

Roland Lebrun
ccss@msn.com
April 13th 2015

Good morning Directors,

Mr. Richard, the last time you and I communicated, you assured me that you would be looking at International systems for guidance and best practices and I assumed that this would include shared low level platforms similar to those found in European blended systems.

Unfortunately, your staff and consultants did not read your letter so I wrote to you again last October to share concerns about emerging issues with compatible platform heights.

I never received a reply so I spent last Xmas writing another letter that explained how European regulations ensure that French low floor double-deckers can share platforms with Italian high-speed trains.

The final straw was last week's Caltrain announcement that they had agreed with your technical staff to remove nearly 200 seats per train to accommodate an extra set of doors for different platform heights.

In closing, the Authority has now crossed a bridge too far and unless things change in the next couple of months, I am going to leave you with two alternatives.

First, I and others will start lobbying for legislation that will confine your activities to sections of tracks capable of sustained speeds in excess of 150 MPH and

Second, we will defund the entire project and get the job done ourselves.

Thank you and have a great day.



May 10, 2013

BOARD MEMBERS

Dan Richard

CHAIRPERSON

Lynn Schenk

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Thomas Richards

VICE CHAIRPERSON

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**Katherine
Perez-Estolano**

Michael Rossi

Thomas J. Umberg

Jeff Morales

CHIEF EXECUTIVE OFFICER

Mr. Roland Lebrun
sent via electronic mail

Dear Mr. Lebrun:

Thank you for your letter dated March 18, 2013 regarding the California High-Speed Rail Authority's (Authority) Memorandum of Understanding (MOU) with the Peninsula Corridor Joint Powers Board (Caltrain). I appreciate your dedication to the issue and the time you spent analyzing the MOU.

Of course, since I voted in favor of the MOU, I am in complete agreement with your points that: (1) it is not possible to operate high-speed rail at speeds in excess of 125 MPH in densely populated urban areas; and, (2) that the authors of AB 3034 and Proposition 1A understood this to be true based upon the time requirements of a San Francisco to San Jose trip. Both of these points are truly the foundation upon which the blended approach featured in the Revised 2012 Business Plan rests. To execute this approach, we will be looking to international systems for guidance and best practices, much as you have in your research.

Thank you again for your thoughtful letter and your attention to this matter. Please do not hesitate to contact me with your thoughts in the future.

Sincerely,

A handwritten signature in blue ink, appearing to read "Dan Richard".

Dan Richard
Chair
California High-Speed Rail Authority Board of Directors

EDMUND G. BROWN JR.
GOVERNOR



Roland Lebrun
ccss@msn.com
October 23, 2014

Dear Chair Richard and members of the High Speed Rail Authority Board of Directors,

Thank you for your letter of May 10 2013 (copy attached), further to which I am writing today to share serious concerns about the Authority's staff and consultants' technical implementation of the blended system as envisioned in the Revised 2012 Business Plan.

Background:

- Caltrain is evaluating platforms and rolling stock in the 22-24 inch-high entrance range
- CHSRA staff and consultants are proposing 50-inch HSR platforms
- The European Commission introduced legislation (TSI 2002/735/EC) mandating 550mm (21.65 inches) or 760mm (29.9 inches) high speed rail platforms by 2020
- Every single High Speed train complies with TSI 2002/735/EC, including the Very High Speed Bombardier Zefiro

Zefiro – General technical parameters (1)

Wide speed range	From 300 km/h to 360 km/h
Multi-voltage	25 kV AC; 15 kV AC; 3 kV DC; 1.5 kV DC
Wide seating capacity range	From 450 up to 600 seats + 2 wheelchair seats including a snack bar coach inside the train
Seats	Customized according client needs and brand image
Interiors	Colours and patterns customized according client needs and brand image
Number of toilets	Provision for 2 toilet per car for a total of 15 per train (1 toilet PRM)
Number of external doors	Provision for two doors per car and per side
Train accessibility	Optimized for platform of 550 and 760 mm
Driver's desk	European drivers desk or customized according client needs
Car body	Open tube concept for easy configuration of layout
Style	Shapes and colour schemes in accordance to client needs and brand image



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Analysis:

- Caltrain is considering 550mm platforms and rolling stock with a long-term objective to transition to level boarding while maintaining compatibility with its existing rolling stock and its tenant railroads (currently ACE, Capitol Corridor, Amtrak and freight).

- CHSRA 2010 Technical Memorandum 2.2.4 entitled "High-Speed Train Station Platform Geometric Design" section 3.3.6 states: "*The floor height of the single-level trainsets ranges from 45.47 inches to 51.18 inches above the top of rail. Therefore, the design criteria for preliminary design of platform height will be set to accommodate a trainset within this range. **Once the rolling stock is selected, the platform elevation shall be set to be the same as the nominal car floor height at the doors of the vehicles.***"

There are two problems with this Technical Memorandum:

- 1) Platform heights should correspond to the floor height at a vehicle's entrance, not anywhere else in the vehicle.

- 2) Vehicle selection should be based on the characteristics of the infrastructure upon which the vehicles will operate. As an example, it is unclear how a 1250mm floor height Chinese version of the Bombardier Zefiro (table 3.3.-2 on page 14) could possibly be operated on a blended system in the San Francisco Peninsula.

Recommendation:

I am respectfully requesting that the Board entertain a motion directing Authority staff and consultants to modify its RFP for Very High Speed rolling stock to include compatibility with Caltrain's present and future infrastructure requirements.

Sincerely,

Roland Lebrun

CC:

Senator Gerry Hill

Senator Jim Beall

Steve Hemminger

Caltrain Board of Directors

Transbay Joint Powers Authority Board of Directors

San Francisco County Transit Authority Board of Directors

Santa Clara Valley Transit Authority Board of Directors

Roland Lebrun
ccss@msn.com
 1/2/2015

Land Use Committee
 File #141114: Version: 1

Hearing - Transbay Transit Center and Downtown Extension Platform Compatibility

Dear Supervisors Kim, Wiener and Conen

Thank you for scheduling a hearing on Caltrain/HSR platform compatibility issues.

The intent of this letter is to:

- Provide additional background information to the Land Use Committee.
- Introduce a shared platform solution based on the European approach to blending Very High Speed (VHS) trains with existing infrastructure (UIC 505-1 & 550mm platforms).
- Introduce a hybrid (bi-mode) solution to enable the vacation of the 4th & King railyard.
- Recommend consideration of CPUC Section 180532(b).

Background:

- In 2010, the California High Speed Authority (CHSRA) released a Technical Memorandum (TM 2.2.4 High-Speed Train Station Platform Geometric Design) which includes a table of platform dimensions for Caltrain, MetroLink and HST in Europe and Asia (Table 3.2-1 on page 12) http://www.hsr.ca.gov/docs/programs/eir_memos/Proj_Guidelines_TM2_2_4R01.pdf

California High-Speed Train Project

HST Station Platform Geometric Design, R1

Table 3.2-1: Summary Comparison of Platform Infrastructure Design Criteria

	CALTRAIN		METROLINK		FRANCE / EUROPEAN HST		JAPAN HST		TAIWAN HST		CHINA HST(4)	
	Metric	Imperial	Metric	Imperial	Metric	Imperial	Metric	Imperial	Metric	Imperial	Metric	Imperial
Elevation above rail	0.20 m	7.9"	0.20 m	7.9"	0.55 m 0.76 m (1)	21.7" 29.9"	1.25 m	49.2"	1.25 m	49.2"	1.25 m	49.2"
Distance / track center line	1.72 m	5.6'	1.62 m	5.3'	1.655 m	5.4'	1.75 m	5.7'	1.75m 1.79m (3)	5.7' 5.9' (3)	1.75 m	5.7'
LENGTH												
Normal	213.4 m	700.0'	207.3 m	680.0'	400 m	1312.0'			420 m	1378.0'		
Extended plate	304.8 m	1,000.0'	259.0 m	850.0'	490 m	1608.0'						
Terminal stat	609.6 m	2,000.0'										
WIDTH												
• OUTBOARD					5.5 m	18.0'	5 m	16.4'	7 m	23.0'	7-9 m	23'-29.5'
Mini	4.88 m	16.0'	4.88 m	16.0'								
Preferred	6.10 m	20.0'										
• CENTRAL					7.5 m	25.0'	9 m	29.5'	9 m	29.5'	10-12.5 m	32.8'-41'
Mini	7.92 m	26.0'	7.87 m	25.0'								
Preferred	9.75 m	32.0'										
CROSS SLOPE												
Slope direction	Away from rail		Away from rail		Away from rail				Toward Rail			
Gradient	1% ≤G< 2%		1% ≤G< 2%		2%				1%			

1. 91.5 cm height is only used in England and Northern Ireland
2. Neither European standards nor French standards have preferred or min/max width as the width is based on ridership forecast. Dimension given here are those of French eastern high-speed line opened in June 2007 for information.
3. 1.75 m distance is for stations where all trains stop. 1.79 m is for stations where there are through trains on a stopping track.
4. Chinese standards indicate that platform length is to be determined according to factors such as station character, platform type, passenger flow density, safety distance, and vertical circulation width. Platform width varies within the prescribed range based on the station size.

- In 2012, the CHSRA adopted a new business plan which lowered construction costs by blending HSR with existing rail infrastructure in Northern and Southern California.

- In 2014, the CHSRA issued an RFQ for Very High Speed (VHS) trains similar to those used on dedicated high speed lines in Asia which are not compatible with Caltrain, MetroLink, ACE, Amtrak, Capitol Corridor, UPRR & BNSF freight or the vast majority of European EMUs available off the shelf.

- Caltrain and CHSRA's efforts to resolve this conflict have so far focused on modifying the Caltrain infrastructure to the CHSRA's rolling stock specifications, including designing a new bi-level train with multiple doors at different heights and a profile incompatible with Caltrain, MetroLink, Amtrak, Capitol Corridor and ACE's existing platforms, tracks and tunnels.

This approach conflicts with the business plan approved by the legislature in 2012 and the recently released 2014 business plan.

2015 JPB CAC Work Plan – Draft as of 4-9-15

April 15

- Update on new cars
- CalMod qtly update

May 20

- Budget process, funding, etc.
- Service levels – How service levels are decided, when changes are made, what factors are involved
- CalMod Update
- Bylaws subcommittee report and recommendations

June 17

- Homeless encampments / right of way cleanup
- Service disruption discussion
- Bylaws changes

July 15

- CalMod qtly update
- High-speed rail update

August 19

- Rolling stock overview
- ADA improvements

September 16

- Caltrain Corridor tenants
-

October 21

- Cal Mod qtly update
-

November 18

-

December 16

-

Analysis:

1) Caltrain

Caltrain capacity issues have reached crisis levels with many trains already at over 130% capacity during peak. This problem needs to be addressed urgently through an EMU procurement focused on maximizing capacity within the existing 700-foot-long platforms while maintaining compatibility with existing Caltrain and tenant rolling stock.

This requirement mandates low-floor (22 inch) bi-level trains capable of loading and unloading large numbers of passengers and bicycles within short (sub-30-second) dwell times while providing a migration path towards level-boarding. France (SNCF) addressed a similar capacity issue by placing an order for 870 Bombardier low-floor Omneo trainsets compatible with European low-level (550mm) platforms. These trains have the same UIC 505-1 profile as the existing Caltrain Bombardier fleet and were designed to accommodate up to 5 seats (2+3) per row resulting in a seated capacity in excess of 6 passengers/meter.

OMNEO train for France Technical characteristics	Short	Medium	Long	Extra Long	V200 Intercity
Multiple Unit Operation	UM3	UM3	UM3	UM3	UM3
Gauge	UIC 505-1	UIC 505-1	UIC 505-1	UIC 505-1	UIC 505-1
Length between couplers (m)	80.9 to 84.5*	93.2 to 95*	108.2 to 109.9*	133.6 to 135.4*	109.9
Height (m)	4.32	4.32	4.32	4.32	4.32
Width of single deck vehicles (m)	3.05	3.05	3.05	3.05	3.05
Width of double-deck vehicles (m)	2.99	2.99	2.99	2.99	2.99
Power at rail (MW)	2.4	2.4	2.4 or 3.2	2.4 or 3.2	2.55
Top speed (km/h)	160	160	160	160	200
Level entrance from platform height of (mm)	550 / 760 / 920	550 / 760 / 920	550 / 760 / 920	550 / 760 / 920	550 / 760 / 920
Number of doors/side	6	6	8	10	8
Door width (m)	1.6	1.6	1.6	1.6	1.6
Seated capacity incl. tip-up 2+2 / 2+3 seating	360 to 390* / 410 to 450*	435 to 450* / 500 to 520*	515 to 530* / 595 to 615*	650 to 670* / 760 to 780*	485 / -
Total capacity (4 pass/m ²) 2+2 / 2+3	680 to 730* / 720 to 775*	800 to 825* / 850 to 880*	955 to 980* / 1,020 to 1,050*	1,210 to 1,230* / 1,290 to 1,320*	- / -
Number of toilets (incl. 1 for wheelchair user)	3	3	4	5	7
Axle load CN0 / CN4 / CE (t)	17.5 / 19 / 20	17.5 / 19 / 20	17.5 / 19 / 20	17.5 / 19 / 20	17.5 / 19 / 20

* Depending on intermediate double-deck coach length (13,695 mm or 15,445 mm)

2) HSF

Following the successful introduction of VHS trains in Asia, manufacturers started looking at ways to integrate the technology with European high speed and blended networks. As an example, Bombardier adapted its Zefiro380 wide body trains to fit the UIC 505-1 profile and developed the interface between its high floor and 550 & 760mm European platforms.

Zefiro – General technical parameters (1)

Wide speed range	From 300 km/h to 360 km/h
Multi-voltage	25 kV AC; 15 kV AC; 3 kV DC; 1.5 kV DC
Wide seating capacity range	From 450 up to 600 seats + 2 wheelchair seats including a snack bar coach inside the train
Seats	Customized according client needs and brand image
Interiors	Colours and patterns customized according client needs and brand image
Number of toilets	Provision for 2 toilet per car for a total of 15 per train (1 toilet PRM)
Number of external doors	Provision for two doors per car and per side
Train accessibility	Optimized for platform of 550 and 760 mm
Driver's desk	European drivers desk or customized according client needs
Car body	Open tube concept for easy configuration of layout
Style	Shapes and colour schemes in accordance to client needs and brand image

Zefiro – General technical parameters (2)

Number of Cars	8 (motorized 4)
Train Length	201.6 m
TSI Compliance	Yes
Multiple Operation	Yes (two train sets)
Track gauge	1,435 mm
Vehicle Profile	UIC 505-1
Ambient temperature	-25°C to +45°C
Maximum rail power	8,800 kW @3kVAC auxiliary status halt
Start Acceleration	0.58 m/s ²
Retardation	0.35 m/s ² at 300-230 km/h 0.60 m/s ² at 230-0 km/h
Driven axles	16/32



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Work Plan

Ms. Maguigad said:

- Items that have been requested in previous meetings have been added to the draft work plan.
- Each agenda has been limited to two items to leave space for additional topics that may come up.

Ms. Levin said she would like to add a discussion on the Diridon Station and integrated service with BART and high-speed rail.

Chair Cobey asked to keep the work plan attached to every agenda.

DATE, TIME AND LOCATION OF NEXT MEETING:

April 15, 2015 at 5:40 p.m., San Mateo County Transit District Administrative Building, 2nd Floor Bacciocco Auditorium, 1250 San Carlos Avenue, San Carlos, CA.

Meeting adjourned at 7:42 p.m.

Frecciarossa 1000 (Bombardier V300 Zefiro)

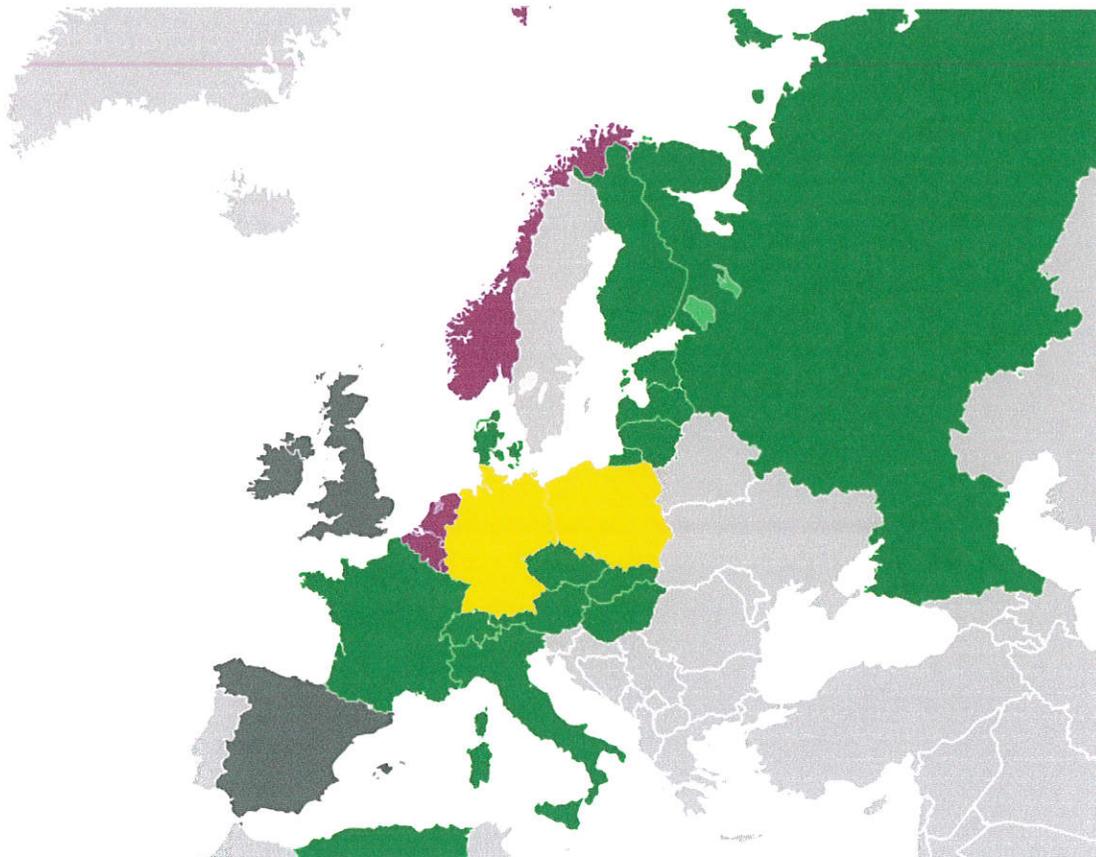


European platform height standards for new construction:

Purple: 760mm

Yellow: 550 and/or 760mm (mixture)

Green: 550mm



(Source: http://en.wikipedia.org/wiki/Railway_platform_height#mediaviewer/File:Map_Europe_railway_platform_height.svg)

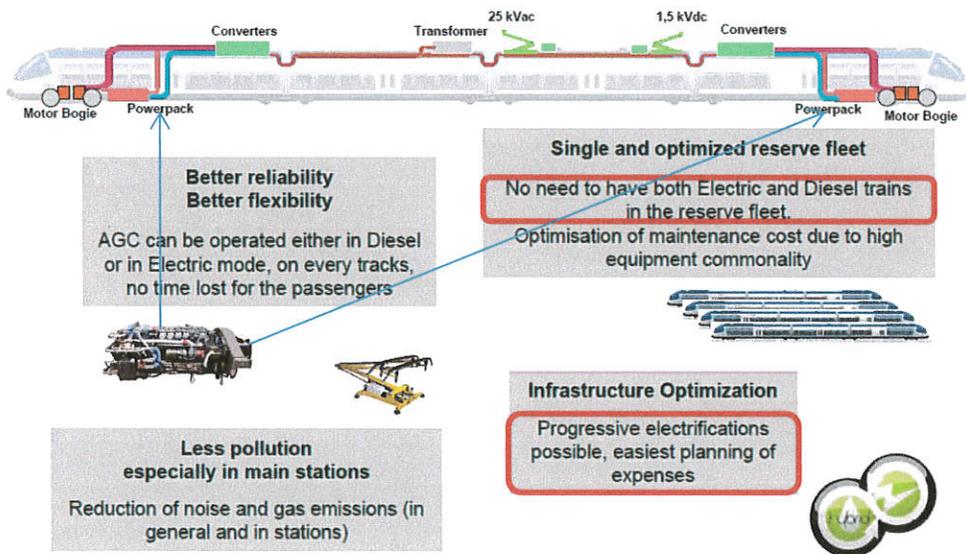
3) Caltrain mixed fleet

Caltrain's plan to operate a mixed EMU and diesel fleet "running under the wire" results in the following issues:

- Diesels cannot possibly continue to the Transbay Transit Center and would make it impossible to vacate the 4th & King railyard.
- Terminating Gilroy diesels at Tamien (or Diridon) would make it impossible to have a single-seat ride between San Francisco and stations south of Diridon (1/2 of San Jose).
- Caltrain would have to maintain two separate fleets, potentially at 2 separate yards.

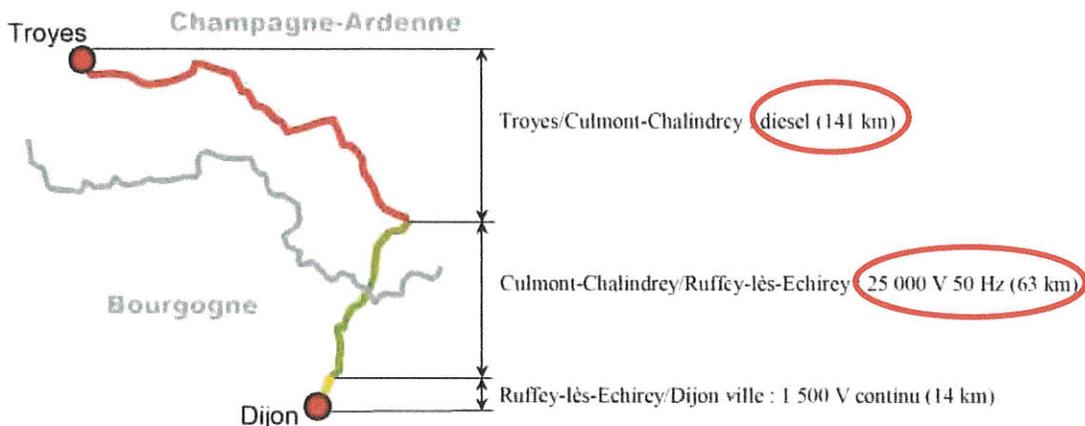
These issues were resolved in France by the introduction of Hybrid trains in 2001.

AGC Hybrid version 1,5 kVdc – 25 kVac – Diesel power supply all in one



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Using the Troyes to Dijon example, a Caltrain analogy would be running hybrid bi-level trains in diesel mode between Gilroy and Tamien and in electric mode between Tamien and the Transbay Transit Center.



Conclusion:

The European approach to blending enables:

- Caltrain and CHSRA platform compatibility
- Phased electrification
- A smooth transition to level boarding

Recommendations:

- **Caltrain capital expenditure plans should prioritize complete rolling stock replacement over electrification**
- Electrification should start at the Transbay Transit Center and work its way south
- Diridon electrification should be delayed until after reconstruction
- There is no need to electrify the 4th & King yard or the San Jose maintenance facility
- CHSRA and Caltrain should both procure train sets compatible with 550mm platforms
- Caltrain should start by raising platforms to 550mm at Transbay, Millbrae and Diridon
- Caltrain should continue to raise platforms as and when resources become available

Next steps:

The Land use Committee should consider inviting manufacturers to present their solutions for level-boarding platform access by low-floor bi-level and high-floor VHS trains.

Contingency: CPUC Section 180532(b)

Should the CHSRA elect to continue on a path that conflicts with the best interests of local rail agencies, the San Francisco Board of Supervisors should consider encouraging its JPB partners to exercise Caltrain's right to plan, construct, and operate a high-speed passenger train service at speeds not exceeding 125 miles per hour between San Jose and San Francisco
http://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=PUC§ionNum=185032

Sincerely,

Roland Lebrun

cc

SFCTA Plans & Programs Committee
Transbay Joint Powers Authority Board of Directors
Caltrain Board of Directors
VTA Board of Directors

September 10, 2013

Good morning. My name is Shelli Andranigian. I am the granddaughter of Armenian immigrants who came to America to escape persecution at the hands of the Turks. The Turkish people pillaged Armenia because of religion and the rich land in the region. Both of my parent's families lost relatives and property there. Their folks moved to Fresno County because the land and climate reminded them of the old country. The Central Valley (once home to such notable Armenians as Cherilyn Sarkisian and Jerry Tarkanian along with the late William Saroyan and Varaz Samuelian) became their new homeland.

In the early 1930's, my maternal grandfather was taken out of his modest home in the Easton District (which is in Fresno County) in the middle of the night and forced to sign an agreement for his raisins (vineyard). The local company's logo is of a bonneted brunette.

Flash forward to 2013 and the immigrant family from Cambodia who is being strong-armed to sell their small business in Fresno County at half the assessed value to make way for a high-speed train in California. A train that is already in violation of Proposition 1A as ruled by Sacramento County Superior Court Judge Michel P. Kenny several weeks ago.

There are other small businesses, along with churches, communities, dairies, farms, homes and schools in the Central Valley that remain in the proposed paths including individuals who have made California their new homeland over the years now being adversely affected.

We are a nation of immigrants and the grandchildren still feel the strong ties. They want to continue their businesses and livelihoods for future generations.

My paternal grandmother who did not speak English had to deal with a number of situations as a female business owner who was also a young widow raising a farm family during the Depression Era. I personally know of a small business owner right now in Fresno County who has been targeted by the Authority because she is not male.

I kindly ask each of you as Authority board members (Chairman and CEO included) and everyone else affiliated with the California High-Speed Rail project to start treating all in the proposed pathways with respect. Please stop taking advantage of everyone and especially those whose first language is not English. It may have worked nearly 100 years ago, but this is the 21st century. Bullying, lying to and trying to cheat those in the proposed paths of the California High-Speed Rail to make the largest **flawed** infrastructure project in the world happen at any cost confirms the desperation of those at every level who are involved. It's time to wipe the slate clean. You'll earn the respect of everyone, including yourself. And for the record, I love trains.

Thank you.

Shelli Andranigian
On behalf of the Andranigian Family
AndranigianMedia@aol.com

cc: Fresno County Board of Supervisors, Fresno County Farm Bureau, Kings County Board of Supervisors, Kings County Farm Bureau

Public Comments for Submission into the Record – California High Speed Rail Board meeting of April 13, 2015 by Alan Scott

Good morning Chairman Richard and board members, Alan Scott, CCHSRA, Kings County.

Once again, I come before you with another extremely troubling communication failure by the California High Speed Rail Authority's land acquisition group.

At the March 10th board meeting, six residents of Kings County provided some very specific situations. However, one situation stands out, as it is a very disturbing communications error that has resulted in an ongoing harassment condition to Mrs. Alisa Gomez of Corcoran.

Why is it disturbing! It 'appears' that the board nor the authority did anything to resolve this serious lack of professional due diligence. The Gomez Family should not have to be worried about errors CREATED because of the lack of due diligence by the acquisition group.

On April 10th, at the State Public Works Board meeting, I addressed a concern that occurred on again on March 18th to Mrs. Alisa Gomez eight-days after she provided compelling issues that required immediate resolution. **However, it appears that there was no communication to the acquisition team as once again they contacted her ex-husband. Point in fact; this individual has no fiduciary interests in this property, so why are they contacting him???** On March 19th, Mrs. Gomez reported this communication to her attorney.

Starting in February, the land acquisition team contacted the ex-husband. **Since then he has been texting Mrs. Gomez and harassing her. This demonstrates that even solid empirical evidence is not important enough to perform an immediate resolution.**

On April 10th at the completion of the SPW's board meeting, I spoke with Mr. Don Grebe addressing, "It is difficult to fathom once again another violation has occurred eight-days after compelling evidence indicated immediate resolution should have been taken!!!"

At this time, I also discovered Mr. Grebe was not even unaware of this issue. Furthermore, he was not even aware of Mrs. Gomez's presentation on March 10th.

Ms. Schenk, Sept 2014 at the board meeting in Palmdale, you became aware of land acquisition issues.

**Public Comments for Submission into the Record – California High Speed
Rail Board meeting of April 13, 2015 by Alan Scott**

At the January 13, 2015-board meeting, you asked Scott Jarvis how the process was going in the valley. He report okay, stating Diana Gomez and Don Grebe had been conducting training. How accurate was that statement?

Because the only training session with the acquisition team (to our knowledge) was in Fresno sometime just before the February HSR board meeting.

As noted, at the March board meeting, six-individuals presented compelling situations some that required immediate resolution. Some members of board members expressed serious trepidation regarding these issues. However, it now appears that critical information **is not** getting back to the proper individuals for resolution.

Therefore, our questions to the entire HSR operation environment is:

1. "Are any of these report incidents acceptable acquisition practices?"
2. "If not, how long is the board going to allow these problems to continue?"
Remember, since September assurances have been given that all is well and without question, it is NOT!!!
3. "What will the board do today because it is very clear nothing happened after the last board meeting?"
4. "Is the board going to do anything to ensure that the land acquisition process regardless of what part shall be professional, within the bounds of existing California Law / Codes, and in closing will include competent "due diligence" that shall be accomplished prior to contacting any landowners?"

Thank you and I am providing a copy for each board member and requesting it be entered into the record and made a part of the minutes of this meeting.

Roland Lebrun
ccss@msn.com
April 13th 2015

Good morning Directors,

Mr. Richard, the last time you and I communicated, you assured me that you would be looking at International systems for guidance and best practices and I assumed that this would include shared low level platforms similar to those found in European blended systems.

Unfortunately, your staff and consultants did not read your letter so I wrote to you again last October to share concerns about emerging issues with compatible platform heights.

I never received a reply so I spent last Xmas writing another letter that explained how European regulations ensure that French low floor double-deckers can share platforms with Italian high-speed trains.

The final straw was last week's Caltrain announcement that they had agreed with your technical staff to remove nearly 200 seats per train to accommodate an extra set of doors for different platform heights.

In closing, the Authority has now crossed a bridge too far and unless things change in the next couple of months, I am going to leave you with two alternatives.

First, I and others will start lobbying for legislation that will confine your activities to sections of tracks capable of sustained speeds in excess of 150 MPH and

Second, we will defund the entire project and get the job done ourselves.

Thank you and have a great day.

from Rosa
Jockel

4-14-15
Board
mtg.

It is a pleasure to study the connectivity, opportunity, and sustainability benefits of a technology with a 51-year success record overseas.

So, why don't we have it here, now?

Three barriers!

First is "The Parties Versus The People". While 88% of Americans support HSR, it has become the number one target of one party due to its inclusion in the other party's "Economic Stimulus Package."

Second is "The Koch Brothers Exposed". US Energy Analyst Gregor Macdonald observes that that "fossil fuel and automobile industries combined can outspend rail and renewable alternatives 100 to 1 in media campaigns and legal bribery." We know who is heavily funding the opposing political party.

Third is exorbitant defense spending. At 600.4 billion dollars annually, the US spends the same as the next ranked 14 nations combined. The US High Speed Rail Association advocates for a \$20 billion annual investment in a nationwide HSR network. That is only 12 days worth of defense spending.

Effectively balancing the communication of the benefits and the barriers will help move this project forward.
Thank you.

April 14, 2015

Good morning/Good afternoon. My name is Shelli Andranigian and I address you today as the granddaughter of Armenian immigrants who came to America over 100 years ago.

Not everyone from our family made it out of Armenia alive. My Mom's Dad's younger brother was murdered while at Euphrates College in Kharpet, Armenia. My Dad's paternal grandfather was murdered in the late 1800's while on the way home from milling wheat for bread. They are among the over 1.5 million Armenians massacred by the Turks during the first Genocide of the 19th Century which began before 1915. A Genocide that has never been properly recognized as we observe the 100th anniversary this month on April 24th, 2015.

Mom's maternal grandfather was a missionary and foresaw what was happening in Armenia and was able to get his family out in 1907.

My maternal grandparents settled in Oleander, which is in the Easton area of Fresno County. In the early 1930's, my maternal grandfather was taken out of his modest home there in the middle of the night and forced to sign an agreement for his raisins. The local company's logo is of a bonneted brunette.

My paternal grandparents who came from Van, Armenia settled in Kingsburg. My paternal grandmother who did not speak English had to deal with a number of situations as a female business owner who as a 26 year-old widow, was raising a farm family of four young sons during the Depression Era.

Dad also farmed in Fresno County and that is where I was raised. The Home Place of the farming operation which is along the Cole Slough of the Kings River there has been in existence since 1945. Our farms in the Central Valley have fed and clothed the world.

We inadvertently found out at a meeting in Kings County in May 2011 that our Home Place was one of two large properties of ours in the proposed pathway of California's High-Speed Rail. The path was and remains a diagonal one through each property, which is separated by HWY 43.

These properties were flash-appraised last year by those who represent the California High-Speed Rail Authority. Our property that we started farming in 1987 and is adjacent to HWY 43 was the first to be flash-appraised.

We met with the team that did so and had them do an appraisal on this property with us the landowner present in December during the holidays. You shouldn't need to have an attorney and accountability group members also present to assure everyone acts civilly. The Home Place property was to have an appraisal with the same team and us present in late March. However, the RW aka Right-of-Way team changed.

The Right-of-Way (RW) team that flash-appraised our properties last year was replaced with a new team sometime earlier this year. No one has given us a straight answer as to when. Meantime, our Home Place property that has fed and clothed the world the past seven decades and was scheduled for an appraisal that included us the landowner, ended up on the State Public Works Board agenda in late March. We were wrongly placed on the Resolution of Necessity (RON) agenda and as of this date are not exactly sure who placed us on the fast track (pun intended) to eminent domain.

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I have good reason to believe it was the overzealous RW (Right-of-Way) team who had been replaced by the new RW team, but have no proof. I just know our family and others in the pathway have had to continue to deal with shenanigans at every step of the way and many continue to be mistreated by those who represent the rail authority. We are currently working with the new RW team and everyone's schedule to have the appraisal with us included scheduled for May before harvest begins.

The RON for our Home Place was rightfully pulled which kept us off the path to eminent domain (at least for the time being). There were a total of five properties pulled from the 43 parcels on the agenda that were RON'ed at the State Public Works Board this past Friday, April 10, 2015 in Sacramento. How many other impacted properties that were also flash-appraised should have been rightfully pulled that day and in the months prior? Especially since the Authority has been coordinating with the State Public Works Board to acquire property that includes properties that have been flash-appraised before being presented to the State Public Works Board.

Our family and those who remain in the proposed paths of the California high-speed rail (including many in the neighborhood of Easton in Fresno County where my maternal grandparents settled after arriving here over a century ago from Armenia and where my Mom was raised) must be treated with respect by being included in the process. Thus far, this has not been the experience for many despite repeated requests and assurances.

I leave you with an excerpt of a speech I made before this board on September 10, 2013 in Sacramento...

"I kindly ask each of you as Authority board members (Chairman and CEO included) and everyone else affiliated with the California High-Speed Rail project to start treating all in the proposed pathways with respect. Please stop taking advantage of everyone and especially those whose first language is not English. It may have worked nearly 100 years ago, but this is the 21st century. Bullying, lying to and trying to cheat those in the proposed paths of the California High-Speed Rail to make the largest **flawed** infrastructure project in the world happen at any cost confirms the desperation of those at every level who are involved. It's time to wipe the slate clean. You'll earn the respect of everyone, including yourself..."

Thank you and safe travels.

Shelli Andranigian
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