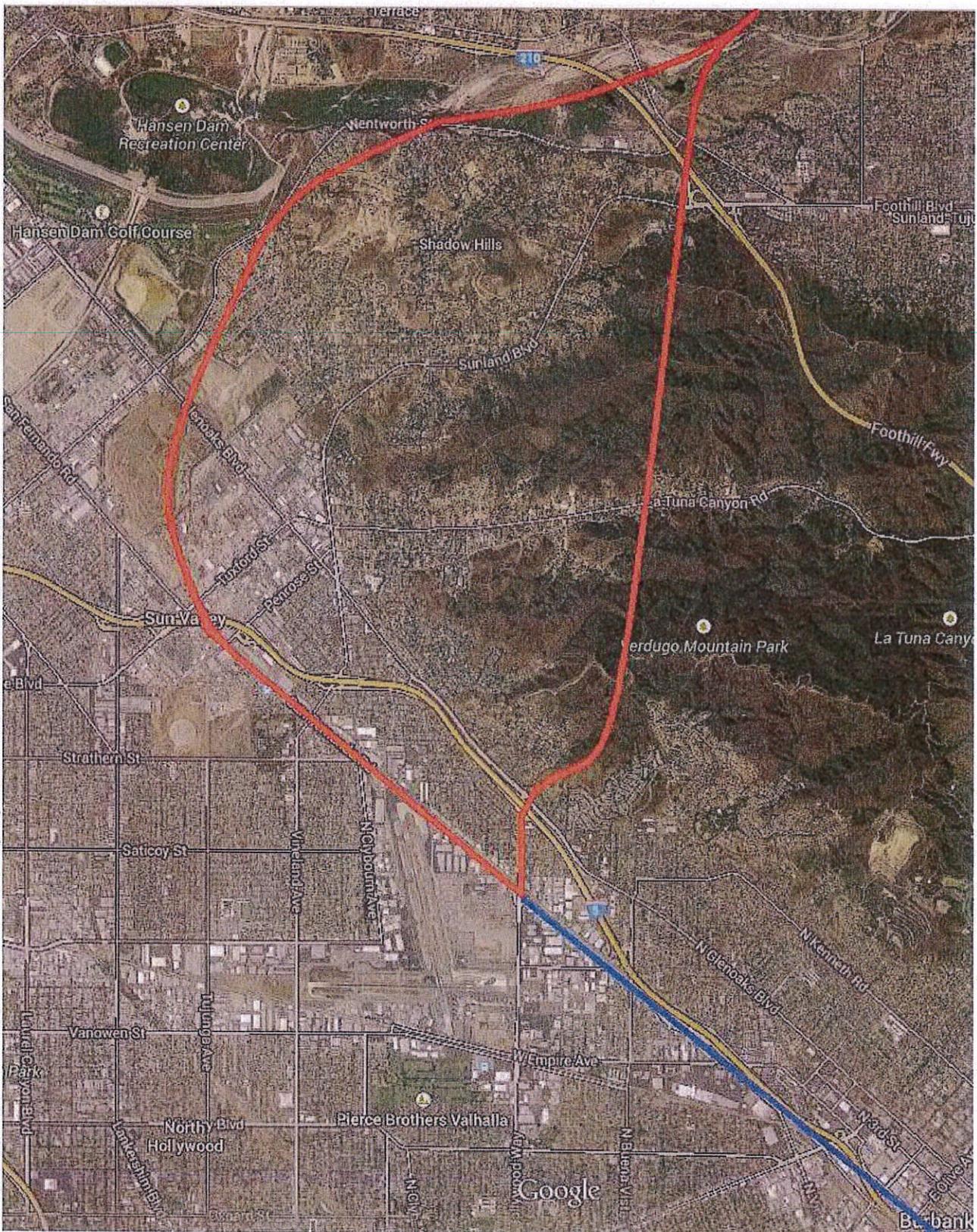


"Option A" continues to follow San Fernando up NW and around commercial properties, such as warehouses, the Reclamation Center crossing Penrose and Roscoe then hugging Wentworth as it comes close but not touching Hansen Dam property. It is projected to be approximately 250-350 feet below ground level once crossing under that farthest west region of Shadow Hills and (other than commercial) this route only goes directly below a couple dozen residential properties. From the point of crossing Hwy 210 it is set up with a straight line to Sierra Hwy and Hwy 14.

"Option B" bends initially at an obtuse angle then travels straight, about 6 miles beginning at San Fernando tracks and N. Hollywood Way 10-15 degrees NE under Hwy 5, across portions of Villa Cabrini Estates on its way towards 210, crossing under Sunland Blvd/210 ramps (not residential property) and into the Angeles Forest barely grazing any residential properties on the Sunland Side.

Then once well into the Angeles Forest it takes an obtuse angle turn to get on track with Plan A for a straight line to Sierra Hwy & 14.

Either plan, once at Sierra Hwy RR tracks & 14 takes another obtuse turn north to Palmdale.



CALL TO ACTION! HAVE YOU HAD ENOUGH? CONTACT HIGH SPEED RAIL AND YOUR ELECTED OFFICIALS TODAY!

TIMING DEADLINE IS LATE JANUARY:

• In early 2015, HSR will choose which "alternatives" or routes will be studied in their EIR/EIS. If any of the East Corridor alternatives are included, we will have 3-5 years of fear and uncertainty as we will need to constantly monitor the studies, attend public hearings, write letters, disclose high speed rail on real estate transactions, and lobby elected officials.

ACTION NEEDED BY LATE JANUARY:

- Write letters, emails and faxes, and make phone calls and testify at meetings to obtain broad community, elected official, business and media support to eliminate East Corridor alternatives from upcoming environmental studies and further consideration by HSR.
- Work with HSR to help them understand and communicate with densely populated communities.
- Remind all communities to demand the best from HSR and to not be forced to settle for anything less.

KEY MESSAGES FOR YOUR COMMUNICATIONS:

- The East Corridor alternatives, E1, E2 and E3, are wasteful, damaging and infeasible.
- The East Corridor alternatives are fatally flawed and must be eliminated from environmental studies and further consideration immediately.
- The SR 14 alternatives are similarly flawed and must be substantially improved to be worthy of further consideration.
- Overall, HSR must avoid ALL residential, equestrian and sensitive environmental areas, as well as the National Monument and National Forest, for tunnel openings, at-grade tracks and elevated rail lines.
- If the Authority does not figure out better strategies to build rail lines near densely populated communities, and how to better communicate with those communities, high speed rail will fail.

WHAT YOU CAN MUST DO!

- ✓ **Stay Informed** – subscribe to and read SHPOA's Daily Fodder (shpoa@shpoa.us) and newsletter; attend meetings of SHPOA, Neighborhood Councils, Kagel Canyon Civic Association, Lake View Terrace Improvement Association and La Tuna Canyon Community Association. Attend January 13 High Speed Rail Protest Meeting – 6:30 p.m. at All Nations Church
- ✓ **Attend HSR Sponsored Meetings when Scheduled; Testify at Meetings; Submit Written Comments**
- ✓ **Word of Mouth** – tell your friends; spread the word via social media; invite S.A.F.E. leaders to speak to your group or organization
- ✓ **Set Aside Funds for Potential Legal Action**

EMAIL AND WRITE TO THE HIGH SPEED RAIL AUTHORITY AND YOUR ELECTED OFFICIALS!

Here are their addresses:

High Speed Rail Authority

- Chairman Dan Richard and other Board Members (boardmembers@hsr.ca.gov)
- CEO, Jeff Morales (jeff.morales@hsr.ca.gov)
- Michelle Boehm, Southern California Regional Coordinator (michelle.boehm@hsr.ca.gov)
- Mark A. McLoughlin (palmdale_burbank@hsr.ca.gov)
- Genoveva Arrellano (garellano@arellanoassociates.com)

Your Elected Officials

- Congressman Adam Schiff
 - Mike Aguilera (michael.aguilera@mail.house.gov)
 - Joe Jankiewicz (joe.jankiewicz@mail.house.gov)
- Congressman Tony Cardenas (818-781-7407)
- Congresswoman Judy Chu
 - Enrique Robles (Enrique.robles@mail.house.gov)
- Senator Carol Liu (senator.liu@sen.ca.gov)
- Assemblywoman Patty Lopez (assemblymember.lopez@assembly.ca.gov)
- Assemblyman Scott Wilk (scott.wilk@asm.ca.gov)

- Supervisor Mike Antonovich (fifthdistrict@lacbos.org)
 - Michael Cano (mcano@lacbos.org)
 - Jarrod DeGonia (jdegonia@lacbos.org)
 - Kathryn Barger (kbarger@lacbos.org)
- Supervisor Sheila Kuehl (sheila@bos.lacounty.gov)
- Councilman Felipe Fuentes (felipe.fuentes@lacity.org)
 - Claudia Rodriguez (claudia.rodriguez@lacity.org)
 - Susan Wong (susan.s.wong@lacity.org)
 - Wesly Hernandez (wesly.hernandez@lacity.org)
- Councilwoman Nury Martinez (councilmember.martinez@lacity.org)
 - Jim Dantona (jim.dantona@lacity.org)
- Councilman Paul Krekorian (councilmember.krekorian@lacity.org)
- Mayor Eric Garcetti (mayor.garcetti@lacity.org)

High Speed Rail Website: <http://www.hsr.ca.gov/>

High Speed Rail Website for Palmdale to Burbank Project Section: http://www.hsr.ca.gov/Programs/Statewide_Rail_Modernization/Project_Sections/palmdale_burbank.html

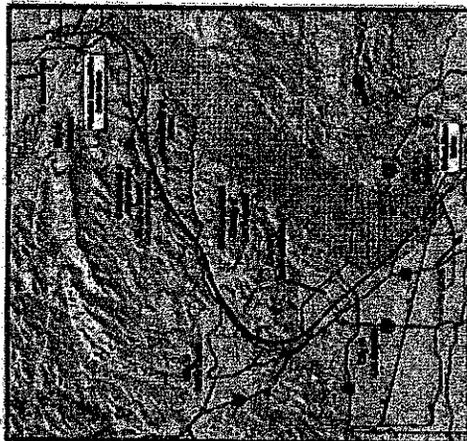
California High-Speed Rail Authority
770 L Street, Suite 800, Sacramento, CA 95814
(916) 324-1541

**FOR MORE INFORMATION
OR TO VOLUNTEER TO HELP: PLEASE
CONTACT S.A.F.E. AT SAFE@SHPOA.US OR
CALL 818-352-7618.**

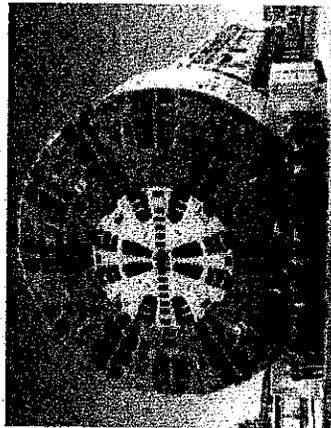
**Note: S.A.F.E. has registered the domain name:
"www.dontrailroad.us"
for a website devoted to
informing you about high speed rail.
The site is in the planning stages at this time.**

HIGH SPEED RAIL ALTERNATIVES ARE WASTEFUL, DAMAGING, AND INFEASIBLE! DEADLINE TO ACT FAST APPROACHING!

Map of "Yellow Banana" (August 2014)
(The "patterned swath" across the right side of the map.)



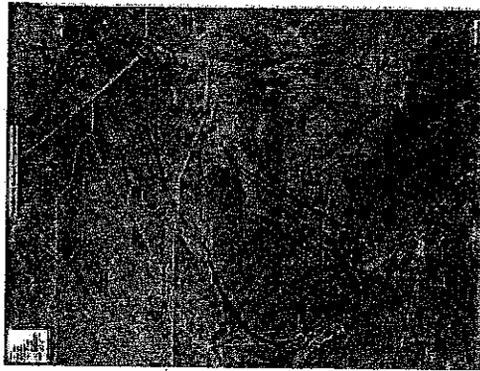
Foothill Communities "Thrown Under the Train!"



Tunnel Construction Equipment

Similar tunnel construction equipment is now stuck under the City of Seattle. Imagine this monstrosity tunneling under Shadow Hills, Lake View Terrace, Kagel Canyon, La Tuna Canyon and Sun Valley for years!

Map of East Corridor Alternatives (Holiday Period - December 2014)



Foothill Communities are Ground Zero

TIMELINE

Years of Fear, Uncertainty and Wasted Tax Dollars Thanks to the California High Speed Rail Authority

2007 - 2015 - High Speed Rail "Notice of Preparation" filed in 2007 for environmental studies for high speed rail from Palmdale to LA. Planning focused on route along SR 14, Metrolink right of way and I-5.

"Legislation requires high speed rail to be built in existing transportation and utility corridors."

2008 - High Speed Rail barely approved by voters. By March 2013, only 43% of likely voters support. Voters supporting high speed rail envisioned themselves on a fast, efficient, safe mode of transportation. In a huge oversight, very few voters thought of or were informed of the construction process or the damage that rail lines could do if planned for residential and environmentally sensitive areas. Our Foothill communities are NOT existing transportation and utility corridors!

Fall 2013 - Supervisor Antonovich, responding to concerns of Antelope and Santa Clarita Valley communities over the SR 14 routes, calls upon HSR to review a "tunnel-oriented alternative between the Palmdale station and the San Fernando Valley station..."

August 2014 - Foothill communities were blindsided by a mailing from HSR informing them about "EIR/EIS scoping meetings" being held in mid-August...in the midst of the summer vacation/back to school period. The infamous "yellow banana" was introduced for the first time with no advance notice from the Authority or our elected officials. This alternative covered a 400 square mile area, mostly within the Angeles National Forest, but provided no specific locations for potential rail lines. Meetings did not allow for public comment and discussion.

"Foothill Communities were thrown under the train"

September 12, 2014 - the EIR/EIS scoping comment period ended. Foothill communities generated about half of the 1,000 comment letters and 6,000 comments submitted. To date, HSR has provided no responses to comments submitted, yet they moved ahead to create the East Corridor alternatives.

September 16, 2014 - more than 40 Foothill communities' residents traveled to Palmdale to attend and to testify at the HSR board meeting. A form letter and lip service from HSR were the result.

August 2014 - January 2015 - SHPOA, Neighborhood Councils and community organizations have disseminated dozens of updates about HSR and news articles have appeared

in the LA Times, Daily News, local weeklies, SHPOA newsletter and Daily Fodor's.

October 10, 2014 - San Gabriel Mountains National Monument created.

December 2, 2014 - HSR debuted the East Corridor alternatives and conducted a series of informational meetings. These meetings did not allow for public comment and discussion, and featured many HSR consultants from other countries and states who lack awareness and sensitivity to local issues.

"Engineering is getting in the way of common sense. The cart is ahead of the horse."

December 22, 2014 - S.A.F.E. Coalition (representing the communities of Shadow Hills, Lake View Terrace, Kagel Canyon, La Tuna Canyon, Sunland/Tujunga and Sun Valley) issued position statement calling for elimination of East Corridor alternatives, vast improvements to SR 14 alignments and rejection of Palmdale to Burbank plans.

"We won't accept the lesser of multiple evils. HSR needs to go back to the drawing board and do better work. Voters and tax payers deserve the best: no community should be pitted against another for the sake of high speed rail."

December 25, 2014 - Congressman Schiff calls for HSR to scrap its plan to study the Angeles National Forest as a possible route and go back to its original plan.

January/February 2015 - HSR hiring engineering firms to study East Corridor alternatives and to conduct environmental studies (EIR/EIS).

1st Quarter 2015 - HSR to finalize routes for study in EIR. This is CRITICAL!

July 2015 - HSR to begin EIR/EIS for Palmdale to Los Angeles. **2022** - proposed start of high speed rail traffic to Burbank.

"Our elected officials should move away from the presumption that high speed rail will happen at any cost and move more toward demanding it be done right and cost-effectively...or not done at all."

ATTEND COMMUNITY MEETING - TUESDAY, JANUARY 13TH AT 6:30 P.M.
ALL NATIONS CHURCH, 10000 FOOTHILL BLVD., LAKE VIEW TERRACE - FREE PARKING

CALL TO ACTION!

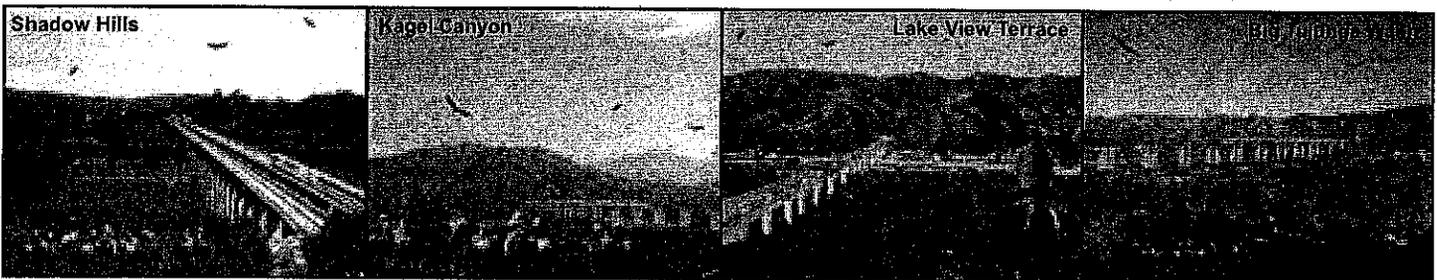


SHADOW HILLS ▲ LAKE VIEW TERRACE
 KAGEL CANYON ▲ LA TUNA CANYON
 SUNLAND/TUJUNGA ▲ SUN VALLEY

**FIGHT TO KEEP THE
 HORSE AS OUR
 HIGH SPEED
 TRANSPORTATION
 ALTERNATIVE!**

**DEADLINE TO ACT IS
 FAST APPROACHING!**

GET INVOLVED, TAKE ACTION, OR THIS WILL HAPPEN!



Shadow Hills
 Elevated high speed train tunneling into Shadow Hills near Wentworth/Mary Bell Intersection — Artist's Rendering.

Kagel Canyon
 At-grade high speed train runs above ground in Angeles National Forest between tunnel openings near Wildlife Waystation and Angeles Shooting Range off of Little Tujunga Canyon Road — Artist's Rendering.

Lake View Terrace
 Elevated high speed train crossing Big Tujunga Wash and tunneling into Lake View Terrace near Foothill/Wheatland Intersection — Artist's Rendering.

Big Tujunga Wash
 Elevated high speed train crossing Big Tujunga Wash from Lake View Terrace to Shadow Hills — Artist's Rendering.

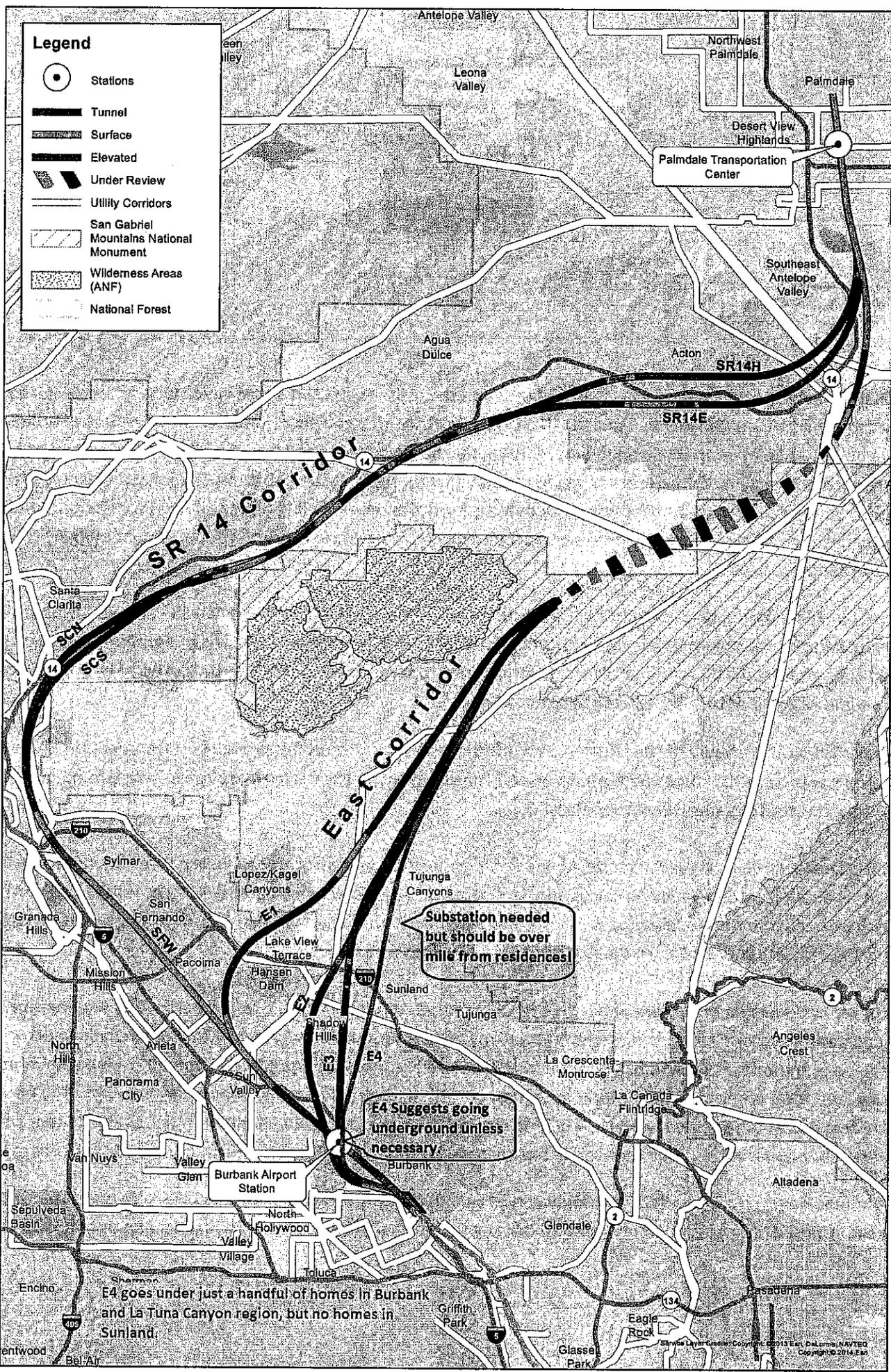
HIGH-SPEED RAIL PROPOSALS WILL DESTROY OUR FOOTHILL COMMUNITIES!

- Bullet Train Tunnels and Lines Dug/Located Under, Over and Through Our Communities
 - Eminent Domain – Your House Could be Taken from You at a Financial Loss
 - Property Values and Your Home's Equity (Your Life's Savings!) Devastated
- 60+ Foot Wide Tunnel Openings, Speeding Train and Elevated Bridge Visible/Audible for Miles
 - Horses, Wildlife and Public Safety Seriously Endangered
 - Serious Health Issues Due to Dust, Truck Emissions, Noise and Vibration
- Equestrian and Recreation Trails Closed and Destroyed; Equestrian Industry and Lifestyle Decimated
- Constant Noise and Visual Blight for Hundreds of Thousands of Residents and Motorists Daily
 - Water Pollution Created; Water Supply Threatened
- 1 Million Plus Truck Trips to Remove Tunnel Dirt Damages Roads, Pollutes Air, Closes Roads, Jams Traffic
 - National Monument, National Forest, Rim of the Valley and Wildlife Corridors Violated
- False, Misleading Claims by HSR re: Costs, Jobs, Economic Benefits & Ridership Projections

**ATTEND COMMUNITY MEETING - TUESDAY, JANUARY 13TH AT 6:30 P.M.
 ALL NATIONS CHURCH, 10000 FOOTHILL BLVD., LAKE VIEW TERRACE
 FREE PARKING**

Legend

- Stations
- Tunnel
- Surface
- Elevated
- Under Review
- Utility Corridors
- San Gabriel Mountains National Monument
- Wilderness Areas (ANF)
- National Forest



November 22, 2014

1 inch = 12,000 feet



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