

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

MONTHLY MEETING

TRANSCRIPT OF PROCEEDINGS

RONALD REAGAN STATE BUILDING AUDITORIUM

300 SOUTH SPRING STREET

LOS ANGELES, CA 90013

TUESDAY, JUNE 9, 2015

8:30 A.M.

Reported by: Jacqueline Denlinger

APPEARANCESBOARD MEMBERS

Dan Richard, Chairman

Tom Richards, Vice Chair

Thea Selby, Vice Chair

Lynn Schenk

Lou Correa

Katherine Perez-Estolano

Daniel Curtin

Michael Rossi

STAFF

Jeff Morales, Chief Executive Officer

Janice Neibel, Secretary

Michelle Boehm

Tom Fellenz

Scott Jarvis

Mark McLoughlin

ALSO PRESENT

Vickere Murphy, Office of State Senator Carol Liu

Patsy Ayala, Office of State Assemblyperson Scott Wilk

Felipe Fuentes, Council District Seven

APPEARANCES (CONT.)ALSO PRESENT

James Ledford, Mayor, City of Palmdale

Bob Frutos , Mayor, City of Burbank

Joel Fajardo, Mayor, City of San Fernando

Sylvia Ballin, Mayor Pro Tem, City of San Fernando

Jaime Soto, City Council San Fernando

Kris Murray, Council Member, City of Anaheim

Marsha McLean, Mayor, City of Santa Clarita

TimBen Boydston, Council Member, City of Santa Clarita

Hasan Ikhata, Southern California Association of

Governments

Michael Cano, Los Angeles County Board of Supervisors,

Supervisor Antonovich's Office

Ricardo Benitez, Office of State Assemblyperson Patty Lopez

Michael Behan

Rich Poston

Dr. Tom Williams, Sierra Club Angeles Chapter

Stephen Van Wie, IAMAW District Lodge 725

Walter Carroll, IAMAW District Lodge 725

Tippy Hedren

Kathleen Trinity

Jacqueline English

APPEARANCES (CONT.)ALSO PRESENT

Elizabeth Billet, Blum Ranch

Michael Hughes

Angela Toghia

Beth Katz

Pamela Wolter, Acton Town Council

Sandy Madsen, Acton-Agua Dulce Against High Speed Rail

Coalition

Alannah Byrne

Isobel Cook

Seth Di Paulo

Christopher Croisdale, Acton Town Council

Dale Bybee

Cari McLane

Rick Miller

John Farrar

Katherine Tucker, Acton Town Council

Bruce Pick

Don Henry, Agua Dulce Town Council

Mary Johnson, Agua Dulce Town Council

Lillian Smith

Pete Willadsen

APPEARANCES (CONT.)ALSO PRESENT

Michael Hogan, Santa Clarita Valley High-Speed Rail

Community Committee

Kathleen Scherich

Steve Valenziano

Alan Ferdman, Canyon Country Advisory Committee

Nancy Starczyk, Southland Regional Association of Realtors

Holly Schroeder, Santa Clarita Valley Economic Development
Corporationx1

Cara Franklin

John Rosengrant

Al Lombardi

Mark King

Dave Peterson

Bob Khalsa

Dan O'Connell

Moose

Steve Petzold

Ann Jobe, Sylmar Neighborhood Council

Maria Guzman

Brian Saeki, City Manager, City of San Fernando

Benny Bernal

APPEARANCES (CONT.)ALSO PRESENT

Miguel Montanez

Maria Carrillo

Mary Mendoza, Residents For A Better San Fernando

Margarita Montanez

Cristina Arballo

Martha Diaz Aszkenazy, Publisher, San Fernando Valley Sun

Sharon Kinlaw

Cindy Montanez

Genaro Ayala, Communities Against Displacement

Steven Bravo

Mark Hedges

Ricardo Mata, Communities Against Displacement

Karina Ceja, Communities Against Displacement

Ana Murillo

Mercedes Ortiz

Delma Ramirez

Yvette Lopez Ledezma, Pacoima Beautiful

Hugo Cortinez

Vilma Villela

Juan Salas, Communities Against Displacement

Ernesto Ayala, Communities Against Displacement

APPEARANCES (CONT.)ALSO PRESENT

Nina Royal, Sunland-Tujunga Neighborhood Council

Liliana Sanchez

Diego Ortiz, Pacoima Beautiful

Georgina Carranza, Communities Against Displacement

Brian Barajas, LaRouche PAC

Dave Hoffman

Guadalupe Gonzalez

Kagel Canyon Resident

Kelly Rose

Gail Wilke

Gerri Brass Summe

Thomas Despres

Cynthia Despres

Gina Keil Cruz

Kathy Delson

Cynthia Urias

Krystee Clark, Sunland-Tujunga Neighborhood Council

Carol Bartilotto

Bill Eick

Susan Stedman

Dale Stedman

APPEARANCES (CONT.)ALSO PRESENT

Teresa Ortiz

Cile Borman

Katherine Dayen

Lois Dayen

Joshua Jeffrey

Cindy Bloom

Gabriela Andrade

Robert Wood

George Gamble

Bonnie Corwin

Olivia Hernandez

Elizabeth Palmer

Laura Leganza Reynolds

Katherine Paull

Nikki Ahten

Gabriela Quintero

Julia Tarnawski

David DePinto, Shadow Hills Property Owners Association

Kelly Decker

Simon Scheeline

Sam Edgeman

APPEARANCES (CONT.)ALSO PRESENT

Don Delson

Elizabeth Harner

Cindy Cleghorn, Sunland-Tujunga Neighborhood Council

Shannon McGinnis

Suzie Moat

Pat Romar

Clark Schickler

Joe Adams

Alicia Gomez

Shelli Andranigian, Citizens for California High Speed Rail

Accountability

Cherylyn Smith

Bill Descary

Alan Scott

Frank Oliveira, Citizens for California High-Speed Rail

Accountability

David Cameron, Teamsters Rail Conference

Katelyn Winklevoss

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P R O C E E D I N G S

8:30 a.m.

CLOSED SESSION BEGINS AT 8:30 A.M.

(The High-Speed Rail Authority meeting
convened into Closed Session at 8:30 a.m.)

BOARD PROCEEDINGS BEGIN AT 10:19 A.M.

LOS ANGELES, CALIFORNIA, TUESDAY, JUNE 9, 2015

CHAIRMAN RICHARD: I would like everyone to take their seats. And I think we have staff here to help marshal folks. We do have Fire Marshall considerations, but everybody is going to have an opportunity to observe the proceedings today.

This meeting of the California High Speed Rail Authority Board will come to order. Will the Secretary please call the roll?

MS. NEIBEL: Director Schenk?

BOARD MEMBER SCHENK: Here.

MS. NEIBEL: Vice Chair Richards?

VICE CHAIR RICHARDS: Here.

MS. NEIBEL: Director Rossi?

BOARD MEMBER ROSSI: Here.

MS. NEIBEL: Director Perez-Estolano?

BOARD MEMBER PEREZ-ESTOLANO: Here.

MS. NEIBEL: Director Correa?

BOARD MEMBER CORREA: Here.

1 MS. NEIBEL: Director Curtin?

2 BOARD MEMBER CURTIN: Here.

3 MS. NEIBEL: Chair Richard?

4 CHAIRMAN RICHARD: Here.

5 Would you all please rise and join me in the
6 Pledge of Allegiance?

7 (The Pledge of Allegiance is made.)

8 CHAIRMAN RICHARD: Before we start, I know we
9 have very important business today, but one thing that is
10 also very important for us is to welcome a brand-new member
11 of our Board. Daniel Curtin was appointed by the Assembly
12 Speaker to be a member of the High Speed Rail Board.
13 Mr. Curtin has a long history in the public sector serving
14 on the California Water Board.

15 Normally we do a ceremonial swearing in. In
16 light of the press of business today we're not going to do
17 that. He has been sworn in, but I'd like to both welcome
18 Danny Curtin and give him an opportunity to just make any
19 remarks he'd like to make upon joining our Board.

20 BOARD MEMBER CURTIN: I think that's on. Hello,
21 thank you, and I'm looking forward to hearing what you have
22 to say. Thank you.

23 CHAIRMAN RICHARD: Thank you very much. So let
24 me just walk through how we're going to proceed today.

25 First of all, the main reason that most of you

1 are here, of course, is both to hear the presentation of,
2 and to in many cases comment on, the discussion of the
3 Supplemental Alternatives Analysis. And we're going to get
4 to that public comment period very quickly here.

5 First we have one or two items of Board business
6 that we must deal with to maintain a quorum. I think we
7 can accomplish that in the next five or ten minutes, so
8 we're not going to have you sit very long for that. And
9 we're going to move to that right now.

10 So first, let me say that we had a closed session
11 this morning. We have no items to report from that closed
12 session.

13 Next is item two, a consideration of approval of
14 the Board meeting minutes from the May 12th, 2015 Board
15 meeting. And could I get a motion on that?

16 BOARD MEMBER ROSSI: So moved.

17 VICE CHAIR RICHARDS: Second.

18 CHAIRMAN RICHARD: It's been moved by Mr. Rossi,
19 seconded by Vice Chair Richards. Will the Secretary please
20 call the roll?

21 MS. NEIBEL: Director Schenk?

22 BOARD MEMBER SCHENK: Aye.

23 MS. NEIBEL: Vice Chair Richards?

24 VICE CHAIR RICHARDS: Yes.

25 MS. NEIBEL: Director Rossi?

1 BOARD MEMBER ROSSI: Yes.

2 MS. NEIBEL: Director Perez-Estolano?

3 BOARD MEMBER PEREZ-ESTOLANO: Yes.

4 MS. NEIBEL: Director Selby?

5 VICE CHAIR SELBY: Yes.

6 MS. NEIBEL: Director Correa?

7 BOARD MEMBER CORREA: Yes.

8 MS. NEIBEL: Director Curtin?

9 BOARD MEMBER CURTIN: Yes.

10 MS. NEIBEL: Chair Richard?

11 CHAIRMAN RICHARD: Yes.

12 Okay. Thank you.

13 Now, next item is something that we have to do,
14 because of the calendar and that is the election of Board
15 Officers. I wanted to put this item off until the end of
16 the meeting to see who still wanted this job, but in any
17 case it is the time period to look at the election of the
18 Board President and the two Vice Presidents that we have or
19 Vice Chairs. Vice Chairs, I'm sorry, we're changing that
20 word. Yes, a motion please?

21 BOARD MEMBER SCHENK: I move that Dan Richard be
22 elected Chairman and Tom Richards Vice Chair and Thea Selby
23 Second Vice Chair or Co-Vice Chair I guess is two co-
24 chairs.

25 BOARD MEMBER ROSSI: I second the motion.

1 CHAIRMAN RICHARD: All right, is there any
2 discussion? Mr. Correa, are you trying to --

3 BOARD MEMBER CORREA: Becoming acquainted with
4 the microphones.

5 CHAIRMAN RICHARD: Great. I think rather than go
6 into a lot of grandiose discussion or speeches, will the
7 Secretary call the roll? Mr. Fellenz, are you okay with
8 all those combined in one motion?

9 MR. FELLEENZ: Yes, I am. Thank you.

10 CHAIRMAN RICHARD: Thank you.

11 MS. NEIBEL: Director Schenk?

12 BOARD MEMBER SCHENK: Yes.

13 MS. NEIBEL: Vice Chair Richards?

14 VICE CHAIR RICHARDS: Yes.

15 MS. NEIBEL: Director Rossi?

16 BOARD MEMBER ROSSI: Yes.

17 MS. NEIBEL: Director Perez-Estolano?

18 BOARD MEMBER PEREZ-ESTOLANO: Yes and thank you.

19 MS. NEIBEL: Director Selby?

20 VICE CHAIR SELBY: Yes.

21 MS. NEIBEL: Director Correa?

22 BOARD MEMBER CORREA: Yes.

23 MS. NEIBEL: Director Curtin?

24 BOARD MEMBER CURTIN: Yes.

25 MS. NEIBEL: Chair Richard?

1 CHAIRMAN RICHARD: Yes.

2 Okay. Thank you all and we'll have time to
3 reflect on that at a later point.

4 The next item and the last item we're going to
5 take before public comment is the item four on the agenda,
6 "Legal Services Update and Time Extension for the Nossaman
7 Legal Services Contract." Our General Counsel, Mr.
8 Fellenz.

9 MR. FELLEENZ: Yes, Mr. Chairman and Board
10 Members. What I'm requesting here is a time extension only
11 for the existing Nossaman contract that has funds available
12 for the next year. I'm asking for a one-year time
13 extension and I've written an explanation of some of the
14 legal services that we have in-house and external private
15 counsel as well. And I'm happy to answer any questions
16 that Board Members have.

17 CHAIRMAN RICHARD: Questions for Mr. Fellenz?

18 BOARD MEMBER PEREZ-ESTOLANO: I just --

19 CHAIRMAN RICHARD: Ms. Perez-Estolano,
20 microphone?

21 BOARD MEMBER PEREZ-ESTOLANO: First of all, yeah
22 I think we're good.

23 I just want to say first of all, Mr. Fellenz,
24 that I appreciate the detail and also how we're kind of
25 using our special counsel and Nossaman and the team to

1 assist us in kind of very specific services. So we're
2 building up our legal team, can you just maybe go into that
3 a little bit, because this has been an outstanding issue.

4 MR. FELLEENZ: Yes, happy to. So over time, over
5 the last few years, we've built up legal counsel inside the
6 High-Speed Rail Authority's public employees from just one
7 attorney a few years ago to five positions right now. We
8 also have authority and approval from the Department of
9 Finance to hire two additional state employees, who would
10 be licensed attorneys, to work on our project.

11 And we also have, as part of the state family,
12 assistance from the Attorney General's Office that handles
13 all of our litigation except those areas where they don't
14 have the expertise or capacity. And so there is some small
15 amount of outside consultant or outside counsel assistance
16 for some of our CEQA litigation, for example.

17 And then we also have Caltrans Legal Division
18 that is handling all our eminent domain and real property
19 legal work. So we do have a lot of work that's being done
20 by state staff in various departments.

21 In addition, the Department of General Services
22 provides advice regarding procurements. In their legal
23 division we have engagements with frequently.

24 CHAIRMAN RICHARD: Other questions for Mr.
25 Fellenz?

1 Okay. Do we have a motion?

2 VICE CHAIR RICHARDS: I'll move to approve.

3 CHAIRMAN RICHARD: All right.

4 VICE CHAIR SELBY: I second it.

5 CHAIRMAN RICHARD: All right, it's been moved by

6 Vice Chair Richards and seconded by Ms. Selby. Will the

7 Secretary please call the roll?

8 MS. NEIBEL: Director Schenk?

9 BOARD MEMBER SCHENK: Yes.

10 MS. NEIBEL: Vice Chair Richards?

11 VICE CHAIR RICHARDS: Yes.

12 MS. NEIBEL: Director Rossi?

13 BOARD MEMBER ROSSI: Yes.

14 MS. NEIBEL: Director Perez-Estolano?

15 BOARD MEMBER PEREZ-ESTOLANO: Yes.

16 MS. NEIBEL: Director Selby?

17 VICE CHAIR SELBY: Yes.

18 MS. NEIBEL: Director Correa?

19 BOARD MEMBER CORREA: Aye.

20 MS. NEIBEL: Director Curtin?

21 BOARD MEMBER CURTIN: Aye.

22 MS. NEIBEL: Chair Richard?

23 CHAIRMAN RICHARD: Yes.

24 Thank you, Mr. Fellenz.

25 Okay. We will defer the rest of the Board

1 business until after the public comment session.

2 Before we open the public comment session I'd
3 like to just discuss for a moment how we want to deal with
4 this. We obviously have a large number of citizens and
5 community leaders who wish to speak today. So I'd like to
6 just make a couple of comments about that and also talk
7 about how we intend to proceed.

8 First, I want to thank our staff for what I think
9 was excellent work in the logistics of setting up, the
10 sign-in and so forth, to try to accommodate people who want
11 to appear here today.

12 For those who have watched our proceedings over
13 the years what you would know is that during the public
14 comment period this is the public's opportunity to speak to
15 us. And it is not our job to engage in a debate or to try
16 to refute or to say anything else. Sometimes people come
17 up and they say, "Well, I want you to answer this
18 question," but this is the public comment period. It's not
19 the time for the Board to comment, so please don't expect
20 us to respond. And, in fact, we won't respond. Our job at
21 this point is to listen to you, first and foremost.

22 Secondly, this Board has been very liberal about
23 allowing public comment, particularly when people come from
24 long distances; we're very sensitive to that. But today we
25 want to make sure that everybody has an equal opportunity

1 to speak. And so that is why we have divided all this up
2 in a way that we think provides a fair and equitable way
3 for every community to have its voice heard. And let me
4 explain how we're going to do that.

5 First of all we are going to give speakers two
6 minutes each. In the past I've been very liberal with when
7 the clock hits the zero moment. I'm not going to be able
8 to do that today, because everybody needs an equal
9 opportunity to speak. We have a large number of citizens
10 who are here and so we're going to ask people to limit it
11 to the two minutes. And I won't mean to be disrespectful,
12 but I will respectfully ask you to conclude at the end of
13 the two minutes.

14 What we always do and what we will do here today
15 as well is we place first on the speaking order the elected
16 representatives of the people. And we will ask them to
17 come forward first to speak. I will call their names out
18 and ask them to come forward to speak. And we appreciate
19 their being here today.

20 After that normally we take comment cards in the
21 order in which they're received, so there's no
22 discrimination. We simply do that in order. Today, what
23 we thought would make the most sense, because of the way
24 that the communities have come to us is we're going to go
25 community by community starting in the north and moving to

1 the south along the various alignments. And so we'll be
2 calling the City of Palmdale, any citizens from the City of
3 Palmdale who want speak, any citizens from the City of
4 Santa Clarita and so forth. And I'll call those out.

5 And when we do, we will ask everyone who would
6 like to address the Board from that community to line up at
7 the microphone and give your name. I'm not going to be
8 calling out the names, because I'll be shuffling through
9 comment cards from now until next week. I'm going to ask
10 you to line up, give your name, make your statement to the
11 Board, and then to respect the two-minute time period that
12 we're giving you.

13 Beyond that, that's really it. As I said, we
14 want to make sure that everybody has an equal opportunity
15 to address the Board today on this issue, which we know is
16 very important to you.

17 Finally, I want to make this point. Not to
18 influence what you would say, but so you can understand
19 what this proceeding today is about. This is
20 informational. We're not making any decisions today. This
21 is a long process.

22 This is the front end of the process where we
23 begin the part of analyzing what these different routes
24 might mean, and looking at the impacts that they would have
25 on the physical environment, on the socio-economic life and

1 communities, on environmental justice, all these things
2 have to be looked at and analyzed. And that's what this
3 meeting is about today, to start that process.

4 So I know that people have been very concerned
5 and affected by seeing that communities in which you live
6 may be affected by the high-speed rail routes. I
7 understand that. We all understand that up here. But we
8 would ask you to understand that this is part of a process
9 where we're getting input, we're getting a report from our
10 staff, and we will be moving forward with probably more
11 than a year or possibly two years of environmental
12 analysis. And that process will be open and public and
13 people will have an opportunity to provide input the whole
14 way.

15 So I will just close with this. We live in a
16 time when I think people feel that government is not
17 responsive to them and they need to come out and they need
18 to basically shout at government, so that they can be
19 heard. I believe that this Board has a history of
20 listening to people in the communities that we serve and
21 the communities that we affect. And that will be the case
22 here as come into Los Angeles.

23 So we want your input. We will listen eagerly to
24 what you have to say, but please understand that this is
25 part of a long process. You'll be engaged in that process

1 throughout, your community leaders and your elected
2 officials will be engaged in that process throughout. So
3 with that I thank you for your patience and ask your
4 indulgence.

5 And I'd like to say that we have a number of
6 elected officials here and other regional rail partners who
7 are here. Many of the elected officials and regional rail
8 partners are not being asked to speak. I hope you will
9 pardon me if I don't go through the traditional long list
10 of announcing who's here. But we thank all of you for your
11 interest and for your service to your communities.

12 So with that I'm going to start with the elected
13 officials and regional rail partners. I'm going to call
14 them out, ask them to come up and address the Board. And
15 we'll proceed with what's going to be a long day, but it's
16 an important day for the public.

17 So first, Vickere Murphy representing State
18 Senator Carol Liu followed by Patsy Ayala representing
19 State Assemblymember Scott Wilk.

20 Good morning.

21 MS. MURPHY: Good morning, Chairman and Members
22 of the Board, I have a statement from Senator Liu that she
23 asked me to read into the record this morning.

24 "I have concerns regarding recent proposals to
25 route the high-speed rail through the Angeles National

1 Forest and under the recently designated San Gabriel
2 Mountains National Monument.

3 "As a State Senator representing the communities
4 and mountains affected by the alternatives I urge the
5 California High Speed Rail Authority to use extreme caution
6 when considering any route through the Angeles National
7 Forest.

8 "I echo my constituents concerns that these east
9 corridor alternatives could damage an environment that's so
10 may have worked to preserve. The forest eco-system with
11 its springs and local water supplies is still recovering
12 from past devastating fires and is fragile, especially in
13 this period of extreme drought. Big Tujunga Wash is the
14 only major undeveloped tributary of the Los Angeles River
15 and must be protected. Cutting cover in that ecologically
16 sensitive area would likely negatively impact many
17 endangered species that depend on the unique low-elevation
18 riparian ecosystem by damaging the unique buffer between
19 urban development and wilderness. Collectively, these
20 issues make me particularly wary about Alternative E2.

21 "My constituents have also expressed concerns
22 about Los Angeles Water and Power's Green-Verdugo
23 chlorination station, which stores chlorine as part of the
24 Department's water purification efforts. Because of the
25 extreme hazard of a chlorine gas release it is critical

1 that any tunneling plans have no chance of impacting the
2 chlorine storage facility.

3 "Lastly, tunneling such a long distance would add
4 significantly to the budget for the entire project, which
5 has already ballooned to an estimated \$68 billion.

6 "Thank you for your time and consideration of
7 this matter. I look forward to working with you to advance
8 a sensible route for high-speed rail moving forward.
9 Sincerely, Senator Carol Liu."

10 CHAIRMAN RICHARD: Thank you, Ms. Murphy.

11 MS. MURPHY: And I have copies, should I give
12 them here?

13 CHAIRMAN RICHARD: Yes, please give copies to the
14 Board Secretary.

15 MS. MURPHY: Thank you.

16 CHAIRMAN RICHARD: Ms. Ayala, good morning.

17 MS. AYALA: Good morning, thank you to all the
18 authorities for allowing me to talk on behalf Assemblyman
19 Scott Wilk.

20 "As you have without doubt heard in your previous
21 scoping meetings on the proposed Palmdale to Burbank line,
22 Santa Clarita Valley strongly opposes the SR14 line as
23 there is ample concern related to the impacts the alignment
24 would impose on our communities.

25 "The SR14 surface alignment would wreak havoc on

1 the quality of life of those existing communities as it
2 would eliminate homes, devastate neighborhoods, local
3 schools, churches, as well as planned community
4 developments already in the works.

5 "These alignments, as currently proposed, have
6 the ability to put the uniqueness of my districts rural
7 appeal at risk, and even more troublesome, the SR14 plan
8 has the capability of affecting ground wells, which my
9 constituents obtain their drinking water from. It is clear
10 that neighboring assembly districts share the same concerns
11 regarding the potential impacts it could have on their
12 communities.

13 "The current project does not meet the benchmarks
14 in Proposition 1A. That is funding has not been
15 identified, the system is no longer an electrified high-
16 speed rail and the cost is now projected to be \$68 billion
17 just for Phase 1.

18 "Polling shows that if given another chance,
19 voters would say 'no' to the bullet train. That being
20 said, I strongly consider listening to those voices and
21 communities whose lives are going to be impacted if this
22 proposed line moves forward.

23 "If you have any questions, please do not
24 hesitate to contact us in the District or Capital Office.
25 Thank you, so much."

1 I'm going to leave the letter for you.

2 (Applause.)

3 CHAIRMAN RICHARD: Now folks, you know I'm going
4 to ask people not to do that, because it's going to be a
5 long day. You're going to have people who support what you
6 say and people who oppose what you say. And if we get into
7 a lot of demonstrations like that it's just going to make
8 it a longer day. So I appreciate your indulgence on that.

9 Next we have Los Angeles City Councilmember
10 Felipe Fuentes -- Councilmember, nice to see you again --
11 followed by Mayor James Ledford from Palmdale.

12 COUNCILMEMBER FUENTES: Good morning, Chairman
13 and Honorable Board. Thank you so much for the opportunity
14 to be able to testify here before you today.

15 I represent the 7th Council District in Los
16 Angeles, which is the Northeast San Fernando Valley, which
17 is precisely where the high-speed rail will come through in
18 one shape, form or another. And I am excited about the
19 opportunity that this investment will bring to California,
20 especially in the climate of greenhouse gas reduction
21 emissions. I think that the Goliath here that we have to
22 keep in mind is that we are after GHG reductions, which is
23 to say that we've got to figure out how to electrify our
24 transportation corridor. And an investment like this, I
25 think makes a tremendous amount of sense. And it's the

1 easy thing.

2 The hard thing, of course, it is that you put
3 this particular project. And for me it is a very difficult
4 sort of decision, but I want to thank you all for your
5 participation with the community. And invite you to do it
6 even more strenuously. It's been done very, very well and
7 I commend the Board and the staff, but we do need to figure
8 out how to strike a balance between what it is that we're
9 planning and how it's going to affect the constituents of
10 the San Fernando Valley, in particular my district.

11 I want to thank you for the Supplemental
12 Alternatives Analysis. I think it does a tremendous job in
13 obviating the fact that there are some real challenges with
14 Routes E2 and SR14. I would say that those are the most
15 problematic of the alternatives that are being presented to
16 us today. And would hope that in short order you all would
17 work to eliminate those.

18 I do also want to thank you, Chairman and Board,
19 for listening to the request to do some pre-studies of how
20 this would affect seismic, how it would affect water and
21 other issues like that in the environment prior to the EIR
22 Process. I am in receipt of your letter and thank you very
23 much for accommodating our request.

24 I lastly would encourage you all to stay the
25 course in making sure that we design the best possible

1 investment for the California that we want and dream to be.

2 Thank you all very much.

3 CHAIRMAN RICHARD: Thank you, Councilmember.

4 Mayor James Ledford from Palmdale?

5 MAYOR LEDFORD: Honorable Chair and Board and
6 staff, thank you for giving me an opportunity to speak.

7 And I can go back 20 years to the first ever
8 California High Speed Rail Commission meeting, it was in
9 this very building and it looked a lot like what we see
10 today. So it's all good, it's all part of the being a
11 process.

12 We've been involved, like I say for 20 years,
13 we've invested resources. We're excited about the future
14 of high-speed rail and all that comes with it. We are an
15 affected community and with that I have to ask, if not
16 high-speed rail, then what ladies and gentlemen? We know
17 what's coming in the next 20 years and we need to be
18 prepared. This helps us get there.

19 I also want to start right out from the top and
20 believe the tunnel alignment from Palmdale to Burbank is
21 the smarter option. And we support the California High
22 Speed Rail Authority's decision to include a tunnel
23 alignment from Palmdale to Burbank section in a separate
24 EIR. I believe this may be the consensus project.

25 Now, we've got a lot of work to do to figure it

1 out still, but I think we're on the right path. And I do
2 want to speak a little bit about that. I've got to commend
3 the staff of California High Speed Rail on what you're
4 doing in the outreach. I mean, if you've been to the
5 outreach meetings you do get a variety of opinions and it's
6 passionate, but that's what the process is all about. The
7 idea is to bring our comments forward, so we can properly
8 analyze this project and do the right thing for the State
9 of California. I believe that's exactly what's happening.

10 We're very excited in our city about our station
11 planning grants. And what we believe that's going to do to
12 transform our city. More importantly, it connects to where
13 the jobs are in Southern California. I take a resident
14 that spends two hours on the road and if they can get home
15 in 30 minutes, it's a game changer. It allows them quality
16 time with their family. It allows them to be involved in
17 their community.

18 We believe it's the answer to Southern
19 California's need for jobs. We're close to double-digit
20 unemployment still in the high desert -- unacceptable.
21 This type of infrastructure can bring relief and jobs to
22 our residents that we sorely need.

23 So we're here to participate. We're not going
24 away. We're proponents. We believe we're on the right
25 path. We believe that we're going to come up with a right

1 alignment when all the work is done. And I commend you for
2 your involvement. Thank you.

3 CHAIRMAN RICHARD: Thank you, Mayor.

4 Next up is Mayor Bob Frutos from Burbank followed
5 by Mayor Joel Fajardo from San Fernando.

6 Mayor, good morning.

7 MAYOR FRUTOS: Good morning, Mr. Chairman and
8 Members of the Authority. I want to introduce myself. I
9 am Mayor Bob Frutos from the City of Burbank. And we have
10 an airport, we a reasonable transportation authority.

11 I wanted to make a quick point in less than 90
12 seconds of your valuable time and tell you that the City of
13 Burbank is looking forward to working with you and your
14 staff on the proposed Burbank High Speed Rail Station in or
15 around the Burbank Airport, Bob Hope.

16 We are now just completing our application for
17 the Station Area Planning Grant. We want to thank the
18 Authority and your staff for the assistance in the effort.
19 We recognize that high speed rail program offers jobs and
20 environmental improvements. While our community is
21 expecting the elected officials to look very closely at all
22 issues subject to the upcoming EIR process, we very much
23 look forward to working with you. And to create a program
24 that is good for Burbank and the region.

25 I also want to thank Chairman Richard for his

1 recent visit to Burbank when I first became mayor, thank
2 you. And for the support we have received to date from
3 Michelle Boehm and her staff as well as Commissioner
4 Katherine Perez who's attended several of our community
5 outreach meetings.

6 We hope we will continue to see you every step of
7 the way as Burbank wants to be at the discussion table, not
8 being reactive, but we want to be proactive. Thank you.

9 CHAIRMAN RICHARD: Thank you, Mayor.

10 Joe Fajardo?

11 MAYOR FAJARDO: Thank you. My name is Joe
12 Fajardo, I'm the mayor of the City of San Fernando.

13 I would like to clarify first, some comments that
14 you made earlier. I do not believe that the people here
15 today are simply here to shout at government. The people
16 here today are here to fight for their communities, to
17 fight for what they believe in. And they are doing that,
18 because their voices are not heard.

19 You've claimed that the High Speed Rail Authority
20 Board has listened to the public, but if that were the case
21 there would not be so many people here today. And if that
22 is what the Board truly believes then they have been fooled
23 by consultants or they are simply out of touch on this
24 issue.

25 In the City of San Fernando, we have been

1 fighting the High Speed Rail Authority's route, SR14, for
2 two years. We have told your consultants on the ground
3 that this would not only affect the City of San Fernando,
4 but it could potentially bankrupt the city. Yet they have
5 ignored this fact time and time again, telling us most
6 recently that they do not have adequate information to
7 verify that. If that was the case, why didn't they ask for
8 more information beforehand?

9 Why are we at this stage where we now have the
10 Supplemental Alternatives Analysis and there is no mention
11 of the catastrophic destructions to the City of San
12 Fernando? It would divide the city in half with a 20-foot
13 wall, effectively creating two separate towns. It would
14 destroy our Cesar Chavez Monument or impede access. It
15 would eliminate our bike path at the same time that the
16 High Speed Rail Authority is proposing to enhance modes of
17 transportation.

18 This adversely affect, and disproportionately
19 affect, a working class community. And everyone here in
20 this room knows we would never consider these routes
21 through Third Street Promenade. We would never consider
22 these routes in Old Town Pasadena. We would never even
23 speak about these routes on Rodeo Street. But it is okay
24 to impact our communities. There is no second-guessing
25 that you will study our communities, even if it means

1 destruction to our town.

2 Like my colleagues, I understand the need for
3 better transportation alternatives, but it needs to be done
4 in a meaningful way. This meeting was held at a time and
5 place at which our community members cannot attend, so I'd
6 like to thank the community members who helped me over two
7 days to collect a thousand petitions telling you to remove
8 SR14 and to preserve the City of San Fernando.

9 Thank you for time.

10 CHAIRMAN RICHARD: Thank you.

11 Mayor Pro Tem Sylvia Ballin followed by Jaime
12 Soto from San Fernando.

13 MAYOR PRO TEM BALLIN: Thank you, very much.

14 Let me say this one more time, loud and clear: we
15 do not support above-ground or underground high speed rail
16 service.

17 The California High-Speed Rail Authority claims
18 to have open communication, however; the HSR does not hear
19 what is said, nor read what is written. To help you
20 comprehend I prepared documentation for you to follow the
21 sequence of San Fernando's position. I also highlighted
22 key points for you.

23 On July 21, 2014 the San Fernando City Council
24 sent a letter to Chairman Richard. Page 2, paragraph 1,
25 first sentence read, "San Fernando City Council would be

1 willing to have a continued discussion on a proposed tunnel
2 design."

3 On March 11th, 2015 at 10:00 a.m. Chairman
4 Richard and HSR staff met with me and our City Manager
5 prior to a Special City Council meeting and tour of our
6 City. And I was very clear that I do not support above-
7 ground or underground rail through our City.

8 On April 20th, 2015 the City Council sent a
9 letter to Chairman Richard. On page 3 we asked that the
10 Authority consider alternative routes that do not pass
11 through the City of San Fernando, "...due to the failure to
12 identify the full range of economic and environmental
13 impacts to our City."

14 On May 18th, 2015 at our City Council meeting, I
15 requested our City Manager to contact High Speed Rail staff
16 and ask that they allow questions from our residents at the
17 scheduled open house on May 18th at Las Palmas Park. The
18 City Manager contacted High Speed Rail staff and they said
19 they would not change their format. No questions allowed.

20 On May 28th the elected officials and residents of
21 San Fernando, Pacoima and Sylmar disrupted the meeting.
22 And, once again, requested that our questions and concerns
23 be answered -- High Speed Rail -- to have open
24 communication, but it is only one-sided. The events of
25 that evening received well-deserved news coverage.

1 On May 29th, 2015 Chairman Richard sent the City
2 Council a letter thanking us for our April 20th letter and
3 page 2 states, "We understand this process can be difficult
4 for communities near potential alignments, and that you are
5 seeking answers to many questions. Though I am unable to
6 provide those specific answers at this time, etcetera..."

7 On June 2nd --

8 CHAIRMAN RICHARD: Excuse me, Councilmember,
9 we've got a lot of people to speak. I'm asking everybody
10 to limit their comments. The two minutes have expired.
11 Can you give that statement to our staff members? It will
12 be presented to the Board Members.

13 MAYOR PRO TEM BALLIN: I will be happy to wrap it
14 up and say one last thing:

15 The City of San Fernando is very disappointed
16 with the letter from Fuentes, Kuehl and Antonovich.

17 CHAIRMAN RICHARD: Okay.

18 MAYOR PRO TEM BALLIN: Thank you.

19 CHAIRMAN RICHARD: Thank you.

20 Councilmember Soto.

21 COUNCILMEMBER SOTO: Hi. Good morning, Board.
22 I'm Jaime Soto, Councilmember of the City of San Fernando.

23 I want to let you know that the City of San
24 Fernando is here today and they are going to make noise.
25 They are here and they're going to applaud and they're

1 going to reaction, because this is their home. This is
2 their city.

3 And as a public official I can tell you that it's
4 becoming more evident every day that the people that
5 support high-speed rail are nothing more than a mere
6 minority of a population of people, as opposed to a
7 majority that are going to be displaced and affected,
8 because of a loss of revenue over at least projected to be
9 close to 1.5 million in losses that we're going to have in
10 the city. And not including the loss of jobs, industry,
11 infrastructure that's going to be affected by this. The
12 cut-off of Los Angeles City Fire Department's two stations
13 alone that will be omitted from serving the south end if we
14 have high-speed rail with gridlock and traffic and other
15 things.

16 The people don't want high speed rail in the City
17 of San Fernando, because that spells the end of San
18 Fernando. It's not just an effect, it's the end and the
19 finale of the city the way we know it. And they are here
20 and they are going to make some noise and we are going to
21 be loud and we're not going to stop this. This has been an
22 example, time and time again, where there's no dialogue
23 between High Speed Rail and the community. They refuse to
24 answer questions.

25 That exemplifies and shows that we are a majority

1 and that's the fear of a minority of High Speed Rail that
2 refuses to consider the feelings and the impacts of the
3 community that we serve. I will defend it, the council
4 members here will defend it, to the very end, our city.
5 That's what we've been appointed to do and we will not
6 stand for the line that will go -- SR14 -- through our city
7 and destroy it.

8 Please listen to this. I'm a history professor
9 in the Community College of Los Angeles. I tell my
10 students we all have a right to life, liberty and the
11 pursuit of happiness. Listen to the people, listen to us
12 and do not sacrifice the City of San Fernando for some
13 benefit of the future that could be appointed and directed
14 someplace else. Thank you.

15 CHAIRMAN RICHARD: Thank you, Councilmember.

16 Next is Councilmember Kris Murray from the city
17 of Anaheim followed by Mayor Marcia McLean from the City of
18 Santa Clarita.

19 COUNCILMEMBER MURRAY: Good morning, Mr.
20 Chairman, Members of the Board and fellow officials who are
21 here today.

22 I'm here as a Council Member for the City of
23 Anaheim, the largest city in Orange County, the 10th
24 largest in the State of California. I'm also here today on
25 behalf of the California Transportation Commission

1 Chairwoman Lucy Dunn, who could not be here, who is also
2 the CEO of the Orange County Business Council. And I also
3 serve as a Regional Council Member and Executive Committee
4 Member to the Southern California Association of
5 Government, SCAG, who has also been studying this important
6 project as part of our regional transportation planning.

7 I just want to really speak to the fact that as a
8 representative of our city, we have had such a cooperative
9 and collegial working relationship with the Authority at
10 every turn. When we've had concerns you have responded and
11 really worked with our city, and we couldn't be more
12 appreciative. It has been a collaborative relationship
13 that has made all the difference.

14 We believe the High-Speed Rail Project is
15 incredibly important and a truly a game changer for
16 transportation and mobility, not just in Southern
17 California and regionally, but across the state. And for
18 our 26 million annual visitors, our 350,000 residents, over
19 3 million residents of Orange County this project will
20 provide mobility that the state has not seen before.

21 I encourage everyone to be vocal and respectful
22 in their remarks. It is important that we all be heard and
23 we all have a say in how this project is designed to move
24 forward.

25 I thank you for always listening, for always

1 being there for our residents, and for making sure that
2 this project will be a value add to all communities it will
3 serve. Thank you.

4 CHAIRMAN RICHARD: Thank you, Councilmember.

5 Mayor Marsha McLean followed by TimBen Boydston
6 from Santa Clarita.

7 MAYOR MCLEAN: Okay. Good morning, I am Marsha
8 McLean and I am the Mayor of the City of Santa Clarita. We
9 are now the third largest city in the County of Los
10 Angeles. And we are positioned along the SR14 Corridor
11 within the Palmdale to Burbank Project Section.

12 Since the inception of the project the Santa
13 Clarita City Council has been very involved in working with
14 the High Speed Rail Authority to eliminate the negative
15 impacts of the proposed project on Santa Clarita's
16 residents.

17 However, recognizing that the concerns of our
18 community were not unlike those shared in neighboring
19 communities I brought together elected officials and
20 community groups along the SR14 to encourage that we form a
21 cohesive voice as the North Los Angeles County Communities
22 Protection Coalition. The purpose of our coalition is to
23 ensure that neighborhoods within the Palmdale to Burbank
24 Project Section are not negatively impacted by high-speed
25 rail.

1 As part of the effort the Coalition hosted a
2 community meeting on April 27th, drawing approximately
3 1,500 attendees. It would have been more had we had
4 adequate parking. At this meeting a petition was
5 circulated calling upon the Board to advance only
6 appropriate and technically feasible fully underground
7 alignment for environmental review.

8 I would like to present the Board with a copy of
9 the petition and 1,097 signatures that have been collected
10 in person and online. I hope you understand that you have
11 the potential for approximately 300,000 people -- I'll say
12 that again -- 300,000 people opposing the proposed surface
13 alignment that will negatively impact our communities. Or
14 to advance only a route that goes fully underground at the
15 Burbank Bob Hope Airport and comes up in Palmdale.

16 Our council is united in opposing any surface
17 alignments and so are the communities of the Coalition.

18 I also just want to mention briefly that the
19 comments in the SAA Rep do not adequately or truthfully
20 represent the position of Santa Clarita.

21 CHAIRMAN RICHARD: Thank you, Mayor.

22 Councilmember Boydston.

23 COUNCILMEMBER BOYDSTON: Good morning, Chair
24 Richard, and it is for me to give you my condolences on
25 your recent reelection.

1 Members of the Board and Members of Staff of the
2 High Speed Rail we appreciate your dedication to this and
3 we appreciate your passion. And we should hope that you
4 will indeed appreciate ours.

5 I am Councilman TimBen Boydston from the City of
6 Santa Clarita, but more importantly I am a taxpayer of
7 California and a citizen of Los Angeles County. Yes, I am
8 here to tell you to not destroy the schools and churches
9 and homes of our city of Santa Clarita and our Valley of
10 Santa Clarita.

11 But I'm also here to tell you do not destroy the
12 historic City of San Fernando. Do not destroy the
13 neighborhoods of Shadow Hills and Sunland and Sylmar. Do
14 not destroy Kagel Canyon and La Canada. Do not destroy
15 Acton and Aqua Dulce.

16 Put this train underground where the people of
17 this county will not be divided and pitted one against
18 another, but we will be united. If you insist on
19 destroying our neighborhoods we will gather together and we
20 will rise up and we will stop this train in its tracks.

21 CHAIRMAN RICHARD: Okay. Next is Mr. Hasan
22 Ikhata, the Executive Director of the Southern California
23 Association of Governments.

24 MR. IKHRATA: Thank you, Chairman Richard, Board
25 Members, CEO --

1 AUDIENCE MEMBER: We can't hear you.

2 CHAIRMAN RICHARD: Can you adjust your mic?

3 MR. IKHRATA: Better now?

4 CHAIRMAN RICHARD: I think that's better.

5 MR. IKHRATA: Okay. Good morning, and thank you
6 for having me here to speak on behalf of Southern
7 California Association of Governments.

8 My Board which represents 6 counties, 191 cities
9 in Southern California, took an action to sign a memorandum
10 of understanding with High Speed Rail Authority to support
11 the blended approach of (indiscernible) in the local
12 systems, both ends of the state, and to move forward this
13 important project.

14 I'm here to applaud you for moving forward with
15 the biggest public works project in the country. And
16 throughout history these kinds of projects face tremendous
17 challenges. But I know you and your staff are up to the
18 task. I urge you to keep your eye on the ball. I urge you
19 to accelerate an implementation of the MOU with Southern
20 California. You are in most populous area of the state and
21 probably the country. And you're going to hear a lot and I
22 am almost certain that you and your staff will work with
23 community leaders to minimize or eliminate the impacts on
24 the communities.

25 But I'm almost certain that this kind of project

1 is what the State of California needs for the future. So
2 move forward, keep your eye on the ball, I applaud you, and
3 we are here, your partners. And let us make sure the
4 blended approach is something of a reality.

5 Thank you, very much.

6 CHAIRMAN RICHARD: Oh, excuse me -- Hasan, thank
7 you.

8 The gentleman in about the fourth row has a
9 camera up with a light, that is unfortunately shining right
10 in our eyes, and so let me just say this proceeding is
11 videotaped. The videotape is a public document. People
12 will be able to see the videotaped record of this, so we
13 appreciate your courtesy of not doing that.

14 The last speaker I have representing the public
15 -- I'm sorry?

16 (Colloquy between Chair and Audience Member)

17 -- Michael Cano from Supervisor Antonovich's
18 Office.

19 MR. CANO: Well, good morning. Thank you,
20 Mr. Chairman and the Board. It's a pleasure to be here on
21 behalf of Supervisor Antonovich. Currently he is chairing
22 the Board of Supervisors at the exact same time, so he
23 couldn't be here. But he did want to speak in solidarity
24 with his communities. He represents many of the
25 communities that are affected: all the way from Palmdale

1 down to Acton, Agua Dulce, San Clarita, Shadow Hills,
2 Tujunga, Kagel Canyon. We have a lot in common with also
3 our colleagues Sheila Kuehl and Supervisors and Councilman
4 Felipe Fuentes.

5 We have made progress, incremental progress,
6 month after month with every iteration of the routes.
7 We've seen that, we appreciate that. And we definitely
8 thank you, Mr. Chairman, for your trips down to Southern
9 California, your meetings with the local residents and
10 communities and being fully engaged at what's going on at
11 the ground level.

12 We also want to thank Director Perez-Estolano for
13 her trip down as well, really encouraging to continue
14 coming down and having that face-to-face dialogue with all
15 of our communities.

16 The Supervisors join with Supervisor Kuehl and
17 Councilman Fuentes to work together trying to get people on
18 board. We have many issues that our communities have that
19 we share. We have a lot of different ecological issues,
20 equestrian issues, business issues, residential issues that
21 we want to make sure that we're working together and
22 finding the best solution moving forward for all our
23 communities.

24 And we have written a co-author letter with all
25 three of them, that you have in your possession.

1 I want to make clear one thing from the
2 Supervisor, he asked me to clarify here, in previous
3 communications he asked for more tunnel-oriented, less
4 community-intrusive routes. We also have supported what
5 Acton has asked for and want to make it clear that when the
6 Acton community asked developing an underground
7 alternative. The Supervisor does support that and does ask
8 for your authority and your staff to meet with the
9 community in the next 60 days or so and try to sit down and
10 find a way to develop some kind of underground alternative
11 taking into account all the impacts. And see if there's a
12 solution that could be worked out with, because Acton is
13 going to be impacted whether we go on 14 or we go through
14 the forest.

15 And so we really appreciate that. Obviously, a
16 lot of the focus has been on San Fernando Valley, we don't
17 want to lose that. And finally the one thing I did want to
18 say is I appreciate your signaling that we could expedite
19 technical analyses that might help refine the alignments
20 and take some of the burden off our communities, especially
21 at-grade versions.

22 And we do want to support your decision to have
23 the next meeting that has action items for this alignment
24 to be held in a time and place that is more conducive for
25 our members of our communities to come and visit.

1 So thank you for your work and appreciate you
2 keeping the door open for us and working with us on this
3 important issue.

4 CHAIRMAN RICHARD: Thank you.

5 Okay. And then finally Ricardo Benitez, yes,
6 Assembly 39th District.

7 MR. BENITEZ: Good morning to all. My name is
8 Ricardo Benitez, I represent Assemblymember Patty Lopez.
9 I'm sorry, I'm a little bit sick, but here I am because I
10 care for my community.

11 She just wrote saying that she's opposing to all
12 these routes that High Speed Rail has been designing. And
13 she's working hard in order to -- how a better solution can
14 be done to this situation. So she's been also working with
15 the Governor, Mr. Brown, inviting him to come to the
16 community and to see how destroyed our communities with
17 high-speed rail. So for that what she said that she is in
18 favor of all these people, so she's not supporting the
19 high-speed rail.

20 Thank you, very much.

21 CHAIRMAN RICHARD: Thank you. And just for the
22 record that would be, in case people didn't hear, the
23 gentleman is representing Assemblymember Patty Lopez.

24 MR. BENITEZ: Yeah, Assemblymember Patty Lopez.
25 Thank you.

1 CHAIRMAN RICHARD: Yes, Okay. Thank you, sir.
2 Okay. Let me just take a moment to consult with
3 my staff on logistics. We'll move to the public comment.
4 That is the end of the comments from elected officials and
5 rail delivery partners.

6 (Colloquy between Board Members.)

7 CHAIRMAN RICHARD: Okay. Excuse me, all right
8 we're now going to ask community groups to appear as a
9 group, which I think is the most respectful way to hear
10 from the communities of concern.

11 And so with that we are going to go north to
12 south starting with Palmdale and then Acton, Agua Dulce
13 followed by Santa Clarita.

14 So let me start with people from the community of
15 Palmdale. We ask you to line up here to speak at the
16 microphone. And to give your name for the record, and if
17 you have a speaker card then to turn that into the District
18 Secretary, the Board Secretary, who's there.

19 MR. SCOTT: Mr. Chairman, there's a group from
20 the Kings County (indiscernible)

21 CHAIRMAN RICHARD: Okay. I had not realized that
22 and I know my geography well enough to know that that is
23 north of Palmdale, so what we'll do, Mr. Scott, is we'll
24 make an adjustment. So since I asked the Palmdale people
25 to come we'll ask you folks from Kings County to come up

1 next. Okay, thank you.

2 All right, go ahead Mr. Behan, good morning.

3 MR. BEHAN: Good morning, Mr. Chairman, Members
4 of the Board, thank you. First of all, I want to say thank
5 you for having the meeting in Los Angeles, I really
6 appreciate that.

7 You know, the job before you is a very difficult
8 one. And in listening to this testimony I just want to say
9 I commend you for your role in this effort.

10 The City of Palmdale would also like to thank the
11 California High Speed Rail for the funds that have been
12 given to us, to do a station planning grant. We're very
13 excited about that opportunity. We're going to be
14 interviewing consultants next week. And they're going to
15 help us perform our envisioning for our future station. It
16 will be a multimodal hub station in Palmdale that will
17 connect Southern and Northern California and potentially
18 Las Vegas.

19 I'd also like to point out that the staff has
20 been great to work with. They've been transparent. They
21 have been great communicators, in particular Michelle
22 Boehm, Melissa Dumond, David van Dycken and Tony Mendoza
23 and many others. But we don't always necessarily agree,
24 but we're always talking, we're negotiating, we're
25 compromising. We're working through a variety of very

1 complex issues. So we are happy to be a part of this
2 project. We believe that high speed rail is definitely an
3 answer to our transportation issues in Los Angeles and the
4 state. And we look forward to a continued partnership.

5 And I would echo what Mayor Ledford said earlier,
6 if not high-speed rail, what else? Thank you.

7 CHAIRMAN RICHARD: Thank you.

8 Okay. Next speaker?

9 MR. POSTON: Good morning and Board, staff. I'm
10 Rich Poston. I'm a resident of the City of Palmdale. I'm
11 also the President of the Council to Change (phonetic) for
12 the State of California. And our council is united
13 supporting high speed rail. The alternatives are bleak and
14 a result of what we have right now, widening freeways is
15 not the answer. Taking over other right-of-ways is not the
16 answer. We spent two hours on the freeway just getting
17 here from Palmdale. High-speed rail will make a tremendous
18 difference and our business community supports what high-
19 speed rail is bringing to the table.

20 So we applaud your efforts. We know this is not
21 an easy challenge. We know that you have to mitigate and
22 find different alternatives and routes. I see that you've
23 been doing that. And I've watched this for the last six
24 years, coming to our city. We had an opportunity to meet
25 with you as a Board. And the business community in our

1 areas from 24 chambers throughout the State of California,
2 6,500 members, we all applaud what you're doing and we
3 appreciate us being a part of the process. Thank you.

4 CHAIRMAN RICHARD: Okay.

5 DR. WILLIAMS: Good morning, Dr. Tom Williams,
6 Sierra Club, Angeles Chapter, Transportation Committee and
7 Citizens Coalition for a Safe Community.

8 Sierra Club California supports California high-
9 speed rail. However, they also allow the local chapters to
10 deal with the routing and the designs and the environmental
11 impact reports that will be prepared. And we will be
12 participating all the way from the north end of Los Angeles
13 County to Anaheim and to Riverside. That's our area,
14 Angeles chapter.

15 We're quite concerned about one, ADA compliance
16 of the high-speed rail. We're also concerned regarding the
17 freight movement and how this will be incorporated into the
18 California Freight Management Plan, which doesn't even
19 refer to it. So we're quite concerned on those.

20 There's also a matter that the tunnels will
21 determine the aerodynamics and the requirements for the
22 trains. Therefore we need to make sure that the trains are
23 up to par, both for the tunnels and for the open road.

24 We're quite concerned regarding the Palmdale and
25 the Burbank ends of this particular section, because at

1 Palmdale it's on the surface. At south of Burbank station,
2 it's on the surface and elevated, which determines what's
3 going to happen in the L.A. Section to the south and to the
4 Bakersfield Section to the north.

5 So we're quite concerned about the alternatives
6 and they must include the underground stations and above-
7 ground stations. So we're quite concerned on those.

8 The details, there's a lot of details and one of
9 the things was that all of the meetings that have been
10 held, in May and June, were not part of the administrative
11 record. Therefore they're meaningless.

12 CHAIRMAN RICHARD: Sir, could I ask you to
13 conclude please?

14 DR. WILLIAMS: Yeah, one second. So we support
15 California high-speed rail and we would support a dead-
16 straight tunnel alignment from Palmdale to Burbank and
17 nothing beyond the Burbank stations. Thank you.

18 CHAIRMAN RICHARD: Okay.

19 MR. VAN WIE: Members of the Board, good morning,
20 I appreciate your time and I'll be as brief as I can.

21 CHAIRMAN RICHARD: Can you hold the microphone
22 up, sir?

23 MR. VAN WIE: My apologies. My name is
24 Steven Van Wie, I'm a representative for the International
25 Association of Machinists and Aerospace Workers out of

1 Palmdale, California. Before this meeting I was a big
2 proponent of high speed rail, after my two-and-a-half hour
3 commute this morning I'm an even bigger proponent now.

4 The high-speed rail is not only hugely beneficial
5 to the commute for members of the high desert, as the Mayor
6 said, unemployment out there is huge and we need to help
7 the members of the community. This rail project could help
8 those members and put them to work with good-paying jobs.
9 It helps with the transportation. It helps with the
10 greenhouse gases. This is an economic engine that is
11 hugely beneficial to the state and we cannot wait any
12 longer for this project to begin. Thank you.

13 CHAIRMAN RICHARD: Thank you.

14 MR. CARROLL: Walter Carroll, International
15 Association of Machinists and Aerospace Workers. I'm out
16 of Palmdale, California also.

17 The concern that I have is unemployment and the
18 deficit that our country has. Right here we have an
19 opportunity for people to be working, taxpayers, to help
20 out with this deficit. To make unemployment, these
21 numbers, change. We need to do something and this is the
22 something we need to do. Thank you much.

23 CHAIRMAN RICHARD: Thank you.

24 I'd like to -- well, I promised the people from
25 Kings County that you would go next. Actually we had you

1 on the agenda later, but if you feel want to speak now
2 that's fine.

3 AUDIENCE MEMBERS: Thank you, (indiscernible)

4 CHAIRMAN RICHARD: Well, if we can because we're
5 dealing with the alignment down here, if we could just go
6 through the alignment here and then we'll go to Kings
7 County right after that.

8 Could I ask residents from Acton and Agua Dulce
9 to please line up and come to the microphone?

10 While you're lining up let me also just say that
11 we will be taking breaks at about the two-hour mark. We
12 need to have the people who are doing the video recording
13 of this, they need to reset and people need just a slight
14 break, so we'll be doing that. Probably the first break
15 will be right around noon, a quarter of.

16 Okay. If we could, okay citizens from Acton and
17 Agua Dulce. We'll ask you to keep it to two minutes each.
18 We will limit it to two minutes each. I'd just like to get
19 everybody settled, so we can hear all the people are
20 speaking?

21 Just wait a minute for these folks who are --
22 Okay. All right, please proceed.

23 MS. HEDREN: All right, hello. Thank you,
24 everybody. My name is Tippy Hedren. I have been a
25 resident since 1972 in Acton where I have been rescuing big

1 cats: lions, tigers, leopards, whatever, who have been born
2 in the United States to be sold as a pet. They are not
3 pets, they are apex predators, they are top of the food
4 chain, one of four of the most dangerous animals in the
5 world. I fear them. I know them very well. And they
6 don't lie.

7 And frankly, I think I'm more afraid of all of
8 you, because I think you're not listening to us. And the
9 fact that you are going to come through Acton -- one of the
10 routes that's going to come through Action -- everything
11 else is going to go underground. This route is going to
12 take the train right through Acton. It's going to kill
13 that town, absolutely kill it. Action is a horse country
14 town. The horse walk down the streets, they are
15 everywhere. My lions aren't everywhere, they are
16 contained, you don't have to worry about that. But this is
17 -- you know, you don't listen, you don't care. You have
18 the exact personalities of the lions and tigers that I live
19 with.

20 You are frightening people and I think there's a
21 lot of people who are afraid, because you don't care. You
22 are going to take this beautiful little town of Acton,
23 which is a town of animal-loving people. They are
24 creative. They are excited about their town. We don't
25 talk about it, because we don't want a lot of people there,

1 literally. And you are going to destroy this with this
2 train. It doesn't even stop in Acton.

3 I think you really have to consider what the
4 people that you're dealing with. You know, okay so --

5 CHAIRMAN RICHARD: Thank you, Ms. Hedren. Ms.
6 Hedren, I'm sorry, but thank you. We have a lot of people
7 that want to speak. Thank you.

8 MS. AYER: Hello, yes my name is Jacqueline Ayer
9 and I am a resident of Acton.

10 I would like to make something crystal clear to
11 all of you. The community of Acton will not settle for any
12 of the routes that are in this SAA Report. Unlike any
13 other community, Acton is affected, devastated by every
14 single route in that report. It doesn't matter if you go
15 the 14, doesn't matter if you go the Angeles Forest
16 Corridor. You diverse action above-ground in any case.

17 Your engineers tell us that the train must go
18 above ground in Acton, because of our topography. Well if
19 that's their professional opinion then their engineering
20 degrees are not worth the paper they're printed on. And I
21 don't say that lightly, I have a master's degree in
22 mechanical engineering from Berkeley. And I have talked to
23 your engineers. I have shown them underground opportunity
24 areas throughout Acton on both corridors and they have been
25 ignored.

1 Burbank is a lower elevation than Acton -- or
2 than Palmdale, so the train should never climb up as it
3 goes south out of Palmdale. Nonetheless, your route
4 alternatives all go up and you traverse Acton like a
5 rollercoaster ride. You go up, cross at Acton and above
6 ground, and then you drop down into Burbank. None of that
7 is necessary. Acton should be fully underground.

8 I do also want to point out that the alternatives
9 described in the SAA are unacceptable and we insist that
10 you protect Acton the same way you've protected every other
11 community with an underground alignment.

12 If you do not do this then you're advised that we
13 will pursue this objective through the courts and to the
14 fullest extent of the law.

15 CHAIRMAN RICHARD: Thank you.

16 MS. TRINITY: Good morning, Chairman Richard and
17 Board. There are still four problems in Acton: E1, E2 E3
18 and the SR14 hybrid. Consider the (indiscernible) 25 to 35
19 feet top to ground would mean to residents now living in
20 the serene valleys and canyons of Acton, for peaceful
21 homesteads and horses.

22 This industrial structure will dominate the rural
23 residential area for more than a mile or two. Not only
24 with constant unhealthy noise, but with intrusion,
25 degrading blight and isolation. What we see and hear in

1 Acton are very important to us. You can put up walls that
2 will only partially mitigate sound, but you will have
3 stolen the beautiful vistas that are so central to what it
4 means to live in a rural community.

5 Rural character isn't something superficial that
6 can be fixed up with certain solutions like mitigation.
7 The essential form or structure of the area needs to be
8 preserved. To do otherwise shows a lack of understanding
9 and respect for our community.

10 What you see as a sleek new transit system is a
11 gross injury to our rural community. Not wishing to
12 compromise, of course, we are asking for a totally
13 underground route out of Palmdale. Otherwise you are
14 shifting the cost on to the community that has worked so
15 very, very hard to protect and preserve our town.

16 The voters may have chosen a high-speed train,
17 but I sincerely doubt that they want the destruction of our
18 rural communities and small towns.

19 Thank you.

20 BOARD MEMBER PEREZ-ESTOLANO: I'm sorry, what it
21 is your name? I didn't catch it.

22 MS. TRINITY: Oh, I am so sorry, Kathleen Trinity
23 resident of Acton.

24 COURT REPORTER: Thank you.

25 CHAIRMAN RICHARD: Thank you, next?

1 MS. ENGLISH: My name is Jacqueline English and
2 I'm a resident of Acton. And I left Pasadena in 2005,
3 because it was getting too crowded. And I moved to Acton,
4 because I wanted a simpler way of life. And I feel very
5 privileged to be able to have lived there.

6 Now I kind of know, in some small way, how the
7 Sioux Nation felt when the Union Pacific Railroad was built
8 across their lands, because that's exactly what you guys
9 are doing to us. You want to divide our town in half,
10 okay? I know up in Fresno you're resorting to eminent
11 domain to kick people off their farms, their farmlands.

12 You've got lawyers. I've heard you talking about
13 your law firms now, you're hiring even more lawyers. Who's
14 here to represent us? Where's our lawyers? Okay, you want
15 to take our town and split it in half and we have nothing.

16 And then you have this meeting downtown, which is
17 a good 30 miles from the stakeholders are? Where is our
18 seat at the table? You want to disrupt our lives? You
19 want to turn everything upside down in Acton when you have
20 reasonable alternatives.

21 They talk about democracy being compromise, all
22 right? I haven't heard about compromise. I've heard about
23 you people patting yourselves on the back about how you
24 have these open houses and these listening things, but you
25 don't hear us. You do not hear us, all right? So we're

1 kind of upset about that in case you hadn't figured it out,
2 all right?

3 So take yourselves, take your comment sections,
4 pat yourself on the back, but you do not listen. Thank
5 you.

6 MS. BILLET: Thank you for having a meeting here
7 in Los Angeles today, so that we could attend. I'm
8 Elizabeth Billet, co-owner of Blum Ranch in Acton.

9 My grandfather homesteaded that ranch 124 years
10 ago. We're still farming it. We feel all of the Acton
11 area should be underground. Our position, according to
12 your map -- the latest maps -- you're encroaching farther
13 into our property than some of the older maps.

14 The east alignment going through quadrangle
15 township for north range 12 west and 13 west, the on
16 alignment going west of the Vincent, the other one going
17 east and also Number 26, 27 and 32 should all be moved to
18 the south. And this would miss all the houses and wells
19 and then go on into the Burbank area if you must.

20 All of the Acton area should be underground. And
21 we have a beautiful town. We're all very pleased to live
22 there. And all of the above-ground routes in Acton will
23 disturb significant Indian artifacts and wildlife
24 corridors. We feel that the options E1a, 2a and 3a and
25 also E1b, 2b and 3b should all be moved south out of

1 Section 8 and 9. And instead of in Section 5 where we are
2 -- we own 150 acres -- and then their route can continue on
3 into Sections 17, 18 and then into Range 13 west into
4 Section 24.

5 I'm turning in some pictures of our beautiful
6 and also the quadrangle and the forestry, copies of those
7 maps. Thank you, very much.

8 CHAIRMAN RICHARD: Thank you, Ms. Billet.

9 MR. HUGHES: My name is Michael Hughes. I'm from
10 the community of Acton as well. As you can see, many
11 people are here. I came with some prepared notes, but
12 probably will ignore them now and just go with what I feel.

13 We have met and I have -- well, first of all, all
14 the elected officials who were represented up here first,
15 unfortunately Acton and Agua Dulce both have elected town
16 councils, which were not given the opportunity to speak
17 first. They were in Palmdale, they were not here. We were
18 officially drawn up, if you will, by Supervisor Antonovich.
19 So I think that our community should be given the same
20 courtesy as the other communities impacted by this system.

21 In early May, Chairman Richard came out, toured
22 the community with several members of the Town Council and
23 of the community, areas were pointed out where the train
24 would be coming out and "daylighting" our community. The
25 effects of that were clearly described, alternate routes

1 were clearly described that could save the community of
2 Acton.

3 You have heard numerous speakers here including
4 the representative of Mike Antonovich, Mr. Ledford from
5 Palmdale, Mrs. Savantes (phonetic) I believe it is, the
6 councilman and numerous other speakers say one thing --
7 underground. Do not destroy the communities you're going
8 through whether it's San Fernando, Santa Clarita, Agua
9 Dulce or Acton. We are the citizens of this state. We are
10 the only endangered species that doesn't have a protection
11 act. We are here to say we will not go away. We will not
12 allow our town to be devastated and cut in half.

13 Before the EIRs start, as you have committed to
14 at least one of the representatives here, sit down and talk
15 to us within the next 60 days and get the train underground
16 in Acton like every other community that it goes through.
17 Thank you.

18 CHAIRMAN RICHARD: And Councilmember, I do want
19 to apologize to you. When I saw you there, and your
20 colleague, we should have had you with the other elected
21 officials first. I will instruct the staff in future
22 meetings that you should have been identified that way and
23 I apologize to you for that, sir.

24 MS. TOGHIA: Good morning. Thank you for hosting
25 this meeting here in Los Angeles, however I would like to

1 request that the next venue be able to seat and house more
2 people as people aren't able to -- they're standing outside
3 and not able to attend.

4 My name is Angela Toghia. I'm a homeowner, a
5 taxpayer, and resident of Acton. I'd like to say publicly
6 that I don't want the high-speed rail at all. And I don't
7 see the benefit of it to the residents of California.
8 However if it has to transverse through Acton it needs to
9 be underground.

10 Yes, people are passionate here, but that is
11 because we feel that the Board has not listened to us,
12 staff has not listened to us. I feel like the meetings
13 that have been held have been dog and pony shows and no --
14 the Board and staff have not taken action on the
15 community's request. And we request that the high-speed
16 rail, if it must go through Acton, that it traverse
17 underground.

18 CHAIRMAN RICHARD: Thank you.

19 MS. KATZ: Hi, my name is Beth Katz. I'm a
20 resident of Acton also and I was going to talk about the
21 tunnels and tunneling, but I see we've already done some of
22 that. So I'm going to just make a few comments instead.

23 Contrary to what my fellow residents have said, I
24 think you do listen, but the difference is you don't do
25 anything about it, because you don't care or there's got to

1 be some ulterior motive. What is the benefit of splitting
2 Acton in half and destroying our property values? The only
3 thing I can think of is to drive us out. You don't like
4 the fact that we live in a rural community with horses and
5 animals. You want a citify us. What's the purpose of
6 this? If you have to put the train through, put it
7 underground, so it doesn't destroy us, our property values,
8 our cultural values.

9 Apparently the engineers have taken great care to
10 make sure that the train running through the forest is
11 underground. But then miraculously when it reaches the
12 borders of Acton it's above ground. Why is that? What's
13 the motive for that?

14 Acton has repeatedly requested an accommodation
15 to put it underground, but we get nothing. We're ignored.
16 We've provide numerous recommendations to the HSR on
17 viable, feasible alternative underground opportunities.
18 Recommendations that we move the track away from the
19 residences and would eliminate all HSR impact on Acton.
20 You listen, but you don't incorporate any of those ideas.

21 So it is unacceptable that the current planned
22 routes will destroy our community.

23 CHAIRMAN RICHARD: Thank you.

24 TOWN COUNCILMEMBER WOLTER: Good morning. My
25 name is Pam Wolter, I'm a 25-year resident of Acton. And

1 Chairman Richard, I appreciate the fact that you came to
2 our community a month ago and toured it. Unfortunately, I
3 would have loved it if you would've come three years ago;
4 we needed you then when this whole thing started blowing up
5 in our face.

6 I have seven other of our town council members
7 here today. And yeah, we were kind of snubbed. I get it
8 that you're going to try to fix that in the future, but we
9 made a huge effort to come down here and show you what our
10 community was about. We brought a bus. People took off
11 work today to be here and be passionate about our
12 community.

13 I have notes. I have one little section that I'd
14 like to read to you and the rest of it, I'll let others in
15 my community speak.

16 The line has been drawn today. It's our
17 opportunity today to advocate our need for appropriate
18 fully underground alignments that will not negatively
19 impact our communities, our lifestyle, but not only our
20 lifestyle, our lives. Our lives. Acton and Agua Dulce are
21 on hold until the High Speed Rail Authority decides how and
22 when we will be impacted and harmed. No doubt about it, we
23 will be extremely harmed by this train dividing this
24 community as you've been told.

25 Property values are changing. And I am also the

1 President of the Acton-Agua Dulce Brokers Association.
2 I've been in that position for 25 years, so I know what I'm
3 talking about. People don't know what to do in Acton.
4 Should they move, should they hold on to their property?
5 What should they do? People don't want to move to Acton
6 anymore. We are an up-moving community where people from
7 Santa Clarita or the San Fernando Valley who want to have
8 animals and horses can move up to Acton. We are seeing a
9 huge decline in that movement to Acton.

10 I'll be done in about one minute or less.

11 CHAIRMAN RICHARD: Well, actually I'm going to ask
12 you to be done in about one second.

13 TOWN COUNCILMEMBER WOLTER: Okay. Well, then I'm
14 going to make one more comment. They can't build a new
15 custom home, because that's come to a screeching halt. How
16 do I know this? Because my husband is, or shall I say was,
17 a custom home builder, no longer does he have that job.

18 CHAIRMAN RICHARD: Can I please ask you to
19 conclude?

20 TOWN COUNCILMEMBER WOLTER: Yes, I will stop now.

21 CHAIRMAN RICHARD: Okay, thank you.

22 TOWN COUNCILMEMBER WOLTER: But I appreciate the
23 fact that you did come to Acton. You promised us you would
24 come back.

25 CHAIRMAN RICHARD: I did.

1 TOWN COUNCILMEMBER WOLTER: And that you would
2 bring others with you and I'm going to hold you to that.

3 11:36:21 AM CHAIRMAN RICHARD: Yes, ma'am.

4 TOWN COUNCILMEMBER WOLTER: Thank you.

5 CHAIRMAN RICHARD: Thank you.

6 MS. MADSEN: Hi, my name is Sandy Madsen. I'm a
7 25-year resident of Acton. I am also the Vice Chair of the
8 Acton-Agua Dulce Against High-Speed Rail Coalition. We're
9 working hard.

10 Today I know lots of us have different comments
11 to make and I just wanted to speak about our lifestyle in
12 Acton. We are the last bastion of rural and country
13 living, I think. We choose to live where we do, not
14 because of convenience certainly, but because we wanted to
15 escape the urban sprawl. We wanted to see the night stars.
16 We wanted to have more room to live our lives and we wanted
17 to be a part of a small community. We're only
18 approximately 8,500 residents and Agua Dulce is about
19 3,000.

20 So we're two little communities stuck in the
21 middle of this with no tax base, no paid elected officials,
22 we are all volunteers. This is what we do, because we care
23 about how we live and where we live and what we're doing.

24 If you are to build this train, this bullet train
25 through our community, I think with all the dust, noise,

1 etcetera our kids wouldn't probably be able to go out for
2 recess for about seven years. That's my best guess. Our
3 whole area, which has nice clean air and clear skies would
4 just be disrupted as well as our lives and our property and
5 everything else about what we value and why we live where
6 we live.

7 So I have also some very beautiful photographs,
8 thanks to Mr. Bill Dow. (phonetic) We spent a day going
9 around photographing. We're going to leave these for you,
10 because they show you what you are going to be destroying
11 in our community. And we do invite you to come and see it
12 for yourself if you would care enough to do that and we
13 hope that you will.

14 I have also invited some young people, we don't
15 hear from our young people sometimes. So I've invited some
16 young people to come and talk to you and give their
17 comments, not about the details of this, but about their
18 lifestyle and what this means to them. Thank you.

19 CHAIRMAN RICHARD: Thank you.

20 Hi, there.

21 MS. BYRNE: Hi, I'm Alannah. And I'm a resident
22 of Acton-Agua Dulce. And I have grown up there my whole
23 life and I love it there. I love the fact that I'm able to
24 go talk to people, it's a small community, we get along.
25 And we don't need this high-speed rail to come and destroy

1 that. We love it here. We like the quietness. We like to
2 be able to raise our animals here without having to worry
3 about all of this high-speed rail and taking over land. We
4 want our land. We want our town. And we don't need you to
5 destroy that. Thank you.

6 CHAIRMAN RICHARD: Thank you.

7 MS. COOK: Hello, my name is Isobel Cook. And
8 I'm also a resident of Acton. I was raised there and I
9 love my home. I have a lot of animals, a lot of
10 involvement in the community there. And I don't want it to
11 change. I love everything about the community. It's so
12 close, everybody knows each other. We know each other. We
13 help each other out. And I just don't want to lose that.
14 I love my home and I don't want it to be divided.

15 And if the high-speed rail must go through Acton
16 at least, could you put it underground, so that it doesn't
17 disrupt the peace and quiet that we have above-ground. The
18 train would disrupt a lot of the livestock around there.
19 There are a lot of livestock ranches and things like that
20 in Acton and Agua Dulce. And it would disrupt a lot of
21 that and so if the high-speed rail does have to go through
22 Acton and Agua Dulce at least put it underground

23 And I thank you for your time today. And I
24 please -- that I ask that maybe if it's possible, that you
25 could put it underground, please. Thank you.

1 CHAIRMAN RICHARD: Thank you.

2 MR. DI PAOLA: Hi, my name is Seth. I've lived
3 in Agua Dulce since I was born and I have been --

4 CHAIRMAN RICHARD: Excuse me, Seth, could you
5 give your last name also?

6 MR. DI PAOLA: Oh, Di Paola.

7 CHAIRMAN RICHARD: Thank you.

8 MR. DI PAOLA: Yes, I have lived in Agua Dulce
9 since I was born and I have many connections with the
10 neighboring town of Acton. I have always enjoyed the
11 peaceful and simple nature of the towns. Both Acton and
12 Agua Dulce are home to many kind people who enjoy a
13 peaceful and traditional lifestyle. Townsfolk can be seen
14 using tractors on their property, traversing peaceful
15 trails on horses, or even riding said horses to the local
16 markets. This peaceful and traditional lifestyle would be
17 undone by the hectic urban industrialization of
18 construction on the high-speed rail.

19 Both towns are home to beautiful natural land
20 masses such as wonderful lush mountains. And in Agua
21 Dulce, the awe-inspiring Vasquez Rocks. Vasquez Rocks is a
22 natural rock formation that is used for hiking all year
23 round. And at Easter time the local churches come together
24 to put on a sunrise services play.

25 A high-speed rail and all the atrocities that

1 come with it will spoil the natural beauty of both Acton
2 and Agua Dulce. So I request that the overpowered state
3 government of California should keep the high-speed rail
4 out of Acton and Agua Dulce and keep it underground. Thank
5 you.

6 LAURA BLOOM: Good morning, my name is Laura
7 Bloom and I'm the proud mother of that young man that just
8 spoke.

9 I have lived in Agua Dulce for over 20 years.
10 I'm a taxpayer, I own a home there. And I have raised the
11 most amazing thing that I've done in my life, and that's
12 six children, and he's my youngest. Because we lived in
13 that community they were able to play soccer in Acton.
14 They were able to be in the Arts Council. They were able
15 to be part of 4H and the community theatre that was such a
16 part of their life in Santa Clarita.

17 And I now serve in the City of Santa Clarita --
18 many people that this whole thing will just destroy the
19 lifestyle and what these communities have fought for and
20 they strive for -- to better their children. All my
21 children are productive, invested in the community and
22 active in their community and still live in the community.

23 And all this is going to be destroyed if it is
24 not put underground. And please, hear what we're having to
25 say. Thank you very much.

1 CHAIRMAN RICHARD: Thank you.

2 TOWN COUNCILMEMBER CROISDALE: Hello, everyone.
3 I'm Christopher Croisdale. I'm President of the Acton Town
4 Council and I accept your apology for not having us speak
5 earlier.

6 I'm going to start with my ending, so that I
7 don't have to get cut off. And so what we'd like to see
8 you guys do is crawl into a hole in Palmdale and crawl out
9 of it in Burbank. And we don't want to see anything. That
10 would be the simplest fix, you'd avoid all of our
11 communities, and that would fix everything.

12 But in the meantime, you've got your attorneys
13 and the rumors and some of the facts are that you're trying
14 to avoid CEQA and get around some of things. We need you
15 to not avoid CEQA. You need to abide CEQA. That is the
16 California Environmental Quality Protection act.

17 While you're ignoring a lot of the smaller
18 communities we'd like you to listen to us and we need
19 tunnels. And we need them away from our wells and we need
20 them out of our communities.

21 The transparency, some people have said you've
22 been very transparent with us. Me specifically, I can say
23 that I've gotten some answers here and they've changed a
24 little bit over there. And I know that things are morphing
25 a little bit. But even at the last open house meeting,

1 one screen had one route and another screen had a different
2 route. And when we zoomed in it showed two different
3 lines. And I said, "What is this?" And they said, "Oh,
4 something must've been moved north and it shifted it over
5 here." So we're getting even different information to us.
6 And again, if it were transparent this would have been
7 brought to our attention. We were told the meeting had no
8 changes prior to our previous changes. There were changes
9 there and they were evident when we got right up close and
10 started looking at these things.

11 So what we'd really like to do is just get you
12 guys to listen to us. And give us that route. I know that
13 we're talking money, dollars and cents. I'm a developer
14 and I understand. I know you'll have other people here
15 speaking from unions. I just want you to realize that
16 while they're for the train, I'm sure they are not for the
17 current alignments that destroy communities.

18 Everyone deserves a good-paying job and having
19 good money in their pocket and supporting their family.
20 But with our communities at risk this is not going to work.

21 So I just wanted to say thank you for letting me
22 talk here and our legacy will be for fighting for what's
23 right. We'll see what yours is going to be.

24 CHAIRMAN RICHARD: Thank you.

25 TOWN COUNCILMEMBER CROISDALE: Thank you.

1 MR. BYBEE: I'm Dale Bybee. I live in Acton. I
2 own a property that will be confiscated by the state,
3 should the high-speed rail not decide to place less than a
4 mile underground.

5 If one was to look at the town of Acton one might
6 conclude that there are vast amounts of land available for
7 development. That's not the case. Individuals live on an
8 average of a few acres giving the appearance of openness,
9 which is why people decide to Acton or any place like it,
10 home.

11 While there remains land to develop that's
12 primarily residential, the land the bullet train has
13 targeted is commercial. Limiting commercial is the way we
14 want it in Acton. By not placing the train underground you
15 place in jeopardy what limited commercial land is
16 available. This land has cultural and historical items.
17 While these artifacts are compatible with light
18 development, the bullet train would eviscerate these items,
19 as well as opportunities for local residents, to operate a
20 business on this property.

21 It might surprise the High Speed Rail to know
22 that few people are against some type of mass
23 transportation. Most opposition can be placed on your
24 people and the PR firm you hired. An example is when you
25 voice a concern about noise to quote a response from High

1 Speed Rail is, "You already live next to a freeway and
2 you'll get used to it."

3 To further demonstrate the disconnect the High
4 Speed Rail actually encourages people to fly California,
5 while pushing it's cutting edge 19th Century technology.
6 Thank you.

7 MS. MCLANE: Good morning, my name is Cari McLane
8 and I am an Acton resident and have been for 20 years.

9 Acton is very aware that this Authority is
10 aggressively seeking to avoid its CEQA obligations on other
11 corridor segments and has gone to court to legitimize these
12 actions. Acton assumes that this Board will take the same
13 action for the Palmdale to Burbank Segment. We as a
14 community are taking steps to forestall that. With regard
15 to financing, please be advised that the Authority's
16 ability to use Prop 1A and any other funds is contingent --
17 remind you -- contingent on full compliance with CEQA. In
18 other words, you can't try to avoid it.

19 This includes that you develop an alternative
20 route that poses less than significant impact. For Acton
21 specifically, you must develop an underground route. A
22 fully underground route will protect Acton in a way that
23 this Authority has seen fit to protect other communities
24 with an underground route. If you fail to develop a fully
25 underground route Acton, as a united community and we are

1 united -- as you can see today we're all standing here --
2 will take every action necessary to bar the Authority from
3 using any state funds. We will pursue this to the fullest
4 extent of the law.

5 On a personal note, I'm a realtor and have been a
6 realtor in Acton for 20 years. I'm also a resident of
7 Acton for 20 years. What this Authority is proposing would
8 adversely, significantly impact our way of life. I have
9 two horses. I have two donkeys. I live out where I can
10 see the stars. So I want to tell you put this underground
11 or stay out of Acton. The other alternative, stop this
12 bullet tour of hearts.

13 MR. MILLER: My name is Rick Miller and I have
14 been pleased to meet you up in our area, seeing what our
15 ranch was like.

16 CHAIRMAN RICHARD: Yes, sir.

17 MR. MILLER: We own a peach farm and we raise
18 lilacs also. And I've lived there for 60 years. We have
19 given property for roads, all this kind of stuff over the
20 years, it's just unbelievable. And then to have something
21 like the high-speed rail come through our property. And
22 since you've been there they even changed the route again,
23 taking more of our property. And I beg you people to come
24 see us. Let us show you what we are talking about, because
25 the day that you were there, we appreciated you being

1 there, but you didn't see even nothing yet. The routes
2 that they could take is just we've got one route, I showed
3 you part of it. And I said if you can just come and look
4 at that route you would change it all; we just separate
5 everything from Acton.

6 You've got to remember Acton is a different kind
7 of a community. We don't allow any curbs and gutters. We
8 want road curbs with dirt. We try to limit how many lights
9 are in our community. We fight for that kind of stuff.
10 We're a rural community and we sure don't want a train
11 that's above-ground.

12 Thank you very much for listening to me and I
13 have some maps. Thank you.

14 CHAIRMAN RICHARD: Thank you, sir.

15 MR. FARRAR: Hello, my name is John Farrar. I've
16 been a resident and property owner in Acton for 25 years.
17 I chose to move to Acton in the first place, because it was
18 a rural environment. And since I've been there, there have
19 been a number of shall we say, attacks on that.

20 A few years ago, for example, Ralph's decided
21 they were going to put a huge store in not too far away
22 from me. We got together pretty much like we did to come
23 down here. That was the end of that idea. Currently CVS
24 is pulling that scheme again, and by god we're going to go
25 at them again. And we will with you guys too. We do not

1 want our city, our town, ruined. I hope that's very clear.

2 Now, let me remind you too, that Acton isn't
3 necessarily well known all over the State of California. A
4 very close friend of mine -- I used to be Economic
5 Development Director in San Bernardino County a number of
6 years ago -- a very close friend of mine was Director of
7 Public Relations for Walt Disney, not just Disneyland, Walt
8 Disney. I got together -- when I came back to Southern
9 California 25 years ago, I got together with her for dinner
10 and said, "We live in Acton." Well, she said, "Where's
11 Acton?" She lived in Anaheim. She's lived there her whole
12 life, she didn't know where Acton was.

13 Anyway, enough of all that. I'm not going to be
14 redundant with everything that people have already said. I
15 am concerned, very, very, very concerned and angry. That's
16 why I'm here today. But you know one thing that really
17 bothers me is I haven't heard even once, from anybody
18 anywhere, about the train that's called the Maglev. It
19 doesn't have any wheels. It is propelled by magnetic
20 action, magnetic levitation. It floats. It's almost
21 completely silent and it can go to 350 miles an hour. Why
22 aren't we even looking at that? It amazes me, really.

23 CHAIRMAN RICHARD: Thank you.

24 TOWN COUNCILMEMBER TUCKER: Hello, Chairman
25 Richard and the Board. I'm Catherine Tucker. I'm with the

1 Acton Town Council. I've lived in Acton for 12 years and
2 like everybody said, people move to Acton from the city.
3 We move there, because it's quiet. Most of us have horses.
4 We live outdoors.

5 And on the Town Council all we do is fight over
6 development, inappropriate development. We don't want
7 drive-thrus, we don't want box stores, we don't want
8 anything like that. We fight hard, we all work volunteer,
9 to keep our town rural.

10 We have worked with High Speed Rail, with the
11 staff for several years now, trying to get them to
12 underground routes in Acton. We have showed them routes
13 where they can go underground and it would not add time to
14 the route. And they are not listening. Acton is -- any
15 route that goes through Acton, we are in the crosshairs of
16 any route, either going SR14 or going from Palmdale to
17 Burbank on the E routes. So any route that comes through
18 Acton is going to ruin us if it's above ground.

19 So we are asking for the underground routes.
20 Cost is not an option. There is a study that's proposed, a
21 21-mile route tunnel that protects every community except
22 Acton. So we deserve to have that consideration, to not
23 have our lives ruined, our property values ruined. And we
24 receive no benefit from the train and we need that train
25 undergrounded. Thank you.

1 CHAIRMAN RICHARD: Thank you.

2 MR. PICK: Good morning, my name is Bruce Pick.
3 I've been a resident and a homeowner in Acton for 17 years
4 along with my wife Victoria. We've raised two children in
5 Acton. They've gone off to college and we just adopted a
6 16-year-old daughter to raise her in Acton. We have
7 rescued 35 animals, we currently have 8 (indiscernible)
8 animals at our property that we are rescuing.

9 I don't believe in the high-speed rail. I don't
10 think that it's wise to spend \$68 billion on a train to
11 nowhere. If it's going to happen -- you take \$68 billion
12 and build a bunch of desalination plants. We're in a
13 drought. Why are we spending money on a train? Why is it
14 going through Acton? It doesn't even stop in Acton.

15 One thing though that I think everybody in this
16 room can agree, if every stakeholder could be satisfied
17 that would be a good thing. I want to let you guys know
18 that everybody in this room has said that underground from
19 Palmdale to Burbank, if it's going to happen, would be the
20 way to go that would affect the least amount of people.
21 you don't have to go through Acton.

22 You, Mr. Richard, have not even been through the
23 Ravina (phonetic) area of Acton. You have an above-ground
24 alignment here that's going through a flood plain that is a
25 million years old. This is five feet of standing water

1 where your viaduct is going to go. We have been back
2 behind that for two weeks at a time. I would urge you to
3 look these pictures of where your above-surface alignment
4 is going to run, because Mother Nature will take this
5 train.

6 TOWN COUNCILMEMBER HENRY: Good afternoon. I'm
7 Don Henry, President of the Agua Dulce Town Council. I too
8 accept your apology.

9 I've been a resident and business owner for 42
10 years in Agua Dulce. What I'm going to talk about today is
11 water, more specifically groundwater. All of Agua Dulce
12 and the majority of Acton rely on that groundwater as the
13 sole water source for the survival of their families,
14 livestock and businesses. Water is the single most
15 valuable resource that we have.

16 There's no question that the portions of your
17 project that runs through our two towns has the potential
18 to disturb, deplete or destroy, the groundwater that we so
19 desperately need for our survival. Therefore, the only
20 reasonable solution is to design and select a route that
21 will not travel through Agua Dulce and Acton. Choosing the
22 east corridor routes and keeping them totally underground
23 is the only option for gaining any support. We are not
24 asking for you to mitigate, rather we are requesting that
25 you eliminate. Eliminate all the routes that tunnel

1 through Acton and Agua Dulce or better yet, consider the
2 elimination of the entire project. Thank you.

3 CHAIRMAN RICHARD: Thank you.

4 TOWN COUNCILMEMBER JOHNSON: Good morning. My
5 name is Mary Johnson. And I'm also with the Agua Dulce
6 Town Council. I had some prepared notes, but I'm going to
7 let that go, because I'm just going to be saying the same
8 thing everybody else has said. But I'm going to ask you to
9 do exactly what you said you were going to do. You were
10 going to listen. And I'm also going to ask you to now act.
11 You've heard everybody in this room pretty much say tunnel
12 is the way to go. Tunnel is the way to go, that's the only
13 way to go, completely tunneled from Palmdale to Burbank.
14 Then we will -- as it's been said before we're in
15 opposition to the project in general, but if we have to
16 have it underground is the way to go. So I'm asking you to
17 listen to everybody who's here today and then take action
18 to do that.

19 CHAIRMAN RICHARD: Thank you.

20 MS. SMITH: Good morning or is it almost
21 afternoon?

22 CHAIRMAN RICHARD: Could I ask you to maybe just
23 take the microphone in your hand, so that people can hear
24 what you have to say? Thank you.

25 MS. SMITH: Oh, sure. My name is Lillian Smith.

1 I'm a resident of Agua Dulce and a business owner that
2 covers both Acton and Agua Dulce. Good morning to you all
3 and thank you for letting us speak.

4 I would like to respectfully suggest that the
5 Authority is obligated to comply with CEQA even if it costs
6 more to eliminate the significant impacts. The Acton-Agua
7 Dulce community expects the Authority to develop fully
8 underground routes for both the 14 corridor and the east
9 corridor, to be studied. And that a fully underground
10 alignment be selected as the environmentally superior
11 alternative under CEQA.

12 Your engineers have publicly admitted that an
13 underground alternative is technically feasible through
14 Acton. And so you have really no legitimate basis to
15 ignore creating such an alternative. Under CEQA you must
16 develop such alternatives and select them if they are shown
17 to be least impactful. Unless you can demonstrate, with
18 conclusive evidence that the cost of undergrounding the
19 short sections in Acton is so significant that the whole
20 project is economically unfeasible, which you will not be
21 able to do, then you cannot avoid selecting the fully
22 underground alternative.

23 Acton and Agua Dulce are wonderful places. I
24 have lived in Agua Dulce for 27 years and they need to be
25 preserved. We don't really need more urbanity and we must

1 protect what we have. Thank you for listening.

2 CHAIRMAN RICHARD: Thank you.

3 MR. WILLADSEN: Hello, my name is Pete Willadsen.
4 I'm an Acton resident, retired. I'm all for the progress,
5 but not for the high-speed rail proposed by way of Route 14
6 Freeway Corridor. This proposed route will destroy a few
7 cities along its route: many homes, businesses and
8 neighborhoods. And I'm sure you've heard that before.

9 How can the High Speed Rail Authority even
10 propose the SR14 without fully investigating the impact on
11 these communities? I just can't believe it. This proposed
12 route also runs along the back of my property. To my
13 knowledge no one has ever come near or around my property
14 to investigate or any kind of assessment. It seems like
15 we're being forced into a negative situation that we do not
16 want. We're being railroaded, basically.

17 You must listen to the people of Acton and all
18 the communities involved. Please comprehend what we are
19 saying. This is my opinion, really. I'm not talking for
20 anybody else.

21 AUDIENCE MEMBER: Yes, you are.

22 MR. WILLIAMS: Okay. I have no disregard for the
23 High Speed Rail personnel, just this project. I might be
24 selfish, because now it involves my property and please not
25 my backyard. Pick the path of least resistance -- people

1 and locations. Thank you.

2 CHAIRMAN RICHARD: Thank you.

3 Okay. At this point in order to give the video
4 recorders an opportunity to reset and to give everybody a
5 chance to stretch their legs, we're going to take a ten-
6 minute recess.

7 When we come back the citizens from the community
8 of Santa Clarita will be heard next followed by Sylmar. So
9 if you're in the range of my voice and you're from Santa
10 Clarita or Sylmar, please be ready when you come back.

11 (Off the record at 12:03 p.m.)

12 (On the record at 12:22 p.m.)

13 CHAIRMAN RICHARD: If we can start to reconvene
14 please? Okay. If there are -- I guess I have to start by
15 saying if there are members of the High Speed Rail Board
16 within the sound of my voice, could you return to the
17 podium please?

18 We're going to wait a few minutes for our
19 colleagues to be here. All right, we're going to wait a
20 few minutes for our colleagues to come back. We have one
21 or two members who -- if the staff can hear me, can you
22 find other Board members? All right, that will just take a
23 second.

24 (Off the record at 12:23 p.m.)

25 (On the record at 12:29 p.m.)

1 CHAIRMAN RICHARD: Okay. If I could have your
2 attention, please? So all our Board Members have returned
3 except Ms. Schenk had to leave on personal business and
4 Mr. Curtin is on a family emergency phone call upstairs.
5 He'll be back down in a moment. So you have a quorum of
6 the Board. This is being recorded for all the Board
7 Members, so I apologize for making people stand.

8 And we'll turn to the citizens in just one
9 second, which is that I also was asked -- we had
10 representatives -- people apparently from Southern
11 California labor organizations, Mr. Ron Miller and others
12 who were here. What I was told was they had asked if they
13 could speak and I said that -- and they agreed -- that I
14 felt we had to hear all from the communities first, before
15 we heard from other segments of the public. So a lot of
16 those men and women had to leave, but they wanted it
17 announced that they were here in large numbers to talk
18 about the project.

19 Having said that, we'll return now to the order
20 of the communities down the alignment, with citizens from
21 the community of Santa Clarita.

22 Thank you for your patience very much.

23 MR. HOGAN: Hello, my name is Michael Hogan. I'm
24 a resident of Santa Clarita and I'm currently the
25 Chairperson of the Santa Clarita Valley High-Speed Rail

1 Community Committee. This Committee was formed actually at
2 the suggestion of the High Speed Rail staff to help
3 disseminate the work through the community from the High
4 Speed Rail and give feedback to the High Speed Rail
5 Authority. And it has worked very well, so I can tell I'm
6 representing thousands of people here today that are not in
7 line. And I feel their weight on my shoulders.

8 I spoke before this Board a number of years ago
9 as a member of the Sulphur Springs School Board speaking on
10 behalf of our Sulphur Springs Elementary School. The above
11 ground route through Santa Clarita takes out our elementary
12 school, which is the oldest operating elementary school in
13 Los Angeles County. It takes out homes and the church.

14 I appreciate the fact that talking about
15 listening and not listening -- being a Board Member myself
16 for 14 years I understand how important staff is and staff
17 acts at the direction of the Board. I've been working on
18 this for Santa Clarita, in Santa Clarita, probably longer
19 than anybody or any individual and been more involved,
20 because my home has also been taken or is in danger of
21 being taken. And what I found in the five years that I've
22 been deeply involved in this -- and I've worked with
23 different staff. The staff that's there today is different
24 than the staff that was there five years ago. The
25 engineers are different. And I can tell you, with all due

1 respect to the staff, they're doing their job. That is
2 their job, but you can ask individuals questions and ask
3 them the same question, it depends on who you ask you get a
4 different answer.

5 The thing that I'm most disappointed in is we
6 have all these meetings. We have all these outreach
7 meetings locally. We have these meetings where we come and
8 speak. What we say in the meetings and the workgroups are
9 not representative of the SAA. So what you guys are
10 hearing is not what the community is saying. The SAA is
11 wrong. Some of the feedback you guys get is wrong. From
12 Santa Clarita, the main issue that comes out of Santa
13 Clarita, and everything from staff, is property values.

14 Property values have never been brought up in any
15 of our meetings, none of them. We have a school being
16 taken. Except when they come to our meetings -- and I have
17 had staff at my home, I've had staff in my office, and they
18 zero in on the routes in a pencil line and will say, "Well,
19 it misses the school. It misses the church. It goes
20 through here."

21 And I'll end by just saying this, as a homeowner
22 you guys don't understand. You keep asking us to have
23 patience, we're working through the process. We can't do
24 anything with our homes. I have a neighbor that tried to
25 sell their house. They were in escrow. It fell out,

1 because of the high-speed rail. It's coming down our
2 street taking out the homes. I have a neighbor who
3 recently was turned down for a construction loan. He
4 wanted to expand on his house. He was turned down. The
5 bank's saying, "Well, you've got the high speed rail coming
6 through here." So you talk about two years of
7 environmental and then once the environmental goes if you
8 choose the route, you're talking 20 years. We're in limbo.

9 We support the direct route underground from
10 Palmdale to Burbank and we urge you to please select that
11 route. And you do have the authority with the Board. It's
12 not an action item, but you can direct staff from this
13 meeting. And we encourage you to do that.

14 CHAIRMAN RICHARD: Thank you.

15 MR. HOGAN: Thank you.

16 MS. SCHERICH: Thank you for letting the
17 community speak today. My name's Kathleen Scherich and I'm
18 here to advocate for any route, but an above-ground route
19 through Sand Canyon. Sand Canyon is not a typical
20 community in Los Angeles County. Rather it is a very
21 unique, serene, affordable equestrian community. Building
22 a 90-foot high train through the heart of our community
23 will destroy the safe and loving neighborhood we have built
24 for our families.

25 Perhaps your committee is unaware of how special

1 Sand Canyon is. A uniqueness not duplicated, and I repeat
2 not duplicated anywhere in Los Angeles County. With that
3 said I have provided also some pictures and I hope that you
4 will take the time to look at these beautiful pictures that
5 many people have taken, so that you can see the heart of
6 these communities. And I think it would be unconscionable
7 for any member on this Board to vote for any authorization
8 other than underground. And I think it is your duty to
9 come and look at our community. These are views from my
10 house and the beginning of Sand Canyon.

11 Alternatives to putting a loud, unsightly,
12 politically charged train are available. And I implore you
13 to consider them. Why would anyone authorize a tunnel some
14 20 miles around the 14 Freeway, when you can tunnel less
15 miles under the mountains and spare the richness that Sand
16 Canyon offers? The EPA protects wildlife. The Historical
17 Society protects buildings and it is up to your committee
18 to protect Sand Canyon.

19 Just briefly, my husband and I raised our two
20 children here since 1995 to the present and have spent
21 thousands upon thousands of dollars developing our property
22 and our house, to create a place called home. My children
23 are very successful products of the local schools, credit
24 which goes in part to the early education they received
25 from Sulphur Springs School. And that is a school that

1 might have to be torn down, because of the proximity to the
2 high-speed rail. And there is also a private school called
3 Pine Hills that also would be affected.

4 With the train designated some 200 yards from my
5 property how far away will I have to go to replace it?

6 Thank you for your time.

7 CHAIRMAN RICHARD: Thank you.

8 MR. VALENZIANO: Mr. Chairman and Board Members,
9 Steve Valenziano, resident of Santa Clarita. Also along
10 with Mike Hogan, I'm the Vice Chair of our local High-Speed
11 Rail Task Force. Not much to be added, I don't think, to
12 the moving testimony from so many people today. I was
13 personally moved. I assume that you are as well, because
14 you're people. The alignments, the offending alignments
15 and we know which ones they are, are causing great anguish
16 and anxiety up and down the corridor. You folks have a
17 very difficult job. Your project is trying to solve for
18 very difficult engineering problems and very large and
19 challenging economic problems. So far the project's been
20 trying to solve those problems on the backs of the people
21 in the corridor. And that's not right.

22 And I think, if I can share an observation, I
23 think you're reaching or about to reach a political tipping
24 point. There was a very important letter given to you late
25 last week from Supervisor Antonovich, Councilman Fuentes,

1 and they call those offending alignments untenable. And I
2 think that's code for politically it's not going to be able
3 to happen.

4 And so the decision before you, I think, is do
5 you put people out of their misery sooner or do you string
6 them along through more analysis? Please look at the
7 politics of this, and you're better observers than I, but
8 if the offending alignments, the surface alignments, the
9 alignments that are destroying communities are not going to
10 work in the end and you kind of know it, help people now,
11 because they are suffering as you can see. So thank you.

12 MR. FERDMAN: Good afternoon, Board Members. My
13 name is Alan Ferdman. And I'm Chair of the Canyon Country
14 Advisory Committee. We'd like to come here and add our
15 voice to the opposition to this project in total, but
16 that's yet another story.

17 If our current political leaders believe and push
18 to build this project, we believe that the train project
19 needs to be built in a way that it does not adversely
20 impact the existing neighborhoods. Staff has been studying
21 the alignment proposals from the SR14 alignment to the
22 eastern alignment for several years now. What we've
23 learned is that the shorter 35-mile eastern alignment, is
24 in fact, 10 miles shorter. And that we had been told the
25 amount of tunneling is about the same in either case. It's

1 obviously the shorter path and from a standpoint of the
2 efficiency of the rail system it is the better path to
3 take.

4 One can only conclude from the evidence shown,
5 that it is time to remove the SR14 alignment from
6 consideration in total. And as you've heard from the Acton
7 residents, it is very important that you require
8 undergrounding the alignment through all of the existing
9 neighborhoods in the path of this project. Why? Because
10 people in California are California's most important asset.
11 Impact to our residents should be your primary concern,
12 please take the appropriate action. Thank you.

13 MS. STARCZYK: My name is Nancy Starczyk. And I
14 am here representing the Southland Regional Association of
15 Realtors, which is close to 10,000 realtors. The
16 Association of Realtors shares the concerns and has made a
17 formal position -- taken a formal position to support these
18 people here, these communities in our concern about the
19 proposed route along the SR14 corridor. We feel this will
20 negatively impact our communities. There will be long-term
21 destructive repercussions that these communities have to
22 suffer. And as a realtor organization we are truly
23 concerned with the loss of property values. We must
24 disclose this.

25 We urge you to drop the at-grade option within

1 the SR14 Corridor entirely. We urge you to evaluate
2 potential East Corridor alignments within the Palmdale to
3 Burbank Project Section, which everybody else is talking
4 about. We support a fully underground East Corridor direct
5 alignment as the preferred alternative to bypass our
6 communities.

7 Thank you for considering that and we hope that
8 you will do that.

9 MR. KHALSA: Thank you, Mr. Chairman, Members of
10 the Board and staff. My name is Bob Khalsa and I am a
11 resident of Santa Clarita for the last 17 years. When I
12 went to school, which was centuries ago I learned that the
13 shortest distance and the least time to travel is along a
14 straight line. And I can't figure out why this train is
15 sulking around and going through different routes.

16 And I understand going to Palmdale, because
17 Palmdale was devastated in the 80s by two aerospace
18 companies moving out. And it needs a lot of support. What
19 I don't understand is following the right-of-way along
20 existing tracks who lead you to turns, and these turns and
21 changes in direction can lead you to disasters. You
22 already have the case in Spain and you have one in
23 Pennsylvania. That being said, an underground route going
24 from Palmdale to Burbank on a straight line minimizes that
25 possibility that you have an accident, because of over-

1 speeding on the tracks. It also minimizes any devastation
2 to any community. That is one.

3 As the President of the Realtor Association in
4 Santa Clarita, it's not only homes that are affected, it's
5 commercial properties too. We had a speaker here who
6 represents Vista Canyon, LLC, the development of 1,100 and
7 approximately 600,000 square feet of commercial space.
8 That will be impacted severely. That is so essential to
9 the growth of Santa Clarita. While you're looking at
10 growth opportunities for a bond bill, and along the route,
11 do look also at how we are going to be negatively impacted
12 and how it is going to interfere with our way of life.

13 Thank you.

14 MS. SCHROEDER: Good afternoon, morning,
15 afternoon, Holly Schroeder. I'm with the Santa Clarita
16 Valley Economic Development Corporation. As you heard
17 earlier this morning, the City of Santa Clarita is now the
18 third largest city in Los Angeles County. And it has a
19 thriving business community, several thousand businesses
20 employing tens of thousands of people in our valley and
21 they care deeply about this issue.

22 And this project, as you guys have envisioned it,
23 and I've been getting more informed on it, is proposed to
24 sort of transform California and transform how we move,
25 right? I mean, when you go back to the original proposals

1 it's to provide alternatives for commuters to reduce
2 traffic, airport congestion and GHG emissions. All things
3 about making the quality of life better for people who live
4 in California. What I'm hearing today though is the
5 alignments that we're looking at; the legacy of this
6 project is going to be to destroy communities like Santa
7 Clarita, Agua Dulce and Acton, San Fernando that you've
8 been hearing about.

9 So as you consider your Supplemental Alternatives
10 Analysis, I really think it's important that you think
11 about the impact on people and the communities that you're
12 talking about. The staff started with the SR14 alignment,
13 because it followed existing transportation. You can see
14 the logic of that, but that's the same enabling legislation
15 says you're doing that in order to prevent disruption to
16 communities. And in this particular case, following the
17 SR14 alignment is absolutely disruptive. It is more
18 efficient to go under the mountain, less disruptive to
19 people and to the environment. And I really encourage you
20 to eliminate the surface and SR14 alignments.

21 This particular SR14 alignment also, as you just
22 heard, affects a proposed development on the east side of
23 our valley that is a job center that we desperately need,
24 right? All our other initiatives are about increasing
25 jobs, housing ratios and then putting jobs closer to

1 housing. So don't simultaneously destroy a job center in
2 the Santa Clarita Valley.

3 The direct line will help you get there faster.
4 That makes sense, so please eliminate these other
5 alignments. And please do so as soon as possible. Thank
6 you.

7 MS. FRANKLIN: Good afternoon. My name is Cara
8 Franklin and I too am from Santa Clarita Valley, obviously.
9 I've been living there for 25 years. I've raised two
10 fantastic boys, one that's like 6'6". So I love raising my
11 big boys there in Santa Clarita. I'm from the Sand Canyon
12 area. I too am a realtor and we have been seeing really
13 some significant situations that have to do with our real
14 estate. Nobody wants to touch anything that's coming near
15 that darn rail, you know, the high-speed rail. So we'd all
16 appreciate it if you could please collaborate with those of
17 us who love our communities, including our neighboring
18 Acton and Agua Dulce.

19 And please just do a straight line like Bob had
20 suggested. Just get her there, get her done, and go
21 underground. We really appreciate that, please. Thank
22 you.

23 MR. ROSENGRANT: Hi. My name is John Rosengrant.
24 And I've been resident of the Sand Canyon area for about 18
25 years. I don't have a big prepared speech, just speaking

1 from the heart. It's just going to lose our whole
2 community. I'm also -- I have a unique situation in that
3 it's going to go right through my business in San Fernando
4 as well as my home in Santa Clarita. I just implore you to
5 put this thing underground and not destroy people's lives,
6 my employees and everyone. Thank you.

7 MR. LOMBARDI: Hello. My name is Al Lombardi and
8 I am a resident of Santa Clarita in the Sand Canyon area.
9 And I'm here to support the task force position on the
10 railroad train, speed train.

11 I've lived in Santa Clarita and Sand Canyon for
12 30 plus years. My kids both were raised and went through
13 the school system and now my grandchildren are going to be
14 soon starting in the school system. And it's a great area
15 to live. It's really a place where I can empathize with
16 all these people that have told you about how wonderful
17 their places that they live are, because I agree with them
18 100 percent. We have a special area, Agua Dulce and Acton
19 and Santa Clarita and San Fernando. And I just know that
20 this train, if it goes in the proposed areas, and it will
21 bisect these cities, it really will destroy the city. So I
22 really hope you consider all the people that have come here
23 and spoke to you from the heart. And are really concerned
24 about where they're going to live. And thank you very much
25 for your time, appreciate it.

1 MR. KING: My name is Mark King. I am a resident
2 of the Sand Canyon area of Santa Clarita, have been so
3 along with my wife Laura, for 16 years. We moved there
4 from the Hollywood area some years ago to get some peace
5 and quiet. And, of course, we enjoy that as it is now. We
6 also are here to support the position for the underground
7 route. It just seems a no brainer that to go that
8 direction and to bypass all of the other ramifications of
9 destroying people's lives, businesses, property values,
10 things like that. It just seems like the logical thing to
11 do and so I stand in support of the underground route.
12 Thank you.

13 MR. PETERSON: My name is Dave Peterson. I'm a
14 resident of Canyon Country in Santa Clarita.

15 In the meeting that we had there on June 2nd a
16 flyer was passed out by your people listing the benefits of
17 the high-speed train. The flyer stated that the train will
18 cost billions less than continuing to invest in highways.
19 Yet isn't it a fact that for less than \$20 billion we could
20 add HOV lanes to the 5 between Santa Clarita and San Jose?
21 Isn't it a fact that they'd serve more travelers or at
22 least the same number of travelers per hour as the train?
23 Isn't it a fact that when we add the lanes anyway, when it
24 turns out that no one but the rich 1 percent can afford to
25 take the train? The promised travel time was to be less

1 than three hours. Is it not a fact that using existing
2 train tracks, that both ends, using them will increase the
3 travel time to four or more hours?

4 The flyer also stated that the train will reduce
5 greenhouse gas emissions. Isn't it a fact that the
6 electricity for the train will be generated largely by
7 fossil fuel power plants that may emit more rather than
8 less carbon dioxide? If the train derails at 200 plus
9 miles per hour, is it not a fact that it will be like an
10 airplane crash, possibly killing hundreds of people, and
11 shutting down the system for months or even years for the
12 crash investigation and corrective action?

13 Finally, isn't it a fact that you will have
14 destroyed the peaceful environment of San Fernando, Santa
15 Clarita, Acton and Agua Dolce if you pick the State Road 14
16 Corridor as it is now planned.

17 John Adams, the second president of the United
18 States said, "Facts are stubborn things, and whatever may
19 be our wishes, our inclinations, our dictates, our
20 passions, they cannot alter the state of facts and
21 evidence."

22 MR. O'CONNELL: I'm Dan O'Connell, resident of
23 Santa Clarita. And not much has been said about the budget
24 for the high-speed rail. I think right now it's at 68
25 billion. And I think it was up around 98 billion at one

1 point and then everybody got upset and it sort of
2 conveniently dropped. I'm sort of angry about how the
3 whole thing's been shoved down our throats and how it's
4 been pushed on us. Obviously, in my speaking with the
5 people around California and reading articles and so on, it
6 seems like the majority at this point is against it. It's
7 certainly not the product that was offered to us when we
8 voted on it originally.

9 If (indiscernible) from the real estate appraisal
10 business after 27 years -- I'm an MAI, one of the more
11 prominent appraisers in the Los Angeles, had a company with
12 a large staff of (indiscernible) appraisers (indiscernible)
13 locations where the train is scheduled to go through. And
14 that's going to be a mess as the lady who is with the Board
15 of Realtors said it's going to be tough to sell property,
16 not just when a train goes through, but now what's going to
17 happen?

18 Also, (indiscernible) gee, I just see
19 (indiscernible) being ruined and so on, because I don't see
20 how you're going to have enough money ever to tunnel.
21 Tunnel is hugely expensive. They had a big tunneling
22 project through Seattle, just a few miles, and I don't have
23 the cost figures on it, I wish I did. But I just don't --
24 everybody wants tunneling, but I just don't see how it's
25 going to be done. My fear is that it's going to be -- the

1 whole thing is going to be soft pedaled to us and say,
2 "Yeah, we'll tunnel." And then 30 years from now when the
3 high-speed rail finally goes through that, "No, we don't
4 have the money. We're going to have to go through Acton,
5 sorry." Okay.

6 Also it hurts me a little bit that I see -- I can
7 see all of you as my neighbors and us being on good terms
8 and very friendly and so on. But I just don't know how any
9 of you can be up here and promote the high speed rail. In
10 my good conscious, I would probably quit the Board if I was
11 on it. So (indiscernible)

12 MOOSE: How's it going? I'm a resident of Sand
13 Canyon also, 38 years.

14 CHAIRMAN RICHARD: I'm sorry, sir. Could you
15 just give your name, please?

16 MOOSE: It's Moose, M-O-O-S-E.

17 UNIDENTIFIED SPEAKER: Last name?

18 MOOSE: Well, I was born and raised a Canyon
19 Country boy. I went to Sulphur Springs. It's the oldest
20 school right now in L.A. School District. One of my wife's
21 best friends is the principal there. When this train --
22 you know, I don't want to be selfish, but I want to give my
23 story, but I also -- San Fernando, I'm proud of you guys.
24 Acton, Agua Dulce, I mean we're old school. We're a
25 different group up here. I was actually in one of the

1 first commercials in Sand Canyon, that rode my Arabian
2 horses and ran to show of equestrian lifestyle, and what
3 you can do out there.

4 And then growing up, going to Sulphur Springs
5 School was amazing. The friends were great. Going to
6 Canyon High. Our Mayor, Marsha, had a great turnout and
7 got everyone in Canyon High to show support of Santa
8 Clarita Valley. The thing is we're not afraid to group
9 together as one. I consider myself -- I'm Scottish, I'm a
10 Scottish hillbilly. And you're fighting at the wrong
11 fight. We're going to join, group and get together and
12 show you what true countrymen and people do.

13 My house that I was born and raised in actually
14 is right where the tunnel comes in. I've got some of the
15 best neighbors. I mean, my neighbors growing up when I had
16 a party next door and my friends drove across their
17 driveway, Hogan dropped off a 30-pack and said, "Don't
18 worry about it. We'll take care of it. You had a good
19 time. It was your brother's 21st birthday." We're
20 different, but now you're going to mess up -- you're taking
21 my property away where we raised Arabians on five acres,
22 where my dad died and my grandma died (indiscernible) on my
23 property. Church of the Canyon is where I went, Sulphur
24 Springs is where I went, so you're messing with a Scottish
25 hillbilly that's not going to stand by. We've got lawyers,

1 we've got people, but I'm going to be the feisty one. A

2 Also we have -- I mean, Elon Musk even said he
3 could do this for a tenth of the cost. Now, this guy has
4 done Tesla cars. They're the fastest four-door car out
5 there. He's done SpaceX. And he's done a lot of other
6 things with solar panels and battery. Tunneling could be
7 possible, but we need to go out and just respect everyone,
8 because you're fighting a group. We don't stand alone.
9 Thank you.

10 CHAIRMAN RICHARD: Thank you, sir

11 MR. PETZOLD: Good afternoon. My name is Steve
12 Petzold and Chairman Richard, I just want to acknowledge
13 that I have a lot of respect for the way that you ran the
14 meeting here today. I think you did an incredible job of
15 setting the expectations for what we should do. And hold
16 your applause.

17 But anyways I've always been opposed to high-
18 speed rail. I think you're really in a dilemma here where
19 you've heard that for this to go through Acton-Agua Dulce,
20 Santa Clarita, San Fernando it has to go underground. And
21 once it's going underground the costs go up astronomically.
22 I think if you even put it through a shorter route through
23 the San Gabriel Mountains I -- at the end of the day I
24 think we want affordable, effective and efficient
25 transportation. And I just don't see how the two of these

1 meld together to provide that scenario.

2 Many of us in this room today live right along
3 Metrolink. And I haven't met a single person here today
4 that decided voluntarily to take Metrolink from any of the
5 communities in which it runs down here. I heard many
6 people talking about how difficult it was to drive here. I
7 took a bus that was sponsored by the City of Santa Clarita
8 to come here. So I don't see the demand for rail. I don't
9 think it'll ever be economically efficient. I'm against
10 high speed rail and I hope at the end of the day, some
11 sanity will come to the people of California. And we will
12 deep-six this whole plan. So I thank you very much.

13 MR. JOBE: My name is Ann Jobe and I'm the
14 President of the Sylmar Neighborhood Council. And since
15 the Council has not yet taken a vote on the train, I do not
16 speak officially for the Council. However, I have attended
17 enough meetings in the Northeast Valley to feel confident
18 in asserting that SR14 is totally unacceptable at-grade as
19 it would divide Sylmar, San Fernando, Pacoima, etcetera.
20 That the other routes that would go under the mountains
21 must not put at risk the aquifers. There can be no
22 disputing the fact that after our people, water is our most
23 precious resource. We depend on CEQA to protect our
24 environment and today I'm hearing that you may be trying to
25 avoid CEQA. If that's true then there is nothing you can

1 say now to mitigate that fact. You cannot avoid CEQA.

2 Make sure that you are at least compliant with CEQA.

3 I'm heartened that so many people from so many
4 communities are joining together to speak to you. In so
5 doing I have learned about Acton, go underground in Acton,
6 so for all communities find the right way to do this. I
7 personally think that high-speed rail is desirable. It's
8 desirable for California, but it's not desirable at all
9 costs. Don't split and therefore destroy our communities.
10 Don't damage our aquifers. Nothing can mitigate that.

11 CHAIRMAN RICHARD: Thank you, ma'am.

12 Thank you to the citizens who spoke. Now, that
13 was the opportunity for people from Santa Clarita to speak.
14 The last speaker was from Sylmar, I believe, if I have that
15 correctly. Are there other people from the community of
16 Sylmar who wish to speak? If so please line up at the
17 microphone.

18 MS. GUZMAN: Good afternoon, my name is Maria
19 Guzman --

20 CHAIRMAN RICHARD: Could you -- if you'll just
21 wait one second, I just want to make sure that everybody
22 can hear you. So that we'll let people exit the room,
23 thank you.

24 Thank you very much, go ahead please.

25 MS. GUZMAN: Thank you, good afternoon. My name

1 is Maria Guzman and I am the mother of two --

2 CHAIRMAN RICHARD: I'm sorry, Ms. Guzman, why
3 don't you take the microphone and hold it in your hand?

4 MS. GUZMAN: Sure

5 CHAIRMAN RICHARD: Okay. Start the clock over,
6 please. Okay. Ms. Guzman, go ahead.

7 MS. GUZMAN: My name is Maria Guzman. And I am a
8 mother of two. For many years I have worked with many
9 mothers in the San Fernando Valley. And I have noticed
10 that many of them suffer from asthma or other respiratory
11 diseases due to the poor quality of air in our communities.
12 I think it's time to make this project a priority that does
13 not put any health risks to our families in San Fernando
14 Valley, Santa Clarita, Acton and other communities.

15 I'm here to oppose to SR14. Thank you.

16 CHAIRMAN RICHARD: Thank you. Following Ms.
17 Guzman, are there any other members from Sylmar who wish to
18 speak? Okay. Well, we will thank the citizens from
19 Sylmar. Next, the City of San Fernando, so residents from
20 San Fernando who would like to speak, please come up to the
21 microphone.

22 MR. SAEKI: Good afternoon Chair, Members of the
23 Board. My name is Brian Saeki. I'm the City Manager for
24 the City of San Fernando.

25 In an effort to not be redundant I think the

1 Board is well aware of the environmental and economic
2 impacts of the high-speed rail coming through town.
3 There's three issues that I want to discuss today. First
4 is the revision of the Supplemental Alternatives Analysis.
5 If you refer to that section it needs to be revised to show
6 that the City of San Fernando's official position is that
7 we do not support the high-speed rail in any capacity,
8 above ground, tunneled, in any way and so we would ask that
9 that be reflected in the SAA. And that has been
10 articulated to the HSR Board in numerous letters and
11 correspondence.

12 A second, from a local economy perspective -- we
13 were on the brink of bankruptcy just two short years ago.
14 Through the hard work of the community members, residents
15 and business owners of San Fernando we are on a three-to-
16 five year Financial Sustainability Recovery Plan. And
17 ironically enough that's right around when the construction
18 for the high-speed rail at-grade option could start coming
19 through town. And I don't know -- and that would put us
20 back -- if that happens that will put us back in a worse
21 position than we were two years ago. And quite frankly I
22 don't know if we could recover from that again.

23 And lastly I'd like to speak about the meeting
24 venue. As you can see -- well not so much now, but prior
25 to this, this place was packed and there were 150 people

1 waiting outside to speak as well. And we've got several
2 venues in town that we'd love to offer up. I'd be more
3 than willing to work with your staff to facilitate and make
4 that happen for future meetings. With that being said
5 thank you again, and good luck to you.

6 CHAIRMAN RICHARD: Thank you.

7 MR. BERNAL: Good afternoon, my name is Benny
8 Bernal. I'm a lifelong resident of the City of Los
9 Angeles. I'm a husband and father of six children that
10 I've raised here in the San Fernando Valley. I am here to
11 speak on behalf of not just San Fernando, but Sylmar,
12 Lakeview Terrace, Pacoima, Sunland, Panorama City, Van Nuys
13 and North Hollywood -- any of the communities that are
14 being directly impacted by this.

15 Why the HSR? Traffic, right? Obviously there's
16 a situation and a problem with traffic. We understand all
17 that. We understand that the HSR may be a solution to
18 this, but there's a couple of issues that I think we're not
19 touching. And people aren't speaking about. And when we
20 talk about going underground, we're talking about a boring
21 process. These are questions that I have been asking all
22 your engineers meeting after meeting and yet I get no
23 response. It's a simple question and I ask them, "If
24 you're going to drill underground" -- and we understand
25 there are many variables, we understand that -- but we keep

1 hearing over and over that we're in the most serious water
2 drought right now in the State of California. So I ask
3 them questions. "Let's take the simplest variable. Let's
4 just say we're going to be drilling at one mile, one mile
5 distance of the project. And let's take the simplest
6 easiest variable there, the softest dirt, how many gallons
7 of water will be wasted?" I can't get an answer.

8 I got an answer from one engineer who told me,
9 "Oh, we're going to try to collect as much water as
10 possible." I said, "Okay, once again I'm not an engineer
11 nor am I a scientist, but I do have brothers and family
12 members that work in the construction business. My
13 understanding is that when you use this water to keep the
14 metals cool, that it has to be mixed with chemicals." So
15 they would not acknowledge. They kind of just shook their
16 head and they said, "You need to go speak to that gentleman
17 over there."

18 When I went to go to speak to that gentleman over
19 there he admitted that yes, chemicals do have to be mixed
20 with this water. So why now, why the HSR now? If it's
21 such a great project then why aren't we going out and
22 getting some private investor to pay for this versus the
23 taxpayers and put this on our shoulders? This is not
24 something -- if it's so profitable, then let a private
25 investor come in and take over this project.

1 But let's talk about eminent domain. The
2 residents that we represent --

3 CHAIRMAN RICHARD: Sir, I understand you have a
4 number of things you want to say, but the two minutes has
5 expired. Can I just ask if one of your other speakers can
6 maybe speak about this?

7 MR. BERNAL: I don't think anybody's speaking
8 about this, and this is why I wanted to speak about this
9 one other thing. You let a few others go over the two
10 minutes, last thing, eminent domain. What does that mean?
11 That means that you have the right to take our property.
12 Our parents, when they buy our homes they don't buy homes
13 as investment. They buy their homes, because that's a
14 house they plan on dying in. So they will spend up to
15 \$500,000 on that property. But when you want to come in
16 and take it through eminent domain, you only have to offer
17 them fair market value. And who makes up that cost? Once
18 again, not the resident, so who's going to lose here? The
19 resident.

20 Please take into consideration that the people of
21 the City of San Fernando up the SR14 do not look at their
22 businesses nor their homes as an investment. It's a place
23 where they plan on living and dying and handing down from
24 generation to generation. So please take that into
25 consideration.

1 CHAIRMAN RICHARD: Thank you.

2 MR. MONTANEZ: Hello, good afternoon. My name is
3 Miguel Montanez and I've been a resident of the City of San
4 Fernando for over 42 years.

5 The City of San Fernando is a small 2.5 square
6 mile city in the edge of the San Fernando Valley. I'm in
7 strong opposition to the proposed SR14 Route. The City of
8 San Fernando is an important historical city of the State
9 of California that must be protected and preserved. It is
10 one of the cities (indiscernible) by the San Fernando
11 Mission. Native Americans inhabited this area for more
12 than 7,000 years before the Spaniards (indiscernible) the
13 area and founded the San Fernando Mission in 1797.

14 In 1874, San Fernando became the first organized
15 community in the San Fernando Valley. Throughout its more
16 than 100 years of existence the City of San Fernando has
17 had a rich and vibrant history. It is currently composed
18 of a strong, closely knit community of working class
19 Hispanic families. It is important that the State of
20 California and High Speed Rail Authority abide by one of
21 its guiding principles of preserving communities and not
22 destroying this historical town that is a model for
23 disadvantaged working class communities.

24 SR14 will negatively impact the preservation of
25 our historical city. And therefore it's really important

1 that SR14 should immediately be removed from any further
2 consideration of any further route. Thank you.

3 MS. CARRILLO: Good afternoon, Chairman and
4 Members of the Board. My name is Maria Carrillo and my
5 grandson, Robert Gonzalez, is a Councilman for the City of
6 San Fernando. He could not be here, but I'm here,
7 Grandma's here. My family moved into San Fernando 91 years
8 ago, 1924. There has been somebody living from my family
9 for five generations there. I have a great-granddaughter, I
10 hope that someday she will live there also, which would be
11 the sixth.

12 I am totally opposed to this SR14. Now, I am
13 going to reiterate what the previous speaker said, San
14 Fernando's only 2.4 miles. That is all. Revenues, it's
15 projected that we will lose an annual income of \$1.3
16 million. We're small. This would effectively cut out city
17 in half.

18 San Fernando's model is San Fernando historic and
19 missionary. We are historical. We were the first city
20 incorporated. We gave the San Fernando Valley its name.
21 We had the first library in the San Fernando Valley. We're
22 visionary, we've tried. It's a working class community.
23 We have superseded earthquakes, economic ups and downs, but
24 this will totally ruin my community and my city. And I
25 totally ask you to reconsider or consider -- and I'm glad

1 that we're having this, because this is my fifth meeting I
2 go to. We have never been able to really interact. It's
3 they have talked to us, but I'm glad that you're hearing us
4 today.

5 CHAIRMAN RICHARD: Thank you.

6 MS. MENDOZA: Good afternoon. My name is Mary
7 Mendoza. I live in the City of San Fernando. I am
8 representing the organization, Residents For A Better San
9 Fernando. I'm here today to let you know that the majority
10 of San Fernando residents are against high-speed rail SR14
11 from going through our city above ground and below ground.
12 And I want to repeat myself here about being the first city
13 in the valley.

14 And one of the reasons we choose to live in San
15 Fernando is because of its quaintness. We all know each
16 other, we went to school together, and our children and
17 great-grandchildren all go to school together. They play
18 sports, we worship together as well. Generations of
19 families live in San Fernando. In fact, the organization I
20 belong to was formed this last year for the purposes of
21 preserving our historical city, for the best interest,
22 safety and welfare of the city and residents.

23 If the high-speed rail goes through San Fernando,
24 we stand to lose the quaintness of our city. Please remove
25 SR14 from any further consideration so that we can preserve

1 our city, communities, businesses and those that live in
2 the City of San Fernando. Thank you.

3 MS. MONTANEZ: (Testimony in Spanish, translated
4 to English.)

5 Good afternoon. My name is Margarita Montanez.
6 And I've been living in San Fernando for over 40 years.
7 And my children grew up there and also in El Serrano.
8 (phonetic) And as you know, San Fernando is very
9 historical.

10 What I did was that on Saturday, Sunday and
11 Monday I went out walking throughout the community. And I
12 noticed that the community is very upset. And they got
13 very upset due to the high-speed train.

14 The reason why I am here today is because we do
15 not want the high-speed train. We don't want the train to
16 divide our city and therefore build our wall that's 25 feet
17 high. Once again, thank you very much.

18 CHAIRMAN RICHARD: Gracias.

19 MS. ARBALLO: Good afternoon, Board Members. My
20 name is Cristina Arballo. I reside in Panorama City, but I
21 have many friends and coworkers that live in San Fernando,
22 so I have a great stake in this issue of the SR14 Route,
23 which would as you heard before -- it would destroy San
24 Fernando entirely, splitting the two towns. Not only that,
25 but I voted for the high-speed rail. I believe that it's a

1 good project, but I did not vote for the destruction of
2 communities, of San Fernando, Acton, Agua Dulce and
3 Lakeview Terrace. That is not what I voted for and as a
4 taxpayer, and actually as a state employee, I am totally
5 against Route SR14, because I believe our state can do
6 more. And not affect the quality of life of these
7 residents of San Fernando, which have lived there for many
8 generations.

9 Not only that, but that route will cut
10 entirely through the heart of the city damaging businesses,
11 homeowners and just people that reside and hang out in that
12 area of the town center. It is the life, the heartbeat of
13 the city. Not only that, but constructing this project is
14 the future you claim, of California. But what about the
15 present? And what about our children's future? The
16 project would affect the children now, because building
17 those 20-foot high walls would separate their access to the
18 cities, to other communities.

19 So I implore you, I'm begging you to please
20 reconsider another route that will not hurt our cities and
21 not hurt our children. Also think about it, by building
22 this route here, you're destroying a part of history, of
23 our history, of San Fernando Valley and L.A. So by trying
24 to think about the future, you are destroying the past. So
25 please reconsider another route. Thank you.

1 MS. DIAZ ASZKENAZY: My name is Martha Diaz
2 Aszkenazy and I am a property owner in the City of San
3 Fernando and the publisher of the San Fernando Valley Sun.

4 I am opposed to the SR14 Route above or below
5 ground. It will take out properties that my husband and I
6 have worked a lifetime to bring to this community. It
7 would devastate us. This is a living example. I don't see
8 any upside in the SR14 going up or below. It is very
9 frustrating to go to meetings and just kind of be handled.
10 You have so many people that are doing PR I'm wondering why
11 am I being handled? Why don't you just answer my
12 questions? The questions are simple. (Applause.) SR14 is
13 destructive. It is going to hurt people. It's going to
14 destroy lives. Take it off the table. You've got to do
15 that, that's so simple.

16 I've been here since 8:30 this morning waiting to
17 be heard. I haven't had lunch. I haven't had an
18 opportunity to have water. But I'm here. You're not going
19 to drive me away, because I need to be heard. SR14
20 destroys people and their lives. If you were in my
21 position you would be yelling for your life as well.

22 We've been called hysterical, our legs are about
23 to be cut off, we are going to scream about it. We're not
24 going to take this lying down and we're going to continue
25 to fight whatever it takes. We're not giving up. Please

1 take SR14 off of your radar. This is a vanity project.
2 Everybody says, "We need this." We need water! I'm
3 thirsty! We need water (indiscernible)

4 MS. KINLAW: Good afternoon, my name is Sharon
5 Kinlaw and I am here on behalf of my 94-year-old mother who
6 has Alzheimer's and cannot speak for herself. My mother is
7 a resident of Pacoima. I was born in Pacoima, no I was
8 actually born in the San Fernando Hospital. I was raised
9 in Pacoima, but I went to elementary school and high school
10 in the City of San Fernando. So the communities of San
11 Fernando and Pacoima are very near and dear to me.

12 And I am really devastated. This is probably the
13 first meeting where I've gotten an opportunity to really
14 figure out what's going on here. And the fact that
15 historically, train tracks and things of that nature have
16 been used to segregate communities of color -- and this 25-
17 foot whatever it is that is being constructed is like a
18 railroad track on steroids. I am just devastated that
19 anyone would sit here and consider building and
20 constructing something that is going to impact communities
21 of color in just a devastating manner.

22 I'm here in solidarity with the other
23 communities, but I am concerned about how this project will
24 affect communities of color, low-income communities, and
25 working-class communities. And I think that someone from

1 the state, someone from your Board, needs to really look at
2 doing some kind of an analysis on how this project will
3 impact communities of color, not just today, but 25, 30
4 years from now.

5 Eminent domain is not an answer. And I think
6 that you guys really do need to look at the fair housing
7 implications of such a project. Thank you.

8 MS. MONTANEZ: Good afternoon. My name is Cindy
9 Montanez. I am a former Mayor of the City of San Fernando,
10 Council Member and also a former member of the California
11 State Assembly.

12 Given that the Northeast San Fernando Valley is
13 home to some of the most disadvantaged communities in the
14 entire state of California, we welcome the state investing
15 the Cap and Trade funds and other funds into projects that
16 will directly improve poor air quality, directly reduce
17 greenhouse gas emission, alleviate traffic, stimulate the
18 economy and create jobs while respecting our local
19 communities.

20 However, we are strongly opposed to any project
21 that will ruin the small town character and quality of life
22 of communities like the City of San Fernando that have
23 existed for over 100 years. The City of San Fernando is
24 too small to ram a massive, poorly researched bullet train,
25 through our historic core.

1 Pacoima is full of people who achieved the
2 American dream: a pony, their own home or business, and now
3 stand in the path of destruction.

4 The Foothill communities exist as one of the last
5 equestrian communities in this entire region. And the San
6 Fernando Valley is in desperate need of an improved local
7 public transportation system. With limited resources,
8 limited Cap and Trade resources, the right priorities need
9 to be set. We cannot afford the economic losses, the
10 environmental damage, the high cost, the increased noise
11 pollution, the deterioration of quality of life nor the
12 destruction of our 100 year existence.

13 I voted for a \$32 billion High-Speed Rail Project
14 that was going to be roughly funded one-third by the State,
15 one-third by the federal government and one-third by the
16 private sector. Now, I have really serious questions about
17 an increasingly more expensive \$68 billion project that has
18 a nonexistent funding plan. That has unfunded ridership
19 claims. That has unsubstantiated air quality and
20 environmental improvements. And a public process that is
21 not allowing for real community input.

22 I collected signatures, over 1,000 signatures in
23 two days just in the 2.45 square foot City of San Fernando.
24 Listen to us. We're being ignored. And I hope that you'll
25 take us into consideration, listen to us carefully, and

1 eliminate routes SR14 and E2 through our communities.

2 MR. AYALA: Good afternoon, my name is Genaro
3 Ayala. The issue of the bullet train or the high-speed
4 rail train is very important to me. In particular, as it
5 goes through the City of San Fernando, as it goes through
6 Pacoima and Sylmar. And the reason it's very important to
7 me is because my family on my father's side has all its
8 roots there. It has all its history there. And it's
9 important to me, because I want my grandchildren to grow up
10 understanding how great the City of San Fernando is.

11 I know a lot of people, starting from Palmdale,
12 Shadow Hills, and other areas have their reasons for not
13 wanting this high-speed rail going through their
14 communities. We don't want the high-speed rail going
15 through our communities, because we like our communities,
16 because we like where we live, because we enjoy the City of
17 San Fernando and Pacoima.

18 I am a member of an organization called La Raza
19 Unida and I'm also a member of an organization or a
20 coalition that was formed, in particular, on this issue
21 called Communities Against Displacement, because we don't
22 want to be displaced again. Our history, our history as
23 Chicano Mexicana people has been riddled with a lot
24 displacements starting from Chavez Ravine all the way up
25 now to this situation with SR14. We do not want that.

1 And I want to make sure that you are who are
2 there understand. I know that you're doing your job and I
3 can guarantee you, I can guarantee you, that members of my
4 organization and members of the coalition, CAD, are going
5 to do their job too.

6 MR. BRAVO: Thank you, Board for hearing. The
7 City of San Fernando is a corridor through the I14. To
8 make it plain and simple, we need more corridors. This
9 corridor is very small. We have Southern Pacific who's
10 been utilizing for over 100 years and now we have the
11 Metrolink also. And honestly, we just watched the
12 Metrolink go by, very unfilled. And we sat at Hubbard
13 Boulevard for 15 minutes just waiting for the train.

14 I'm a visionary. I'm not going to cry to you
15 about nothing, but here it goes. I'd like to see a high-
16 speed train for the brain power that we have up in Santa
17 Barbara coming to L.A., also from San Diego to L.A. Let's
18 make the train for the people who really maybe could
19 benefit like the tourists that come to visit. Let's stop
20 at Universal Studios. Let's stop at Disneyland. Let's
21 stop at Sea World. Let's make a corridor, say out in
22 Moorpark where this land is unincorporated, a lot of free
23 farmlands and whatnot. It wouldn't be in too hard to do.

24 I'm in favor of it, because I would love to be
25 able to work and live from Santa Barbara, work in Downtown

1 L.A. So appreciate your time. Thank you, gentlemen, ladies
2 and gentlemen.

3 BOARD MEMBER PEREZ-ESTOLANO: I'm sorry sir, if
4 you could give your name?

5 MR. BRAVO: Yes, my name is Steven Bravo. And
6 I'm from San Fernando. Just one quick thing since I have
7 all of the residents here. We have a drought, because our
8 toilets have a valve that fills them up. And the valve
9 that fills them --

10 CHAIRMAN RICHARD: Sir, I know. The two minutes
11 is up and we're --

12 MR. BRAVO: Okay.

13 CHAIRMAN RICHARD: Really, we have many other
14 communities that want to speak and so I want to be fair to
15 them. So if I could sir, thank you.

16 MR. BRAVO: I understand, okay. Thank you.
17 Please check your toilets once a month, that's
18 it. Thank you, God bless you all.

19 CHAIRMAN RICHARD: Thank you.

20 MR. HEDGES: Hi, my name is Mark Hedges. I live
21 in here in Los Angeles. I do software and one of the
22 things we have to do is -- you know, there's future stuff
23 that we can think about, but we have to get going now on
24 something, but we have to put it together in a way that
25 will allow us to plug in future stuff later that we can see

1 -- you know, envision but doesn't exist.

2 And I was just going to comment, if Lockheed's
3 claims about the fusion reactor, are in fact based in
4 science, then the water thing -- stop worrying about it.
5 And also we could develop this in a way that will allow us
6 an upgrade plan later for things like magnetic levitation,
7 which would take too much energy now, but will be
8 facilitated by these reactors. Thanks

9 CHAIRMAN RICHARD: Thank you. I thank the
10 residents and the citizens of San Fernando. I know at
11 least one person was speaking on behalf of the community of
12 Pacoima, but I want to invite any residents or citizens
13 from Pacoima who would like to address the Board to please
14 come forward at this point.

15 MR. MATA: Good afternoon --

16 CHAIRMAN RICHARD: Why don't you wait one second,
17 sir, so that we can just let everybody get settled? Then
18 we can hear you clearly.

19 Okay. If we could just ask people to quickly --

20 All right, sir. Why don't you go ahead.

21 MR. MATA: Good afternoon. First of all, I want
22 to thank you for showing up to work today. I know it's
23 tough, but I represent the Northeast San Fernando Valley.

24 CHAIRMAN RICHARD: Excuse me, could you give us
25 your name, sir?

1 MR. MATA: My name is Ricardo and I'm with an
2 organization called Communities Against Displacement, and
3 we're here to oppose the SR14 Route. I know that a lot of
4 us do support green, better efficient transportation and
5 mobility, but in that same regard we do not support
6 communities being displaced. It's a step forward to take
7 the high-speed rail, but it's two steps back to repeat
8 what's been going on historically here when it comes to
9 development projects.

10 And also there's something that I think most High
11 Speed Rail Authority are really not considering and that is
12 just simply the fact that, you know, integrate yourself
13 into some of these communities. Submerge yourself into some
14 of these communities. Know what these communities are
15 about, then make your decision. Thank you.

16 CHAIRMAN RICHARD: Thank you.

17 BOARD MEMBER PEREZ-ESTOLANO: Can you also please
18 say your first and last name, so we have that, Ricardo?

19 MR. MATA: It's Ricardo Mata.

20 MS. CEJA: Hello. My name is Karina Ceja and I'm
21 here as a Pacoima resident and a member of Communities
22 Against Displacement, a trans-generational coalition of
23 residents and activists created to oppose the SR14 Route.
24 We are here today to demand that the SR14 Route be removed
25 from any further EIR studies, because it is blatantly clear

1 that it is the most destructive route that will displace
2 thousands of people and businesses.

3 In Pacoima, we are already surrounded by four
4 freeways, a private airport that no one in Pacoima uses, a
5 Metrolink and 13 landfills. I'm going to say that again:
6 four freeways, a private airport, a Metrolink and 13
7 landfills. Adding 10 to 15 years of construction will have
8 serious impacts to our health and our way of life, not to
9 mention adding more borders with a 20-foot wall.

10 We are here to hold the CHSRA accountable to the
11 three guiding principles: to protect the environment, to
12 preserve communities and to improve mobility. The SR14
13 Route will not do any of these for our communities. I ask
14 you all today to make the choice to be an agency led by
15 integrity and dignity, rather than by greed and power. We
16 remind you that Pacoima will not be forgotten, as it has
17 been throughout most of this meeting, and we will protect
18 the Northeast San Fernando Valley by any means necessary.

19 MS. MURILLO: Hello. I want to thank everyone
20 who has endured this long and interesting, more than
21 anything, conversation that we've all had. And we continue
22 to have. And it's not going to end here. I want to say --

23 CHAIRMAN RICHARD: I'm sorry, ma'am?

24 MS. MURILLO: Well, my name is Ana Murillo.

25 CHAIRMAN RICHARD: Thank you.

1 MS. MURILLO: I'm a Pacoima resident and I have a
2 lot of family in San Fernando and I have family in Sylmar
3 and family in Pacoima and throughout the Northeast San
4 Fernando Valley. I want to say that I stand in solidarity
5 with Santa Clarita. I stand in solidarity with Shadow
6 Hills. I stand in solidarity with the Agua Dulce community
7 and the Acton community. And I can sympathize with what
8 they have to say even though I am a city, individual
9 citizen.

10 I've gone hiking up in those communities.
11 There's nothing but pure pureness and integrity and
12 conservation. The people that have stood out here against
13 this displacement, they matter. They matter a ton and
14 we're going to stand in solidarity with them as long as we
15 have to.

16 You have done us a great deal in bringing us
17 together and standing here together. I want to say another
18 thing that what you haven't considered in this construction
19 or in the proposal of this project, is you have not
20 considered the 20-plus schools and churches that run along
21 the route, the SR Route, 14 Route. And here's some proof,
22 you can take a look at that.

23 I also want to just ask questions pertaining to
24 the maintenance of this bullet train if it's done, the
25 maintenance, the worker, who's working that particular --

1 those stops. Who's working that particular -- you know,
2 those jobs. What are they having to face with when they're
3 -- whether it's underground or whether it's above, what are
4 they facing with when -- This train is being constructed
5 in China. You're building it in China and you're bringing
6 these toxins into our communities.

7 And speaking of toxins --

8 CHAIRMAN RICHARD: Ma'am, I'm sorry --

9 MS. MURILLO: -- all of the manufacturing
10 companies along San Fernando Road, which have existed for a
11 long time providing economic stability, where are all of
12 them going to go? Where are all of these communities and
13 families and commercial buildings going to go? To close my
14 statement here today I also want you to consider the way in
15 which this is going to be built. Already, a partner here
16 mentioned about the construction of it --

17 CHAIRMAN RICHARD: I'm sorry, but I really --

18 MS. MURILLO: And how there's 14 dump sites or 17
19 dump sites. I want to let you know that a lot resides in
20 this soil. A lot resides in this soil that will adversely
21 affect people like me, people like my grandfather, people
22 like my nieces and nephews. And I have so many of them and
23 let's not even begin to open that conversation, because
24 this is not going to go through. Thank you.

25 CHAIRMAN RICHARD: Yes, that's good.

1 MS. ORTIZ: Good afternoon. My name is Mercedes
2 Ortiz and I am a community organizer in the community of
3 Pacoima. And I work very closely with businesses and
4 community members along the proposed SR14 Route. I have
5 heard the concerns of the residents as well as the business
6 community regarding the potential disruption Route SR14
7 would bring to their lives. They are scared. I am here to
8 ask the High Speed Rail Authority to please remove SR14
9 from the plan. And to please study more about Alternate E3
10 as it appears to be a less impactful route overall. Thank
11 you.

12 MS. RAMIREZ: Hell no, high-speed rail has got to
13 go!

14 So my name is Delma Ramirez and for those of you
15 who missed it in the front, that's our little tent.
16 There's my daughter, Zipati Avilla, (phonetic) and I'm
17 pretty sure most of my friends have already covered most of
18 the issues in San Fernando and Pacoima, Sylmar area and the
19 Northeast Valley. One of the things that my daughter asked
20 me this morning, "Hey Mommy, this is my vacation. Why do I
21 have to come?" And you know what? I told her, because
22 this is her future, right? We're not just fighting here,
23 "Yes, I want to ride the train in the next couple of
24 years." No, we're going to leave this for them, for our
25 children.

1 So just like everyone has said before, in our
2 community, if you put it through there you are going to
3 divide our community and my daughter will not be able to
4 see how -- and continue to see how beautiful our community
5 is growing and how we are together. And by you putting the
6 SR14 through our neighborhoods, you're going to divide our
7 community. No SR14 or HSR. Thank you.

8 MS. LOPEZ LEDEZMA: Good afternoon, Board
9 Members. My name is Yvette Lopez Ledezma and I'm the
10 Deputy Director of an organization by the name of Pacoima
11 Beautiful. Pacoima Beautiful is an environmental justice
12 organization in the Northeast San Fernando Valley. We urge
13 the Authority to remove SR14 option from the list of
14 possible routes. SR 14 would disproportionately impact the
15 heavily impacted environmental justice communities of
16 Pacoima and Sun Valley.

17 We also ask that the Authority reference the
18 calenviroscreen, an environmental justice screening tool,
19 in their Alternatives Analysis. The calenviroscreen tool
20 created as part of Senate Bill 535 is used to measure
21 communities disproportionately burdened by pollution
22 defined as disadvantaged communities. Calenviroscreen
23 places Pacoima in the top 10 percent of most disadvantaged
24 communities in the state.

25 We ask that the Board and its consultants please

1 take a look at other, less impactful options such as Route
2 E3, which proposes to travel mostly underground away from
3 the homes of those with fewer resources who are already at
4 a disadvantage. Since 1996 our organization has worked
5 with residents to undo and properly mitigate the unjust
6 environmental conditions that have existed in our
7 neighborhoods for decades. Our communities of color will
8 no longer accept poorly designed projects that adversely
9 affect the health and safety of those who live near them
10 and do not bring any community benefits.

11 We don't have lawyers, we can get them. But we
12 have community hearts, children, businesses, schools and
13 most importantly we have voices. And we ask you to listen
14 to them. Thank you.

15 MR. CORTINEZ: Hello. Thank you for giving me
16 the opportunity to say something today. My name is Hugo
17 Cortinez and I work with the youth in Pacoima, all over
18 Northeast Valley, but primarily Pacoima. I work with them
19 to do community projects and I also am the wrestling coach
20 and a martial arts instructor there. And some folks told
21 me I should bring a board with SR14 and break it or
22 something, but I decided to keep it relaxed.

23 What I did note -- in coaching the youth, I
24 really do notice that the students really do have a lot of
25 asthma in the Northeast Valley. A lot of the students I

1 coach have asthma. They all walk to the gym. The little
2 ones come with their parents walking to the gym. So having
3 a train in the community above-grade, a high-speed rail
4 train, really does divide the community. And in a
5 community that really walks, I think it is a huge problem.

6 I do support high-speed rail, but just not above
7 grade. I think going with what everybody else said, a
8 tunnel would sound great. I understand that it's
9 difficult, but at the same time it's very difficult for the
10 folks in the community to deal with a train in their
11 community. Thank you.

12 CHAIRMAN RICHARD: Thank you.

13 MS. VILLELA: Hello, my name is Vilma Villela.
14 I'm an English professor and Chicano Studies professor at
15 Cal State University Northridge. I'm also a resident of
16 Panorama City, which is an adjacent Pacoima neighborhood.

17 Already, the Amtrak, Metrolink and cargo trains
18 double the commute time during traffic hours. The high-
19 speed rail will worsen the current commute time and
20 discourage many of those livings in adjacent neighborhoods
21 from doing our shopping or leisure. And will have negative
22 economic impacts on businesses in the Pacoima and San
23 Fernando communities that are already low income and
24 working class.

25 On another point, the data regarding the

1 ridership estimates is inconclusive. In order to
2 experience the green energy benefits the train would need
3 to be close to full capacity. And the HSR has no reputable
4 data that demonstrates a train will be citizen's preferred
5 method of transportation.

6 Additionally, California doesn't have the energy
7 infrastructure to power the train. We already experience
8 power outages during high temperatures. Approximately 25
9 percent of Californian energy comes from renewable sources.
10 More renewable energy plants will need to be built in order
11 to meet the needs of the high-speed train. Who will be
12 regulating the greenhouse gas emissions that will result
13 from the construction of new energy plants or will oversee
14 that these new plants don't devastate people's homes and
15 environment?

16 These points are not addressed in your planning
17 strategies. For instance, recently separate energy also
18 known as Southern California Gas, laid an actual gas
19 pipeline through Baja, California region all the way to Los
20 Angeles. The gas hooked up runs through indigenous
21 protected land despite strong opposition from indigenous
22 tribes. I believe that the high-speed rail, in order to
23 meet its 100 percent renewable energy goals will devastate
24 land and people's livelihoods. Thank you.

25 CHAIRMAN RICHARD: Thank you.

1 MR. SALAS: Good afternoon, Board Members. My
2 government name is Juan Salas. I'm a member of the
3 Communities Against Displacement. I'm also the Treasurer
4 of the Pacoima Neighborhood Council and I'm a Pacoima
5 resident home owner.

6 I'm here to say -- to basically convince you and
7 try to make you save millions of dollars in environmental
8 studies by convincing you that the SR14 Route is not the
9 most feasible route. Going over your three topics: the
10 environment, the community character, and the mobility of
11 the train -- the most important reason I'm here to say
12 right now is SR14 is ten miles longer than the alternate
13 routes -- and the train will not be able to travel at its
14 top speed. This will hinder your goal of traveling from
15 San Francisco to L.A., which we all know you're scrambling
16 to meet. The mobility of the train will be greatly
17 hindered under the SR14 Route.

18 Second, the Pacoima is an important watershed for
19 Los Angeles. By cutting across our watershed, the
20 underground reservoirs will be greatly impacted. Water
21 never acts the way we expect it to, so we can't predict how
22 the water will flow. And I don't care what your little
23 scientists or whatever say, you just can't predict the way
24 water goes, especially when it rains. And if you don't
25 believe me, go to Tuxford and San Fernando Boulevard when

1 it rains and see -- yeah, you guys know what I'm talking
2 about -- shew. (phonetic) Also (indiscernible) dozen or so
3 underpasses you plan on constructing, again when it rains
4 that'll create a lot of flooding and we might as well just
5 be called "Lake Pacoima" at that point.

6 The Neighborhood Council unanimously voted for
7 the resolution, which I'll quote. "Resolution for the
8 California High-Speed Rail Authority to remove the proposed
9 route, SR14, from possible proposed routes in the Northeast
10 San Fernando Valley." I'll give that to the Secretary.

11 And I'll just leave you with this. France,
12 Germany and Japan they have arguably the three most
13 beautiful, best-designed HSR's in the world. What else do
14 they also have in common? They were also bombed, destroyed
15 and obliterated during WWII. This is America. This is
16 California. We have (indiscernible) so please do not
17 destroy our communities. Thank you.

18 MR. AYALA: Hello, my name is Ernesto Ayala from
19 Lake Pacoima. I'm a member of Communities Against
20 Displacement. I'm on the Pacoima Neighborhood Council as
21 well and La Raza Unida.

22 And I think you should really pay attention to
23 what a lot of the people are saying here today,
24 particularly San Fernando, some are Pacoima. And I'll just
25 say, from my point of view, like another gentlemen said, my

1 family's roots go very deep in Pacoima and San Fernando.
2 That's where I grew up. During the Great Depression, a lot
3 of us lost our homes for the specific fact that we were
4 Chicanos, Mexicanos. Then when they built the 5 and the
5 118 freeways, a lot more Chicanos and Mexicanos and other
6 working-class people lost their homes again, causing more
7 instability in an already unstable community for many
8 reasons. So really we're not here asking you, we're here
9 telling you, remove SR14 from the table. It makes no sense
10 to just charge through our communities as if we're
11 dispensable and we don't matter at all.

12 Like someone else said, we have an airport that's
13 private that nobody in Pacoima ever uses. We have a
14 dangerous pipeline with gas going through it that not only
15 the people in Pacoima use. We have the freeways, that
16 we're not the only people that use those freeways. But
17 then you want to slam this thing right on top of us and
18 displace even more people?

19 What am I supposed to tell my daughter? She's
20 here too. She's eating a dry sandwich, because she didn't
21 even go to school just to be here. What am I supposed to
22 tell her when she's older? That I didn't do anything for
23 her to have a clean neighborhood; that I didn't do anything
24 for her so that we didn't lose another house? And for this
25 is what you want to charge down our throats? We say no!

1 No SR14. No high-speed rail through Pacoima, no high-speed
2 train through the Northeast San Fernando Valley. Thank
3 you.

4 MS. ROYAL: I'm sorry, but our bus is going to be
5 leaving, so we're a little out of order. I'm Nina Royal
6 and I'm with the Sunland-Tujunga Neighborhood Council. But
7 I'm speaking for myself and --

8 CHAIRMAN RICHARD: Can I -- excuse me one second.
9 I just want to be fair to the people who have been standing
10 in line here.

11 MS. ROYAL: We have to leave. If we don't leave,
12 our bus will leave without us.

13 CHAIRMAN RICHARD: It's the time for the folks
14 from Pacoima, it's up to you.

15 Well, I'm going to let it be the decision of the
16 people who've been standing in line.

17 (Colloquy between audience members.)

18 MS. ROYAL: That's fine.

19 CHAIRMAN RICHARD: Okay. All right, please
20 proceed.

21 MS. ROYAL: We don't have a way back to our car
22 if we don't do it.

23 CHAIRMAN RICHARD: That's fine. I understand.

24 MS. ROYAL: Okay. I'm sorry. I'm concerned that
25 regarding the dis-appropriation and adverse environmental

1 impact that will be suffered by Sunland-Tujunga and our
2 neighboring working-class communities.

3 I voted for the HR, the high-speed rail, back in
4 I think it was 2008. But at that time I did not know the
5 impacts. I didn't know about eminent domain. I was under
6 the impression that you were going to use the same tracks
7 as what were already there; that there would be no eminent
8 domain. People would not be displaced. Businesses would
9 not be displaced. And basically, you would have a blank
10 check to spend as much money as you want, because nowhere
11 and no how is what you're spending and propose today what
12 was on that ballot.

13 So I'm speaking for myself. Send the high-speed
14 rail packing. Put it back on the ballot. Be totally
15 transparent about what you're doing, eminent domain that's
16 going to required, rails that are going to have to be
17 built, etcetera. And I doubt very much that the people
18 today would vote for it.

19 MS. SANCHEZ: Thank you. I'm Lilitana Sanchez and
20 I am a resident of Sunland-Tujunga.

21 We rode in with San Fernando to show support for
22 other communities. So anyway, I don't support any of the E
23 Routes or SR14. However, I do live along the E3 Route and
24 will speak on that and what the cause and the impact the
25 high speed rail will have on our community.

1 We have repeated severe flooding every five to
2 seven years; a serious liquefaction problem with mostly
3 silty soils; a special study zone regarding U faults all
4 through the area; two groundwater basins, which by federal
5 law cannot be polluted by the recent Scotus Ruling, a
6 nationalized forest with wildlife that has been stressed by
7 first the Station Fire and now with severe drought; wild
8 life corridors, sensitive environmental, ecological areas
9 with nine endangered species; federally-owned waters;
10 methane pockets and strong community opposition in any
11 violation of the Angeles National Forest.

12 And for the people in Palmdale, those two people
13 that came, they should move, because if they don't have
14 jobs there for the last 20 years they need to go find a
15 closer area that has the jobs. Anyway, thank you very
16 much.

17 CHAIRMAN RICHARD: Okay, sir?

18 MR. ORTIZ: Good afternoon Chair Richard, Board
19 Members. My name is Diego Ortiz and I am here representing
20 the neighborhood of Pacoima.

21 I work for an organization called Pacoima
22 Beautiful. And I just wanted to share with you that we
23 meet with the youth of the neighborhood regularly and we've
24 talked to them. We talk to them about sustainability. We
25 talk to them about the issues that Pacoima has had in the

1 past. And we work out ways to address these issues now.

2 Having the high-speed rail train pass through
3 Pacoima completely goes against what we've been working
4 for. A lot of organizations in the community, a lot of
5 politicians have already worked toward improving the
6 conditions in Pacoima. We are at a disadvantage. There's
7 a ton of landfills in the area. There's a ton of
8 factories. Just walking with some of the students in the
9 neighborhood, to school, big rigs cross in the way, a lot
10 of single mothers walking with groups of children. The
11 high-speed rail is not something that will benefit Pacoima.
12 It will not make it easier to live in Pacoima. It will
13 just add to the many disadvantages that we have.

14 Additionally, people from the area of Pacoima and
15 the surrounding neighborhoods contribute a lot economically
16 to the entire San Fernando Valley. So please in your
17 consideration and your decision making, take these things
18 into account. And you're welcome to come to Pacoima.
19 There's plenty of conversation around this. We welcome
20 you, because our youth' voices matter. And the families
21 that live in Pacoima, their voices matter as well. Thank
22 you.

23 MS. CARRANZA: Hello, everybody. Thank you for
24 having this meeting over here so far from our homes. I see
25 a lot of people here, but I also don't see a lot of people

1 like Lakeview Terrace, okay?

2 AUDIENCE MEMBERS: We're here, we're here.

3 MS. CARRANZA: Oh, good. Good for you guys.

4 Okay, because there was (indiscernible)

5 Anyway, my name is Georgina Carranza. I do a lot
6 of voluntary work. I work in two coalitions against
7 violence for my community. I live in Pacoima. I also
8 belong to CAD, Coalition (sic) Against Displacements. And
9 what I can tell you is that my family has always had one
10 thing: trust is the foundation of any relation. So far, we
11 don't have any trust in you, because you haven't come clean
12 to us.

13 We heard the word "eminent domain." Sadly, my
14 people don't know about it. We heard "displacements."
15 You guys just still don't come through telling us, "Yes,
16 there will be? No, there will not be." Okay?

17 Also, I am concerned about the retired people
18 that live on a low income, because some of them have
19 already paid up their house. And I don't see how it's
20 possible for them to go over and live in another house that
21 is about three times the payment that they're making right
22 now.

23 Unemployment, it will happen if you guys tear
24 down those junkyards alongside the San Fernando Road. If
25 you can only watch in the afternoon, by San Fernando Road,

1 you will see all those people walking in the barely new
2 backpack that they had. That makes people happy. You see
3 kids laughing and skating.

4 I -- for me, it's not my home. I mean it's not
5 just a house, it's my home where my mother passed away,
6 where my older son passed away, where I live with my girls
7 and my grandkids from my son. I do everything for them.

8 For me, coming here to America, was essential.
9 And in here I found what they call the American dream,
10 owning my own home. I'm not ready to let go and I don't
11 think that anybody here is ready to let go. For us, it's a
12 no Route 14. Please take a look at our necessities.
13 There's a lot of investors, but none of them live, where we
14 live.

15 So we need water? Yes, that's what we need. But
16 we don't need what you guys are bringing to our community.
17 You guys are bringing displacements, destruction, division
18 and that's not right, alongside with devastation. That's
19 what it means for us. Take that road out of the table.
20 That's what I have to say. And again, I'm from CAD,
21 Communities Against Displacements, take it somewhere else.

22 CHAIRMAN RICHARDS: Thank you.

23 MR. BARAJAS: Hello. My name is Brian Barajas.
24 I'm with the LaRouche PAC, Political Action Committee. And
25 I do believe that every city top down, because this

1 involves every single American, I think that we all,
2 wherever we are, these types of projects affects us all.
3 And in my opinion it should affect us in the most positive
4 beneficial way. In other words I am for it, but then if
5 you consider what the population is telling you is that the
6 population itself is discouraged by any attempts to better,
7 whether they see it or not, any way to benefit not just the
8 community, but this country.

9 And bullet trains, as some of you might know, is
10 something that people should be actually considering,
11 considering the fact that we need a development program for
12 this country. And I think the beacon of hope, as the
13 Chinese have exemplified -- that they way that they're
14 going -- is literally rapid. In our country we have
15 disowned our ability to promote the general welfare in a
16 conscience of the prosperity of the future.

17 So my point here is simple. I love the fact that
18 some people do get the intention to build speed trains,
19 particularly with the unions. They love the work they do.
20 And I think some Americans here have lost the capability to
21 understand the fact that building for the future means we
22 have to use the best technologies that we have right now,
23 or else we will not have a future that we can all our own.

24 In other words, our future means -- a prosperity
25 of the future is you look at your children's eyes and tell

1 them that you did everything possible to build that future
2 for the better. And that involves speed trains and fusion
3 energy and everything else.

4 CHAIRMAN RICHARD: Okay.

5 MR. HOFFMAN: Dave Hoffman. I just wanted to say
6 I'm in support of the high-speed rail and we need big
7 projects like this. We haven't had big projects like this
8 since the '60s and I think we're suffering from that --
9 unemployment, homelessness are the two obvious.

10 You know, a good part of the world is already
11 involved in big projects like the Silk Road and Economic
12 Belt, the Eurasia, Land Bridge -- soon to be the World Land
13 Bridge -- they're talking about a connection under the
14 Bering Straits. They're building a big canal down in
15 Nicaragua, bigger than the Panama Canal. They're building
16 two transcontinental rail lines across South America,
17 tunneling under the Andes Mountains. So the point is, is
18 that we're getting left behind and we need to join this
19 dynamic. We need to start training a young, skilled, labor
20 workforce.

21 AUDIENCE MEMBER: Where are you from?

22 MR. HOFFMAN: I'm from L.A.

23 CHAIRMAN RICHARD: Well, sir I'm sorry, I
24 appreciate that. But we're really trying to hear from the
25 communities one at a time --

1 MR. HOFFMAN: Okay. All right.

2 CHAIRMAN RICHARD: -- and the citizens of
3 Pacoima, it's their time to speak, but I appreciate it.

4 The gentlemen up there, are you from Pacoima?

5 MR. GONZALEZ: Yes.

6 CHAIRMAN RICHARD: Okay.

7 MR. GONZALEZ: Hello. My name is Guadalupe
8 Gonzalez and I am a resident from Pacoima and San Fernando.

9 And I'm here to say this. Many of the residents
10 of Pacoima settled there because we had to. We didn't move
11 there because it's quiet. We didn't move there -- we don't
12 have horses. A lot of us wound up there, because of
13 circumstances. And you know what? We love it there. Not
14 only because many of us, that's all we have, but because
15 it's our home. We grew up there. Our families grew up
16 there. And we built a community there.

17 This place is our American dream. It is our
18 American experience. And by you building this train, with
19 no benefit to Pacoima, to our communities, you're impeding
20 our pursuit to happiness. Where are the people who are
21 going to be displaced -- where are they going to go?
22 You'll be pushing us back and holding us down. Get rid of
23 the SR14 Route.

24 You told us -- or well we've been told -- I've
25 gone to plenty of the meetings -- that the underground

1 option down San Fernando Road is not available, yet we have
2 heard nothing from the Authority about how many people are
3 going to be displaced with the SR14 Route. These are
4 people who break their backs on a daily basis, who are
5 going to lose their homes, and their livelihood. Do not
6 block our American dream. Get rid of the SR14 Route.

7 Thank you.

8 CHAIRMAN RICHARD: Thank you.

9 Okay, I want to thank the citizens from Pacoima
10 for coming out today.

11 It's time for the next community, which is the
12 Foothill communities. As we shift to that, I think we need
13 to take just a moment to allow the video recorders to
14 reset, but I don't want to get into another 20 minute
15 delay. The people from Shadow Hills, Lakeview Terrace and
16 so forth have waited a long time, so I want to respect
17 that. So I'm going to ask people to just stand in place
18 here and not leave the room while we give the video folks
19 an opportunity to reset.

20 And then the people from the Foothill communities
21 will be the next to be heard.

22 (Off the record 1:59 p.m.)

23 (On the record 2:05 p.m.)

24 CHAIRMAN RICHARDS: I just had a gentleman from a
25 labor organization come up and I know that they have really

1 wanted to speak. I told them that I felt that it was
2 important to let the communities that are most affected
3 speak in order first. So it's not like we're trying to put
4 anybody at the end this. It's a long day and I appreciate
5 everybody's endurance.

6 So but the next communities that we're going to
7 hear from are very effected, very concerned by this, and so
8 it's important that we do this in order. So, we have
9 grouped this together calling it the Foothill communities.
10 And we appreciate people waiting.

11 So I'm now going to turn to this organization.
12 Good afternoon, sir. Go ahead and (indiscernible)

13 KAGEL CANYON RESIDENT: And it's my privilege, I
14 live in Kagel Canyon. I'm not here to oppose any of the
15 alternative routes. There are plenty of people here to do
16 that.

17 CHAIRMAN RICHARD: I'm sorry. Hold on. Let's
18 restart the clock. Could we give this gentleman the
19 courtesy of some quiet, please? Thank you. Sir, why don't
20 you --

21 KAGEL CANYON RESIDENT: Like I said, I'm here to
22 edit an existing route. I think it's important to note the
23 S14 Route, the S14 Freeway does not go through Sylmar, San
24 Fernando or Pacoima. It ends at the 5 Freeway. The S14 is
25 equated to going through that. There is a parallel route

1 down the 5 Freeway. It has an existing corridor. It
2 doesn't affect any communities in a way. It does cost
3 more, because it has to be a tunnel. But that's what
4 they're doing, is they're saving money by going above
5 ground and going through the communities, rather than going
6 on a parallel path down the 5 Freeway. It goes from the 14
7 Freeway on one end. And it goes past the Burbank Airport
8 at the other end, so it connects both ends.

9 The only difference is the parallel path and the
10 additional cost. I think it's important to consider the
11 cost of the entire project, not just the incremental cost
12 on each of the four paths that are being proposed. So the
13 main issue is go underground. And we have a right-of-way
14 and we have a path. At the Burbank Airport, it's real
15 close to the 5 Freeway. You can put a station underground,
16 at the 5 Freeway, a short length on a little metro going
17 underground into the airport. You can check your luggage
18 there, hop onto the little bus that goes underground to the
19 airport, no problem.

20 I think it's significant that the Eastern
21 corridors have been adjusted with feedback from the
22 communities. The SR14 Corridor, which is not just the
23 freeway, has not been adjusted. And I think this one needs
24 adjustment. I think it's important for the HSR Board to
25 add a reasonable alternative to the existing route. Let it

1 compete on its own merits. Let's find out what it really
2 costs.

3 This route addresses almost all of the concerns
4 of everybody here. I mean that's the major issue is the
5 "at-grade" through communities.

6 CHAIRMAN RICHARD: Sir, I'm going to have to ask
7 you to allow others to speak.

8 KAGEL CANYON RESIDENT: So just please consider
9 this route.

10 CHAIRMAN RICHARD: Thank you, sir.

11 KAGEL CANYON RESIDENT: Thank you.

12 MS. ROSE: Good afternoon. My name is Kelly
13 Rose. I'm a Lakeview Terrace resident. That picture is a
14 picture of my two year old, who I chose not to bring today,
15 and her pony Cookie -- and her pony, sorry about that --
16 and my daughter Sophia.

17 Now, on the other day on the way to preschool, my
18 daughter asked me if we are going to lose our home. And I
19 can't repeat the story without getting upset, because I had
20 to tell her why. I asked her why and she said, "Because
21 you are always talking about how you're going to save it."
22 And I said "That's right baby." And she said, "Well, can
23 kids help?" So today I brought her with me, because I did
24 the best I could to assure my sweet five year old that she
25 has nothing to worry about.

1 But based on the responsiveness that we've
2 received in our area from the High Speed Rail Authority, I
3 can only pray that when I respond to her I'm being honest.
4 And I can only hope that when I tell her that she is safe
5 and will not be forced from her home, that it's not a lie.

6 She's here with me today because she represents
7 the generation expected to utilize this train. But
8 unfortunately, she's one of the tens of thousands of
9 children that will grow up not appreciating their outdated
10 transportation technology, but most likely resenting the
11 project as it forced her out of her family home, destroyed
12 her sense of security, and her faith in her state.

13 Now, this is the legacy would be being created by
14 -- this is the legacy you are creating for this little
15 girl, by not acknowledging that the High Speed Rail Project
16 needs years, more research, planning and accurate budgeting
17 before even considering a possible route.

18 And even if you do decide to acknowledge that a
19 bridge through the last, meaning E2, through last remaining
20 affordable open space neighborhood in Los Angeles is a
21 terrible idea, we are still faced with the possibility that
22 our open space could be used as a construction staging
23 ground, excuse me, which if we're all being honest, is just
24 as horrific.

25 So I ask you, the Board -- step up -- to think of

1 this little girl and others like her when you make
2 decisions for her future. And if you say no -- if it's not
3 worth the devastation and debt it will cause -- and you say
4 no to that I applaud you. And if you say yes, then please
5 tell me what reason you would use -- and I'll stop -- what
6 reason I should tell her that justifies her losing her
7 home.

8 And when you go home, I hope you think of us,
9 because we think of you. Thank you.

10 CHAIRMAN RICHARD: Thank you.

11 MS. WILKE: My name is Gail Wilke. I've lived in
12 Shadow Hills more than 40 years. I've owned horses more
13 than 50 years.

14 And you've gathered by now that no one wants
15 high-speed rail going through their communities and
16 destroying what they've worked so hard to build. I voted,
17 yes to high-speed rail. I am so sorry. I would love to
18 have a chance to re-do that vote. And I would like to see
19 the State of California give its citizens a chance to vote
20 again on whether they want to do this high-speed rail. It
21 is so destructive.

22 Now, a lot of people on the SR14 Route do not
23 want to see it going through their communities. I
24 understand that. I'm in sympathy with that. But when we
25 voted for Proposition 1A we voted to put this high-speed

1 rail through existing corridors of transportation. And
2 then somewhere, out of the wilderness, came this idea of
3 going through the mountains, under the mountains.

4 The forest is the last large area that is open to
5 recreation for the people of the -- citizens and people of
6 Los Angeles. This kind of construction in the forest would
7 cause great damage to the environment, to the water table.
8 It simply is not a good idea.

9 We've had many people say "Well tunnel
10 underground." Please be considerate of the idea that there
11 are multiple earthquake faults through the area that we're
12 going to tunnel through or that you're going to tunnel
13 through. And we are in danger of dewatering the forest
14 above it.

15 A great deal of consideration should be made on
16 considering the forest routes, E routes. In addition, E2
17 takes the route of the train above-ground. This is
18 entirely unacceptable for reasons you've heard from other
19 communities. Thank you for your time.

20 CHAIRMAN RICHARD: Thank you.

21 MS. BRASS SUMME: Hi. My name is Gerri Brass
22 Summe and I'm a California native and a four-year resident
23 of Shadow Hills.

24 I'd like to preface my comments with a couple of
25 quick notes. First, I do realize that this is not a forum

1 for political debate today. And second that I do have
2 tremendous respect for both the High Speed Rail Board and
3 its employees, who I know are faced daily with the
4 complaints of competing communities, who just want this
5 train gone.

6 That said, just six days ago, the Public Policy
7 Institute of California released a survey showing that a
8 full 69 percent of Californians feel the supply of water in
9 their communities is a big problem, 39 percent feel the
10 water crisis and drought is the most important issue facing
11 our state, ahead of the economy, ahead of jobs. Improving
12 transportation so that one can get from San Francisco to
13 L.A. in three hours is nowhere on this list. California
14 cannot grow without water. Without growth, there will be
15 insufficient ridership and the train will become a bankrupt
16 set of tracks from Madera to Fresno -- water first, train
17 later.

18 So why am I telling you this? I believe that our
19 beloved Governor should have issued an executive order
20 months ago, instructing the California High Speed Rail
21 Authority, for a time, to become the California High Speed
22 Water Authority, to find the fastest way to resolve this
23 water crisis. High Speed Rail already has the engineers,
24 geologists, environmentalists, consultants and attorneys
25 that could turn their attention to solving our water

1 problems now. It has become so obvious that this
2 Governor's legacy should be water and not this train. He
3 still has three years left and it is the responsibility of
4 a governor to switch gears, reassign priorities, and re-
5 appropriate funds, where necessary to deal with the most
6 critical issue at hand in our state.

7 I am reaching out to you here, because I don't
8 have the good Governor's phone number. And second, I can
9 always pray that one of his staffers might be here today,
10 although the room's half empty now. Or that some trusted
11 colleague will get the nerve to tell him it is utterly
12 necessary that he make this change.

13 Can I just have ten more seconds?

14 Much of the anger that you see here today is
15 because for many, and especially those in the Central
16 Valley, first the state has not dealt with their water
17 needs and then high-speed rail has come in and divided and
18 taken their land. First things first, water first, train
19 later.

20 And we'd welcome a visit from the Governor like I
21 know Mr. Richard and Ms. Perez-Estolano have done. Thank
22 you.

23 CHAIRMAN RICHARD: Thank you.

24 MR. DESPRES: Good afternoon. My name is Thomas
25 Despres and I am a resident and property owner in Shadow

1 Hills. And I vehemently oppose the alternate routes known
2 as E2 and E3, which will have an extremely negative impact
3 on my community as well as everyone else's. I'm not a
4 politician, but I am a California resident and taxpayer.

5 As I said the Pledge of Allegiance this morning
6 and put my hand on my heart, I pondered the words, "of
7 liberty and justice for all" as we pit community against
8 community here. "I don't mind the project as long as it
9 goes through your neighborhood." That's great.

10 Perhaps those involved in -- who benefits,
11 basically? Perhaps those who are involved in construction
12 or procuring lucrative contracts, but who will pay the tab?
13 Who buys something with an unknown price? How much revenue
14 will actually be generated by ridership?

15 I implore you to not destroy Shadow Hills or any
16 other community for the benefit of a chosen few.

17 MS. DESPRES: Hello. My name is Cynthia Despres
18 and I am resident and property owner of Shadow Hills or in
19 Shadow Hills.

20 I sympathize with everyone that has been in this
21 room today, because we're all looking a really bad deal.
22 For the E routes we just found out about it in September.
23 Now, we were blind-sided with this, so we have not had an
24 equal opportunity to be able to learn about the project and
25 to be able to organize and to be able to respond. We have

1 been at an extreme disadvantage.

2 Again, I don't want it in your neighborhood or
3 your neighborhood. I'm just saying we haven't had a chance
4 to adequately be educated on what's going to happen.

5 E2 is right next to my house. Now, they've been
6 very clear that the route could change a little. What does
7 that mean? Will I lose my hose to eminent domain? Very
8 likely. If not, eminent domain will destroy the property
9 values of my home. I thought I was going to be okay in
10 retirement. I bet all of -- I bet none of you are facing
11 eminent domain. You're pretty comfortable. Well, I'm not,
12 because I will not be able to sell my house or get a loan
13 on my house or do anything with my house, because of what
14 may or may not happen. I just found out in September.
15 That's less than a year ago.

16 Also, if there is eminent domain, what happens in
17 eminent domain, it can take years for deals to be made.
18 That means years of vacant homes in an area that's prone to
19 fires, prone to vagrancy, prone to drugs, so I'm very, very
20 afraid of that. I'm very afraid of the destruction of the
21 landscape of my community.

22 Also, at the meetings that I've gone to they've
23 been very vague about where are the ingress and egress
24 points going to be? No one really knows. Oh, it hasn't
25 been decided. Those are going to be big roads.

1 And also, I haven't seen a lot of pictures about
2 the underground tunnels, so we all say "tunnel it," but we
3 need to be educated what does that mean? What does that
4 mean?

5 One last thing, to build the proposed tunnel
6 under the 710 Freeway is only 6.3 miles. They said that
7 that's going to cost \$5.6 billion for six miles? So how
8 much is this going to cost? Where are we going to get that
9 money? Thank you.

10 CHAIRMAN RICHARDS: Thank you.

11 MS. KEIL CRUZ: Good afternoon. My name is
12 Gina Keil Cruz. I'm a homeowner in Lakeview Terrace. And
13 I'm also a licensed civil engineer.

14 I could stand up here and talk about how this
15 project impacts my property and my family, but I'm not
16 going to do that. I'm going to talk about an issue that
17 affects everyone. And that's water.

18 The East Corridor routes will cause irreparable
19 harm to precious water natural resources in the Angeles
20 National Forest. All routes through the forest or the
21 Tujunga Wash, whether above ground or below ground could
22 have a severe impact on the water resources in this area.
23 The construction of the E2 Bridge across the Tujunga Wash
24 poses an enormous risk for contamination of water in the
25 Wash.

1 The alignment of all three forest routes crosses
2 numerous springs, including Oak Spring, Fascination Spring,
3 Larson Spring, Indian Spring, Hidden Spring, Limestone
4 Spring, Merrick Spring, Kagel Spring and more. The water
5 in these springs is not just storm runoff. These springs
6 run year-round. The City of Los Angeles imports
7 approximately 85 percent of its drinking water. The
8 remaining 15 percent comes from local sources, primarily
9 groundwater; 80 percent of the City's ground water comes
10 from the San Fernando Groundwater Basin. The springs and
11 the Tujunga Wash provide fresh clean water that ultimately
12 percolates into the groundwater basin. Potentially
13 dewatering and contamination could have an irreversible
14 impact that would not easily be mitigated.

15 The State of California is in a severe drought as
16 everyone knows. We cannot afford to waste one single drop
17 of our precious local water. The East Corridor routes must
18 be removed from consideration to avoid risking our precious
19 water resources. Thank you.

20 CHAIRMAN RICHARD: Thank you.

21 MS. DELSON: Hello. My name is Kathy Delson. I
22 live in Shadow Hills.

23 Mr. Richard, I have a recurring nightmare. Our
24 rural neighborhoods near the above portion of the E2 Route
25 are under attack by an invasion force of noisy, polluting

1 trucks preparing our bucolic communities for the occupying
2 force aka high-speed rail.

3 This army of trucks travels on its stomach of
4 diesel fuel, ravaging local roads and adding pollution to
5 our already greenhouse gas-laden air. We could be like
6 Japan and get used to wearing those fashionable masks every
7 day. Think you live far enough away to escape the noise,
8 that it can be mitigated? Nope. The sounds of those
9 engines reverberate in Big Tujunga Wash, echoing into
10 surrounding communities like Lakeview Terrace and Kagel
11 Canyon, Sunland, Tujunga, Pacoima, we didn't forget you,
12 and Shadow Hills.

13 You'll soon experience huge potholes on local
14 roads jammed with traffic caused by the one million plus
15 truck trips needed to remove dirt spewed out by Big Bertha.
16 Most likely Vulcan will love having all of that excavated
17 dirt dumped in Sun Valley. And let's not forget the trucks
18 bringing in tunnel supplies and materials. Experience the
19 thrill of road closures, great late-to-work excuses, but
20 really sad if your disabled child misses the equine-
21 assisted therapy program he loves.

22 Feeling your area is already over-burdened with
23 industrial infrastructure and the further degradation of
24 the environment and quality of life would just be
25 unbearable? The answer is a resounding yes.

1 No E2 route please through an environmentally
2 sensitive area. End the nightmare of above ground routes.
3 Thank you.

4 MS. URIAS: Good afternoon. My name is Cynthia
5 Urias. I am a resident of Shadow Hills. My husband and I,
6 we moved there four years ago from Burbank, because I grew
7 up on a dairy farm with a lot of open space, a lot of room
8 to grow up as a child, to really experience that wonderful
9 way to grow up and learn how animals actually live and see
10 and touch them. And so Shadow Hills is actually the last
11 community in the L.A. area that was desirable to us. And
12 so like I say we've been here for four years and absolutely
13 love it.

14 I am here today to represent Shadow Hills and
15 support all the other communities that have been here
16 today. Obviously, I oppose the proposed high-speed rail.
17 I'm so nervous. I'm so nervous -- high-speed rail routes
18 from Palmdale to Burbank. It really will devastate this
19 community and the tranquility of it all. Not to mention
20 there's so much data behind it that I'm not going to speak
21 to, but the horses in the community have the flight or run
22 response, the birds, all the endangered species, there's so
23 much it's going to impact, the water supply, not to mention
24 potential earthquake impacts.

25 What I just want to mention is my background is

1 I'm a manager. I'm in management of a big corporate
2 company. I understand when you're given goals by somebody
3 else that you have to meet you don't have a lot of say in
4 those. You just have to meet your goals every year, right?
5 And if you don't you might not get your bonus. You might
6 not get your next promotion.

7 I'm just asking you guys that if there's you've
8 heard today that actually moved you I hope that you wrote
9 it down. And you'll go back when we're all finished today
10 and you'll actually dwell on that as a team and not be
11 swayed by one or two people that may have more power than
12 you. I'm just asking that you think of it as a person,
13 that would you make that decision if it was your
14 neighborhood, if it was your children, that were impacted.

15 And in the big scheme of things, I know when you
16 have a job your goal is to always leave that job better
17 than how you found it. So I hope that whatever route you
18 choose, you think that, and you can honestly sleep well at
19 night that that is better than when you found it.

20 CHAIRMAN RICHARD: Thank you.

21 MS. URIAS: Thank you.

22 CHAIRMAN RICHARD: Thank you.

23 I'm guessing that you didn't buy that outfit at a
24 retail store?

25 MS. CLARK: Yes, please acknowledge my shirt.

1 CHAIRMAN RICHARD: (Indiscernible)

2 MS. CLARK: Yes, it will be available online
3 after this. No, I'm kidding.

4 My name is Krystee Clark and I am an elected
5 member of the Sunland-Tujunga Neighborhood Council. The
6 Foothill communities, the San Fernando Valley, the Angeles
7 National Forest and the San Gabriel National Monument will
8 all suffer permanent environmental and physical changes and
9 loss of visual character due to this destructive tunneling.

10 None of the proposed routes are acceptable.
11 Most of the proposed routes will bore deeply underground,
12 resulting in millions of tons of dirt to be hauled away,
13 through the San Gabriel National Monument using trucks and
14 conveyer belts that will create a toxic atmosphere for all
15 of our communities.

16 The current routes are not feasible. They run
17 through wildlife corridors. They threaten endangered
18 species. They will divide communities in half with 20-foot
19 high death walls, threatening our precious water supply,
20 running over dangerous seismic fault lines and will destroy
21 our Angeles National Forrest. Our entire city will suffer
22 permanent water loss, physical alterations, traffic, dirt,
23 noise and vibrations for decades to come.

24 There must be a better way to get from Palmdale
25 to Burbank or better yet, Palmdale to Union Station, which

1 is what the voters actually voted for in 2008.

2 We are recommending that you reconsider all of
3 the Palmdale to Burbank routes before entering into this
4 costly EIR process. This is not what California
5 stakeholders voted for. And the project has become
6 dramatically cost-prohibitive.

7 Thank you for your time and please remember to
8 listen to these comments as you're reading the SAA, because
9 our communities are really not what that document says. So
10 thank you for your time.

11 CHAIRMAN RICHARD: Thank you.

12 MS. BARTILOTTO: Good afternoon. My name is
13 Carol Bartilotto and I am a resident of Kagel Canyon.

14 And I just wanted to say that I'm actually
15 incredibly concerned about our water supply, because of our
16 drought. And the impact that every single tunnel route
17 would have on the drought and in particular, in Kagel
18 Canyon, the E1 Route. There are people up there in our
19 Upper Kagel that are actually are on wells. And I don't
20 really see how there's a way to mitigate the loss of that
21 water. There's nothing feasible.

22 And I did ask. I went to a couple of the open
23 houses. "Well, we'll mitigate it." "How?" Nobody could
24 answer. That's not really good enough. I think we need to
25 do these studies before we actually go into the EIR

1 process.

2 And related to the E2 Route, do we really want
3 another Morro Bay on our hands. Have you ever been to
4 Morro Bay, anybody? Because if you have you drive up the
5 coast of a gorgeous Southern California to the Central
6 Coast, you see beautiful Morro Bay and beautiful Morro
7 Rock. And next to it you see a power plant with three
8 smoke stacks. The first time I saw it was in 1990. And I
9 thought to myself, "What in the world were they thinking?
10 Why in the world would they destroy the natural beauty and
11 environment of Southern California?"

12 And you know what, I live in Kagel Canyon, but I
13 say absolutely no to the E2 Route, because that's exactly
14 what would happen to the half-a-million people that drive
15 over the 210 Freeway. They would look over there and they
16 would say, "Who made that decision? Why in the world would
17 they destroy the beautiful Tujunga Wash area by having a
18 train coming out of the mountain?" It is completely insane
19 to me.

20 And adding to that, we have the negative impact
21 of noise and vibration for the entire community. That area
22 is a special area. Please, I implore that you do not
23 destroy our area by having any of the routes through the
24 forest.

25 And I just want to say I'm not going to throw the

1 SR14 Route under the bus. We to come up with a solution
2 that works for all the communities, because we don't want
3 them to hate us and we don't want to pit people against
4 each other. And I hear that happening and it's not right.
5 We need to come up with something that's equitable for all.
6 Thank you.

7 CHAIRMAN RICHARD: Thank you.

8 MR. EICK: Good afternoon. My name is Bill Eick.
9 I'm the Land Use Chairman for the Shadow Hills Property
10 Owners Association. I've been involved in land use issues
11 for probably 40 years, ever since I passed the Bar exam. I
12 don't get paid for this stuff, but I spend a lot of time.

13 So I'm here to save you folks about \$2 million.
14 And the way that is, is because you want desktop studies to
15 prove -- before you go into the Environmental Impact Report
16 Analysis or the EIS Analysis I dug this up. This is the
17 Master Mitigation Plan for the Big Tujunga Wash Mitigation
18 Bank. That's exactly what you're going over for E2. This
19 is what your SAA should have said. It talks about all the
20 endangered plants and animals. It talks about all the
21 habitat. Your SAA report is seriously deficient in this
22 regard.

23 So I made a scanned copy, gave it to Juan Carlos
24 today, and so you folks will now have this. And I urge you
25 to go back and redo the SAA before you start the millions

1 of dollars in environmental impact reports, just to redo
2 the same project.

3 I called the Chambers Group who did this analysis
4 to see if it were online. They said, "Oh, no." I said,
5 "Well do you have a copy?" "Well, maybe." I said, "Can I
6 get a copy?" "No." I said, "I actually have a copy in my
7 office, because I'm kind of a hoarder on environmental
8 documents." And so they said, "What do you want if for?"
9 They said, "Are you going to sue me?" I go, "No." I said,
10 "I'm going to use it for HSR." "Oh, we can't give it to
11 you. It's probably a conflict of interest because we
12 represent HSR in consulting contracts."

13 So basically the people that you are paying to
14 give you consulting work did this report. I don't know
15 whether they gave it to you, but you ought to demand it of
16 them, because it'll save you a lot of money.

17 And by the way, I'm sorry I couldn't make the
18 meeting that we had in January where 2,000 people in the
19 Foothill community showed up. We actually had to turn
20 people away. It's online. But some of the representatives
21 from HSR were there, but it's really -- people are really,
22 really angry. Thank you.

23 MS. STEDMAN: My name is Susan Stedman and I'm a
24 21-year resident of Shadow Hills.

25 The E2 option is unnecessary and redundant and

1 would have more cumulative measurable and non-measurable
2 impacts than the E1 and the E3. For example, HSR is only
3 measuring the number of residential sensitive noise
4 receptors within one-half mile from an alignment. The gun
5 range in Little Tujunga Canyon can be heard from two-and-a-
6 half miles away. Kagel Canyon can hear the Metro Train
7 from three-and-a-half miles away. HSR's mitigation
8 distance for sensitive noise receptors does not considered
9 the unpredictable, unmitigatable and unbearable way that
10 noise will reverberate through the hillside areas of our
11 natural amphitheater's valley. This means the E2 would
12 allow the Foothill communities less hours of sleep than
13 convicts in prison.

14 Please remove the E2 tunnels, tunnel portals,
15 bridge and at-grade alignment in the Big Tujunga Wash from
16 consideration. It is absurd to believe that technical and
17 scientific analysis of the E2 can mitigate the visual,
18 aesthetic and tranquil character of our Foothill
19 communities. The incompatible E2 above-ground segment over
20 the Big Tujunga Valley would permanently destroy the farm
21 ranch character that is our life blood.

22 The E2 would be one of three bridges within a
23 one-half mile area over the Wash. This would create severe
24 impact to our properties and quality of life. Boring the
25 disruptive E2 alignment through the heart of our hillside

1 communities is another attempt to urbanize one of the few
2 remaining affordable open space middle-class areas in L.A.

3 It is vital to protect and preserve the
4 ecologically sensitive Big Tujunga Wash from HSR's
5 Chinatization of California's dwindling open spaces. No
6 E2.

7 MR. STEDMAN: My name is Dale Stedman. I also
8 live in Shadow Hills. That was my wife. For the following
9 reasons, the above-ground E2 alignment over the Big Tujunga
10 Wash should be removed. Remove you, away with you, get off
11 of me.

12 The elevation of the train and the E2 route that
13 crosses Wentworth Street is at-grade. A street bridge
14 would need to be built over the high-speed rail. Since
15 emergency vehicles and fire trucks must use Wentworth the
16 grades of the bridge cannot exceed 15 percent, which means
17 that the top of the bridge will exceed the height of the
18 100-foot cliff and require ramps in excess of 300-feet in
19 each direction. It would block the view of the mountains
20 and the Big Tujunga Wash for many, many homes -- ugly.

21 There is insufficient space between the top of
22 the E2 Wentworth Street tunnel and the surface of the top
23 of the cliff to properly construct a tunnel based on your
24 requirement, which dictates the top of the tunnels be
25 located 60-to-80 feet below surface levels. Your own

1 studies say this is in-feasible

2 Wentworth is an important emergency route in
3 Shadow Hills. A large staging area for a tunnel portal on
4 this route would be required during the multiyear
5 construction phase and impede safety vehicles. Big
6 problem.

7 There is not enough space to set up a staging
8 area between the bluff and the Big Tujunga Wash.
9 Construction at this location would be impossible, since
10 there is a stream flowing all year, 365 days, alongside
11 Wentworth Street. This stream, only about four yards away
12 at one point, flows from the San Gabriels to the San
13 Fernando Groundwater Basin. The tunnel staging area would
14 not be able to avoid this stream. It is too close to
15 Wentworth Street.

16 For these reasons the above ground E2 Bridge and
17 Wentworth Street tunnel portal, by the Big Tujunga Wash, is
18 unfeasible to build at this locale and it splits Shadow
19 Hills in half. All these portal routes should be
20 underground in the EIR.

21 CHAIRMAN RICHARD: Thank you, sir.

22 MS. ORTIZ: Hi. My name is Teresa Ortiz and I'm
23 a resident of Shadow Hills.

24 A very important element in our Foothill area is
25 the equine. I'm here to give you the scientific standpoint

1 from our local veterinarian, Dr. David Robertson, who
2 specializes in horse medicine. Horses are considered
3 flight animals. When they get scared or frightened they
4 run away. This can cause injury to the horse or its rider.
5 The reason for flight response in horses is because they
6 are hard-wired from a gland called amygdale, which connects
7 to the brain.

8 What causes horses to engage that hard-wire
9 flight response? Situations can be audible, loud noises;
10 visual, moving objects big or small. When the flight
11 response kicks in, it's very hard to regain control of the
12 horse. Even the best-trained horse can be overcome by
13 flight instinct, causing injury to the horse or the rider.

14 Dr. Robertson is certain you can never completely
15 remove the flight instinct. This stress is not only for
16 horses that are ridden. Horses living near stressful areas
17 can develop medical problems like stomach ulcers, colic due
18 to cupping, lameness, issues from constant pacing. As a
19 large moving object, the high-speed rail would definitely
20 be considered stressful to horses.

21 Dr. Robertson has been riding stress-free in
22 Hansen Dam since 1989 and he believes the years of
23 construction as well as the finished High-Speed Rail
24 Project would be a detriment to future stress-free horse
25 rides.

1 CHAIRMAN RICHARD: Thank you.

2 MS. ORTIZ: And on record, I'm against the high-
3 speed rail. I think you need to go back to the drawing
4 board and it needs to be voted again.

5 CHAIRMAN RICHARD: Thank you.

6 Since it's not considered healthy to be sitting
7 all day I'm going to stand, but I'm going to be listening
8 intently while I'm doing that.

9 MS. BORMAN: Hello. My name is Cile Borman. I
10 live in Lakeview Terrace.

11 I'd like to take you guys on a little trip right
12 now. I was raised in Detroit, Michigan and you all know
13 what happened to Detroit. You all know what's happened to
14 the middle of America: Cleveland and all of those countries
15 -- all of those cities, counties.

16 I'd like to say something, you know we're missing
17 a wonderful opportunity right here in the San Fernando
18 Valley. We have a place that always reminded me of Jackson
19 Hole, Wyoming. Can you believe that? You know why?
20 Because of the mountains, the streams, the horses and I
21 said to myself, "This this is a great destination spot.
22 This is a great place that could be developed into
23 something really, really spectacular." And it seems that
24 we're so busy trying to destroy this area, we're not
25 looking at what we could do to spread the wealth around and

1 have people coming from all over the world to come right to
2 our little piece of heaven in the San Fernando Valley.

3 Legacy is what we leave behind us. I was taught
4 to leave things better than when I found them. The intent
5 and determination to push through this high-speed train
6 might destroy a wonderful advantage that our young people
7 -- that people have been talking about -- in the future
8 that could develop this part of California. Let us not
9 miss that opportunity like we've done in Detroit and
10 Cleveland and other places. We've got to look at what we
11 have and make it better and not leave it worse than how we
12 found it.

13 I live in Lakeview Terrace. I'm a songwriting
14 and I wrote a song called "Lakeview Terrace." And it goes
15 like this. (Singing)

16 "Nestled in the foothills of the San Gabriel
17 Mountains, close to all the things I've grown to love.
18 There's nothing like the view, looking off into the valley,
19 as the morning sun rises above in the Terrace, Lake,
20 Lakeview Terrace, a very special place where you can see
21 lots of nature's little secrets. And if you take the time,
22 you'll be amazed at what you find."

23 And I think we should spread it around and let
24 people from other places know, "Come on out here. We have
25 the Rim of the Valley Trail. We have all types of things

1 that you could come and enjoy yourself and have a good
2 time, right here in Lakeview Terrace and in the San
3 Fernando Valley." Thank you.

4 (Audience applause.)

5 CHAIRMAN RICHARD: Thank you.

6 MS. K. DAYEN: Good afternoon, Chairman Richard
7 and the Board. My name is Katherine Dayen and I'm a 15-
8 year resident of Shadow Hills. And I'm going to make a
9 confession that I wasn't planning on making, that might
10 ostracize me from my community. But I am from a family of
11 railroad people. My grandfather worked for the railroad,
12 the Union Pacific. My dad, my uncle and my cousin worked
13 for the Southern Pacific. And I can't imagine any of them
14 approving of any of these routes through any of these
15 communities.

16 I'd like to talk a little bit about the Angeles
17 Forest. It's a serious misconception that the tunneled
18 routes under the Angeles National Forest, and the San
19 Gabriel National Monument, would have little impact on the
20 environment. This offense to our forest will start with
21 the EIR. They will have to drill holes hundreds of feet
22 deep to determine what lies beneath the mountains such as
23 soil conditions and water resources. In order to do that,
24 we have been told that land would have to be cleared for
25 helicopters to deposit these rigs to drill the holes at

1 intervals along the forest route. So just the
2 environmental study of the forest routes is a damaging act
3 in itself.

4 According to the High Speed Rail website
5 tunneled areas would have to have above-ground safety
6 portal facilities. The estimation is that there will be at
7 least three of these above-ground facilities that would be
8 in the forest. Each facility equates to 15 acres of
9 national forest being cut down, paved, and fenced. Access
10 roads to these portals have to have a minimum of 18 feet
11 wide to accommodate emergency vehicles.

12 From this report it's quite obvious that
13 tunneling will have a huge impact even at ground level.
14 The loss of wildlife, trees and natural springs during this
15 process in no way can be mitigated. Once that land is
16 gone, it is gone forever.

17 So in closing I ask you, would you consider
18 tunneling below Mount Rushmore or building a high-speed
19 rail bridge across the Grand Canyon? Why should our
20 Angeles National Forest and San Gabriel National Monument
21 be any less important or sacred? President Obama dedicated
22 this land as a national monument for everyone. And we have
23 a responsibility to protect this land for future
24 generations. Thank you.

25 CHAIRMAN RICHARD: Thank you.

1 MS. L. DAYEN: Hi. My name is Lois Dayen.

2 That's my sister, I'm in the same railroad family.

3 There are many things about high-speed rail going
4 through our area that has kept me up many nights. It first
5 started when I accidentally heard about the yellow banana
6 going through our community.

7 The first scoping meeting I could attend was held
8 in Sylmar. Imagine my horror when an engineer said to me,
9 "You don't have to worry about the S14 Route going through
10 Sylmar anymore. The train will be going through Lakeview
11 Terrace and Shadow Hills." It appears like High Speed Rail
12 is trying to divide us by putting community against
13 community. That is how the communication from High Speed
14 Rail has continued.

15 I have attended many of the open house meetings
16 held in different communities. And I have received
17 different answers to the same question depending on which
18 high-speed rail expert I am talking to. An open question
19 and answer session was not allowed during any presentation
20 at the open houses. This one-way communication was not
21 only frustrating, but disrespectful to our communities.

22 The community leaders and volunteers of the
23 Central Valley to the Santa Clarita Valley to the San
24 Fernando Valley have spent hundreds if not thousands of
25 hours of personal time to attend meetings like this one,

1 held on a work day, in the middle of the week, in an
2 inconvenient location. And only having two minutes to
3 speak today.

4 I know you're trying to meet deadlines, but that
5 should not be at the detriment of our communities. High-
6 speed rail needs to do better when it comes to rural ranch,
7 farm communities, populated areas, as well as
8 environmentally sensitive areas. Thank you.

9 CHAIRMAN RICHARD: Thank you.

10 Before we go to our next speaker -- I really hate
11 to do this, because people have been waiting, but I haven't
12 left the podium all day. Can we take a five or ten-minute
13 break and then we'll be right back.

14 (Off the record at 2:47 p.m.)

15 (On the record at 3:09 p.m.)

16 CHAIRMAN RICHARD: Okay. Let me just offer two
17 thoughts, first is my sincere thanks to the folks from the
18 Foothill communities who waited for a few minutes. And the
19 second thought is I'm not quite sure how Rand Paul does
20 those ten-hour filibusters in the Congress. I have a new
21 appreciation of that regardless of what you think of his
22 politics. That's a pretty amazing thing.

23 All right, thank you for your patience. Sir,
24 please proceed.

25 MR. JEFFREY: Thank you so much. My name is

1 Joshua Jeffrey and I'm from La Tuna Canyon. For those who
2 are unfamiliar with our area, La Tuna Canyon is a diverse,
3 rural community home to humble, hardworking people who
4 cherish its unique character and isolation in the heart of
5 a metropolis like Los Angeles. We live, work and recreate
6 in the Foothills hiking and riding our horses through the
7 miles of trails and open space that define our community.

8 Officially designated as a scenic highway La Tuna
9 Canyon Road is home to enthusiastic cyclists every weekend
10 and good morning.

11 Look at -- construction of either the E2 or E3
12 tunnels would irreparably damage the character and
13 stability of our community, forcing numerous businesses and
14 families to move or face condemnation. Your
15 representatives assert that deep tunneling would only have
16 limited surface disruptions, but the very nature and
17 geologic setting of the canyon, and by extension, the
18 Verdugo and San Gabriel Mountains demands caution and
19 further study.

20 We live in a highly dynamic environment situated
21 between numerous active faults and cliff faces in perpetual
22 danger of liquefaction during any significant seismic or
23 subsurface disruption. The canyon walls would require
24 extensive retainment mitigations including up to steel
25 reinforcement pylons or alternatively reinforcement walls,

1 which would drastically change the scenic nature and the
2 scenic corridor that we live in.

3 Those residences and businesses in the center of
4 the canyon would be in perpetual danger of subsidence. The
5 alluvial sediments and mixed base soils, which make up the
6 ground beneath their homes would be in constant danger of
7 settlement as the area below (indiscernible) in an attempt
8 to ease the forces acting on the tunnel boring machines.

9 Sensitive springs and water resources throughout
10 the Foothills are in danger of disappearing from tunnel
11 dewatering and changes to the hydraulic connectivity of the
12 area.

13 La Tuna Canyon and the surrounding area's
14 character, community and environment necessitates its
15 protection. And as a result, we urge the Authority to
16 eliminate any unfeasible and prohibitively expensive
17 alignments from further consideration and planning. Thank
18 you so much.

19 CHAIRMAN RICHARD: Thank you very much.

20 MS. BLOOM: Hi, Cindy Bloom, Shadow Hills.

21 Not since the Francis Keto (phonetic) Dam
22 disaster has California been the author of such a debacle
23 known as the Eastern Corridor and in particular the route
24 called E2.

25 I read your documents and it is evident that

1 other alignments were eliminated for far fewer reasons than
2 E1, E2 and E3. Remember, these are "your" reasons that
3 were used as a basis for elimination: 225 alignments were
4 eliminated based on 64 reasons and the average number of
5 reasons for withdrawal was 2.8. It gets better, 28 percent
6 of your alignments were eliminated for just 2 reasons, but
7 wait there's more, 3 alignments were eliminated for no
8 reason. So no reason is actually a reason.

9 Here are some E2 not so fun facts. Areas to
10 communities and land use open spaces, community impacts and
11 concerns, cultural impacts, costly and complex
12 construction, environmental impacts, extensive
13 reconstruction, relocation, history of natural disasters,
14 impact on endangered species, bisection of wilderness
15 lands, new difficult or intrusive tunnel construction
16 required, noise, vibration, seismic concerns, visual
17 impacts, impacts to aquatic resources -- that's water,
18 crosses or encroaches on Angeles National Forest. That has
19 been a reason for elimination. Will not follow existing
20 transportation corridors in the proposition, local
21 citizenry and elected officials opposition. Right here,
22 that is a reason that was cited for an alignment being
23 eliminated.

24 The conclusion? Other alignments were eliminated
25 for far fewer and less compelling reasons than E1, E2 and

1 E3. Put E2 out of our misery. Thank you.

2 CHAIRMAN RICHARD: Thank you.

3 MS. ANDRADE: Hello. My name is Gabriela Andrade
4 and I'm from Shadow Hills. I'm a resident there of 15
5 years and I oppose the E2 Route. In fact, I oppose any
6 route that harms people's homes, lifestyles, communities,
7 businesses and way of life, property values etcetera.

8 Shadow Hills is a beautiful community. It is
9 peaceful, it is filled with nature and animals and
10 beautiful mountains that have been there for probably
11 millions of years. I'm wondering how you're really going
12 to tunnel through those mountains. Shadow Hills is also
13 one of the last equestrian communities in Los Angeles. I'd
14 like to repeat that, it's one of the last equestrian areas
15 in Los Angeles. It is a gem that we must preserve. Once
16 we destroy that land, we can never get it back. Horses,
17 wildlife, public safety will be endangered. Where will our
18 beautiful horses and wildlife go?

19 Shadow Hills and Sunland actually has a
20 reputation for being an asthmatic community. People
21 settled there, because of the healthier lifestyle and
22 better air. What will happen if the rail starts to go
23 through and we start to have emissions and dirt and
24 pollution from building the rail? What will happen to the
25 people's health, the animal's health, etcetera? How will

1 you explain all those things to the community?

2 If you destroy our home and businesses and
3 mountains, you will destroy everything that is about Shadow
4 Hills. It is one of our most last and everlasting
5 equestrian areas.

6 I'd also like to point out that President Obama
7 did appoint a monument to our Angeles Forest, a beautiful
8 monument. And that beautiful monument was to protect our
9 lands, so I'm wondering how Mr. Obama is going to feel when
10 he finds out you're running a choo-choo through it.

11 You say that this is going to create jobs. Well,
12 what about our jobs and our businesses and our home equity
13 and our lives and our children? Those things will be lost
14 for us, so don't we count too? Thank you. Have a good
15 day.

16 CHAIRMAN RICHARD: Thank you.

17 MR. WOOD: Robert Wood, I'm a architect --

18 AUDIENCE MEMBER: We can't hear you.

19 MR. WOOD: Robert Wood, I --

20 CHAIRMAN RICHARD: Why don't you take the mic
21 out, sir, and hold it. There you go.

22 MR. WOOD: Robert Wood, I'm an architect living
23 in Lakeview Terrace and have for 30 years and I hope to
24 live there the rest of my life.

25 Members of the Board, you are in a position to

1 reduce existing blight by running your new rails next to an
2 existing rail line and putting both rail lines below grade.
3 You can also cause new blight if you run your rails where
4 none currently exist. I ask you to improve our cities, not
5 destroy them.

6 If you truly believe that high-speed rail will be
7 a benefit to the communities along its path, then you
8 should run the high-speed rail along existing railroads and
9 freeways, so that additional stations can be added in the
10 future should those communities desire direct access to
11 high-speed rail. You will never find future passengers in
12 a 20-mile tunnel below the National Forest.

13 Construction is always disruptive, but when it's
14 complete the cities along its paths can have more usable
15 space due to the elimination of the existing railroad. I
16 wish to remind you that the people here are only the tip of
17 the iceberg. If the planning of the route between Burbank
18 and Anaheim is handled in the same manner, you will be
19 actively opposed by millions of people. The voters of this
20 state created the high-speed rail and they can also kill
21 it. Thank you.

22 CHAIRMAN RICHARD: Thank you, sir.

23 MR. GAMBLE: I made it. Good afternoon, Board
24 Members. My name is George Gamble. And my wife and I are
25 residents of Shadow Hills and we've been riding our horses

1 in the local area mountains for over 20 years. And in so
2 doing, we have come realize the value and importance of the
3 areas, ponds and springs. They provide a vital lifeline
4 for area flora and fauna among other things.

5 Now, my wife's a water scientist. And she has
6 sent me here to discuss a very specific, if not too sexy,
7 topic. And that is the potential for deep tunnel water
8 leakage and its impact on vital water resources such as
9 these ponds and springs. Deep tunnels, by the way, they
10 all are for the recommended routes through these very
11 sensitive mountains.

12 Now, my research indicates that there are a lot
13 of these deep tunnels around the country and around the
14 world to my surprise. But I'm not surprised to learn that
15 they all have one thing in common, and that is they leak.
16 So I am here to request that this Board call for an
17 independent third-party environmental impact study to
18 determine the impact of tunnel water leakage on sensitive
19 water resources in the area. And further, I am requesting
20 that no proposed route be considered or finalized until
21 that study is finalized.

22 And I thank you very much.

23 CHAIRMAN RICHARD: Thank you

24 MS. CORWIN: Hello, good afternoon. My name is
25 Bonnie Corwin from Sunland-Tujunga. I'm talking about your

1 future ridership and I'm going in the past for just a
2 moment.

3 Eight years ago I went to the doctor, because of
4 severe pain in the center of my chest thinking heart
5 attack. The diagnosis was asthma. I went to two different
6 doctors; both of them recommended that I live at least one
7 half mile away from freeways. I have allergic asthma. I
8 have an inhaler in my purse, which I rarely have to use,
9 because I manage the asthma.

10 Valley fever, construction regarding in the
11 mountains and that's in your SAA Report, indicates that the
12 mountains that are not going to be touched on the outside
13 will have regarding, okay? You're going to be transferring
14 soil and it will disturb the spores. Avoid activities
15 involving dust, airborne dirt or native desert soil, that
16 is what is recommended. Obviously, construction is not
17 going to avoid that. Stay out of blowing dust, we have
18 Santa Ana Winds if you're not aware of that. Pets as well
19 as horses as well as wild animals are also susceptible to
20 Valley Fever and to asthma. So when a pet has the animal
21 equivalent of asthma, allergic triggers in the environment
22 cause its airways to constrict. Horses will usually get
23 pneumonia.

24 HSR advocates tout the project's ability to
25 reduce asthma, however the studies show it will take

1 anywhere from 30 to 70 years for the air quality benefits
2 to outweigh the construction. But if you have tunnels
3 anywhere, your ridership is going to be the adults of the
4 children now who have asthma and breathing difficulties due
5 to the construction.

6 Are you going to be posting signs that this
7 project in this highly-populated area can be extremely
8 dangerous to you, your children's and your animals' health.
9 Thank you.

10 CHAIRMAN RICHARD: Thank you.

11 MS. HERNANDEZ: Hello. My name is Olivia
12 Hernandez, I'm a 20-year resident of Kagel Canyon. And the
13 first thing that comes to mind is why did I vote for Jerry
14 Brown? And what was I thinking? And what is he thinking
15 allowing or coming up with this expensive outrageous
16 project when we need water? We should be spending our
17 money with water. How do you pipe water in from the East
18 Coast or something?

19 But one of the things I wanted to clarify is that
20 I'm also a member of the Crescenta Valley Group, Sierra
21 Club. And we represent Tujunga, La Crescenta and Montrose
22 and La Canada-Flintridge. And everyone I've talked to is
23 against the high-speed rail coming through the Angeles
24 Forest Mountains. I'll probably have tomatoes hit at my
25 head when I say you can replace the house, but you cannot

1 replace a mountain range. Once that mountain is
2 compromised it sets a precedent.

3 Already we have this fight going on, Crescenta
4 Valley Group is fighting this housing development that's
5 infringing along the Big Tujunga Wash. And they want to
6 build 400 houses and now it's down to 200, but it's this
7 constant infringement and wanting to just closer and closer
8 to just annihilating the mountains to the point where they
9 just won't exist anymore. And without these mountains we
10 wouldn't have what we have here. It wouldn't have the big
11 draw that it does for all of us. We all enjoy these
12 mountains and everything that they produce, being in them,
13 and we just really need to work on saving them.

14 So for the record I would like to clarify that
15 there is a great deal of controversy among Sierra Club
16 members here in Angeles regarding the HSR. The majority
17 just do not agree with the high-speed rail. And the ones
18 that do is just the Executive Committee of the Angeles
19 Forest, because I went to the Angeles Chapter banquet and
20 spoke to many people and had nothing to do with the
21 Executive Committee. The Executive Committee has a
22 political stand on supporting, the Transportation Committee
23 of the Angeles Chapter is the one that's promoting the HSR
24 and supports it. The Sierra Club members themselves do not
25 support HSR. Thank you.

1 CHAIRMAN RICHARD: Thank you.

2 MS. PALMER: Hi, my name is Elizabeth Palmer and
3 I'm representing Shadow Hills today. And I have lived in
4 the Foothills for the last 20 years.

5 To start off with, I voted for HSR as an
6 initiative. The sad part of it is, it was really high on
7 polish and low on content. And I think that it is only
8 fair that we have an opportunity to readdress that, because
9 it has certainly diverged a long way from what we thought
10 we were voting for.

11 And I think you all might notice, we're nearing
12 the end here. This group has been very high on nays,
13 haven't heard a lot of yays, so I don't know where the yays
14 are. But it's wonderful that we are all getting out here
15 and expressing how we really feel.

16 I implore you to remove the ER Corridor from the
17 HSR, the E1 and E3 are no better, but please get rid of the
18 E2. This is a very, very special recreation area along the
19 Foothills and the Big Tujunga Wash. And it's not just for
20 us in the Foothills. Many, many Angelinos come there to
21 recreate either with bikes or hiking or horses.

22 And as for Shadow Hills, these are small ranches
23 that are zoned to be in Shadow Hills. And if somebody were
24 to take their house, you can get a house somewhere else,
25 but you just can't walk next door and get horse property.

1 It's an extremely unique special area.

2 I'd also like to say to all of you, it might be
3 nice at some point if you could all get out of your chairs,
4 come up there, take a horse ride through the Big Tujunga
5 Wash. You will find it to be an experience that you will
6 say, "How could this possibly ever go away in the City of
7 Los Angeles." Thank you.

8 MS. LEGANZA REYNOLDS: Hi. My name is Laura
9 Leganza Reynolds. I was born in Sun Valley, I was raised
10 in Pacoima, I've owned a house in Kagel Canyon for the last
11 25 years. I shop in Sylmar. I shop in San Fernando. My
12 favorite sushi restaurant is in Sunland-Tujunga. And I
13 have to drive through Shadow Hills to get to Burbank every
14 day. One voice.

15 It's ironic to me to actually be here, because
16 from 2002 to 2013 I actually commuted between the Bay Area
17 and Los Angeles every week for 12 years -- Monday morning,
18 Southwest, Bay Area; Friday night, Southwest, Los Angeles.
19 So in 2008 when I saw the high-speed rail in the ballot I
20 thought, "Awesome, this thing is going to go straight down
21 the 5 Freeway," I don't know why I thought that, because
22 it's going to go straight down the 5 Freeway, which has
23 already divided communities. And I thought, "Great, this
24 is super." And I voted yes.

25 Imagine my surprise to come back home to Los

1 Angeles last year to find out that oh wait, it's actually
2 going to be a tunnel a half mile behind my house at 3,000
3 feet in the Angeles Forest. That's not really what I came
4 here to say today.

5 From 1987 to 1996 I had the honor to be the Chief
6 Deputy to the 39th Assembly District. One of the most
7 important programs initiated during that time was the
8 California Condor Conservation Project. Between 1988 and
9 1996 the State of California wisely undertook once of the
10 most expensive species conservation projects in the state
11 history, costing over \$35 million. The federal government
12 is still spending \$5 million a year on protecting Condor
13 habitat.

14 In 1987 the entire world population was 27
15 Condors, all in captivity. In 2014, the U.S. Fish and
16 Wildlife Service estimated 425 free-flying birds in the
17 wild, 66 of those Condors are in Southern California. And
18 I bet you didn't know this, some of those flying birds are
19 over Kagel Mountain. Kagel Mountain established habitat is
20 directly in the path of the Ela high-speed train corridor.

21 No doubt your engineers will advise you that the
22 underground train will be imperceptible to the Condors,
23 maybe that's true, maybe it's not. But the public
24 perception will be, what a train wreck. The most expensive
25 engineering project in state history is poised to destroy

1 the most expensive conservation in state history. Thank
2 you.

3 CHAIRMAN RICHARD: Thank you.

4 MS. PAULL: Hi, I am Katherine Paull. I have
5 lived in Kagel Canyon for 45 years. This morning you heard
6 a lot about people and communities, but we need to think
7 about both people and the land and the land has no voice.

8 This is the latest version of the Rim of the
9 Valley Corridor Resource Study and Environmental Assessment
10 from the National Park Service under the Department of the
11 Interior. This is a beautiful book. It provides studies
12 of biological resources, biodiversity, watersheds,
13 aquifers, endangered species, some animal and plant life.
14 The Rim of the Valley Corridor will provide educational
15 programs and recreational opportunities for people with
16 little access to parks. It will conserve wildlife and
17 plants and provide corridors for animals and trails, for
18 people in the San Gabriel Foothills.

19 The study covered over 700,000 acres and it would
20 affect the 5 million people who live in the study as well
21 as 13 million in surrounding areas.

22 The San Gabriels, which are some of the fastest
23 growing mountains in the world, contain rocks that are over
24 a billion years old. They also contain, as you know,
25 numerous fault systems including the San Fernando fault

1 responsible for the 1971 earthquake, which moved these
2 mountains three feet.

3 Destroying the Rim of the Valley Corridor with
4 construction, noise, traffic and air pollution means
5 ignoring millions of people who live in the Los Angeles
6 area. Please remember that all that is under the land
7 affects what is above it. The water alone, in the San
8 Gabriel Mountains, provides a life source for people, for
9 plants, for animals. These mountains are our legacy.
10 Please do not tunnel under them.

11 I donate this book to anyone who would like to
12 read it.

13 CHAIRMAN RICHARD: Why don't you give it to our
14 staff there? Thank you.

15 MS. AHTEN: My name is Nikki Ahten and I'm a
16 resident of Shadow Hills. I am also on the Shadow Hills
17 Property Owners Association Equestrian and Trails Committee
18 as well as Vice President of ETI Corral 20. ETI is an
19 Equestrian Trails Incorporated, which is a group that was
20 founded in 1994 in California, that is dedicated to the
21 acquisition and preservation of trails. Trails are what
22 we're going to lose here. We're going to lose recreation
23 areas.

24 In Shadow Hills we have approximately 10 or 12
25 ranches that are boarding facilities where hundreds of

1 horses are housed. And they are not just from the
2 residents of Shadow Hills. They are from the residents of
3 Los Angeles. They are for people who don't have a place to
4 keep their horse at home.

5 If the E2 Route goes through and a bridge is put
6 over the Tujunga Wash, which is our main riding area the
7 people will not have a safe place to ride their horses.
8 One of these tunnels that would enter into Shadow Hills
9 would be at one of the two main crossing areas into the
10 Tujunga Wash. So horses would have to ride into the trails
11 under the bridge with a train flying by. And as was spoken
12 to earlier, that's not a good mix.

13 The boarders will eventually leave. The ranches
14 will lose their business. They will close down. When the
15 ranch is closed down the feed and tack stores will not have
16 the business. They will leave. They will close down. The
17 residents will not have places to shop for feed and tack.
18 They will have to find places to go, because there's not
19 very many options for horse-keeping in the City of Los
20 Angeles. It's not like we can just move down the street.
21 There's no place else to go. We would have to leave
22 further and further and further out.

23 So we just would really, really appreciate if
24 you'd consider the economic effects as well as the
25 lifestyle effect that you are going to have on all of these

1 hundreds of people, not just the residents of Shadow Hills,
2 not just the residents of Lakeview Terrace, Kagel Canyon
3 and all the other equestrian communities, but also
4 residents of the City of Los Angeles. Thank you.

5 CHAIRMAN RICHARD: Thank you.

6 MS. QUINTERO: Hello. My name is Gabriela
7 Quintero. I grew up in L.A. I live in Shadow Hills. I
8 work in Burbank.

9 When you move to the Valley you are seeking a
10 better quality of life for your kids and your family. In
11 Burbank we hear how our family, friends, and coworkers are
12 being affected by the proposed HSR routes. I have read in
13 several L.A. Times articles that it has been mentioned that
14 it will be one of the most ambitious tunneling projects in
15 the world. As well it is projected to have the lowest fare
16 in the world. But it would cost.

17 Do not underestimate Burbank. It is my opinion
18 that as more public awareness builds; you will see that
19 Burbank feels that it is a gross misuse of taxpayers'
20 money, a reckless destruction of our environment and that
21 there is no public approval. And just wait as more
22 residents realize that there is a Superfund Site. You will
23 see that Burbank (indiscernible) to get rid of all your
24 proposed routes, that to go through Burbank you need to --
25 and that you need to find alternative routes that go to

1 L.A. and bypass Burbank. Thank you.

2 MR. TARNAWSKI: Julia Tarnawski from Sunland-
3 Tujunga, specifically Shadow Hills, raising horses since
4 1974 in the area.

5 Water - the life force. All creatures, great and
6 small, have chosen our areas, because the Hansen Dam
7 recreation and park area, the Tujunga Wash, big Tujunga
8 Canyon, La Tuna Canyon, the Angeles National Forest all
9 provide streams, ponds, waterfalls, safe havens for our
10 California condors, golden eagles, red-tail hawks and the
11 wonderful egrets and song birds, which flourish in these
12 wildlife corridors and scenic pristine areas.

13 From the tiny field mice, yes rats, squirrels,
14 skunks, cougar, raccoon. All will not survive well when
15 you start bulldozing above or below ground signaling the
16 deer and others to move on. But to where?

17 From Tehachapi to Sand Canyon, Pacoima to
18 Sunland-Tujunga people come to and live near these
19 wonderful areas to swim and play, to hike and ride their
20 bikes or horses, to see and feel the wonders of their
21 communities, their small towns, their farms and ranches.

22 Bulldozing under or over these environments,
23 which we have all loved and protected, that developers and
24 people like you will ruin, never ever to be the same again.
25 One question, are you just completely uncaring? Please

1 consider water, water, water. Thank you.

2 MR. DePinto: Good afternoon. My name is Dave
3 DePinto. I'm President of the Shadow Hills Property Owners
4 Association, a long-time resident of the area. And I just
5 think the testimony you've heard today from all the various
6 communities is quite poignant. And I hope you've gotten a
7 real good amount of information that can really help you
8 steer a strategic course here.

9 We don't think the project teams, and we think
10 the way you're structured right now with the Burbank to
11 Palmdale and then Burbank to Los Angeles gives you the
12 flexibility and the latitude -- it doesn't give staff the
13 latitude -- to study other options that are out there.

14 One of the things we don't do in our community is
15 beat a dead horse. And I think you've heard a lot of
16 really strong testimony from our community today about the
17 specifics of E1, E2, E3 and also SR14. I would really like
18 to challenge the Authority to look again at this issue of
19 being stuck in Burbank. And not having a "no Burbank"
20 alternative within your study field. We think it's flawed.
21 We were one of the first to challenge this back at a
22 working group meeting several months ago. And at first we
23 were told that it is in the legislation, then we were told
24 it wasn't. And I've gotten a detailed explanation from Mr.
25 Richard on this. And I just feel like we're touching a

1 real nerve, a soft spot with you, an anxious spot with you
2 whenever we bring this up.

3 But I do think it should be studied. I think we
4 have to stop overlooking that it's a Superfund Site. I
5 think we have to stop overlooking the damage to the San
6 Fernando Corridor that results from Burbank being
7 effectively forced in as a station. I think we have to
8 stop overlooking the issue of trespassing into the National
9 Monument and National Forest to get there.

10 These seem like fatal flaws to many of us, so we
11 would ask that given the scope and cost of this project
12 that we have other clear alternatives beyond what we're
13 looking at right now. We think you've gotten very strong
14 arguments about SR14 and E2 today. E1 and E3 are a little
15 bit newer and as we learn more about those you can count on
16 us giving you as much information to cancel those as well.

17 So I appreciate you considering that. And I
18 really thank everybody in the communities here who have
19 come out today. And Ms. Perez-Estolano thank you for the
20 tour you came on with us and Dan also, thank you for the
21 time you spent with us. Thank you.

22 CHAIRMAN RICHARD: Thank you.

23 MS. DECKER: Hi, Kelly Decker, proud to be here
24 representing Kagel Canyon.

25 In February it was my honor -- I'm not going to

1 cry -- in February it was my honor to take Chairman Dan
2 Richard on a tour of Kagel Canyon. We followed our
3 meandering creek. We admired the majestic live oak trees
4 that grow out of its bank. Chairman Richards stood behind
5 me on Little T where the city becomes the Angeles National
6 Forest and where the only sounds that we could hear were
7 the call of the song birds and the rushing of gold creek.

8 I pointed out the irreversible impacts that the
9 train would have on our National Forest and I felt that in
10 your heart, and I know that you have one -- I saw it that
11 day -- I felt that you got it. And yet today three Eastern
12 Corridor routes are still on the table. Each of those
13 routes severs perpetual year-round springs in the San
14 Gabriel Mountains.

15 In this time of epic drought when our Governor
16 has called for mandatory water restrictions, and claims
17 that every drop counts it is unconscionable that High Speed
18 Rail would continue to insist on forcing through these
19 routes that threaten the natural springs, that provide
20 critical drinking water to Los Angeles.

21 Also, every resident of Upper Kagel relies on a
22 well for water. And you El Route tunnels less than a half
23 a mile from our homes. Your engineers have told us that
24 if their tunneling accidentally dewateres our aquifer, "Oh
25 well, they'll mitigate that damage." Destruction of our

1 water supply cannot be mitigated. Water isn't just a
2 Foothills issue. Water isn't just an equestrian issue.
3 It's everyone's issue.

4 Please, you have the power and I beg of you, save
5 our future. Save our water. Eliminate the routes through
6 the National Forest. Thank you.

7 MR. SCHEELINE: That's pretty tough to follow.
8 My name is Simon Scheeline. I live in Upper Kagel Canyon
9 and I do get my water from a well. And I am really worried
10 about the effects of tunneling on our well.

11 But I wanted to talk about that I did vote for
12 the high-speed rail. And I think like a lot of people,
13 most of the people that I talk to who are for it, I just
14 sort of imagined getting on a train, maybe going to a
15 Dodger or a Giant game. We were going to zip up the 5,
16 cross the Valley, we're going to be there in a couple of
17 hours, it's going to be great.

18 And then when I heard it was going to Bakersfield
19 and Palmdale -- and if you talk to people and you tell them
20 that it's going to go to Palmdale, most people aren't very
21 excited about that, that live in Los Angeles. I mean, I
22 really haven't had anybody that is. So I'm not for any of
23 these tunneling routes. I think you should stick with what
24 was in the original bill, which I believe it said existing
25 corridors or transportation corridors, which would mean the

1 14 unfortunately.

2 But I have a kind of a different viewpoint on the
3 whole thing. I think you should just kind of give up this
4 whole super-fast train from Palmdale to Burbank and
5 probably through all of L.A. You fix the tracks that are
6 there, make the trains work, so that maybe you can go 100
7 miles an hour, not 200 miles an hour. And there is a
8 precedent for this, as I understand it, in the San
9 Francisco Bay Area in the Silicon Valley. You have made
10 this concession to slow down the train through their area.
11 We're not millionaires or billionaires with super hi-tech
12 companies. We are people that, you know, could -- I don't
13 know, thanks. Thank you.

14 MR. EDGEMAN: Hi, my name is Sam Edgeman from
15 Kagel Canyon. Thank you for having us, Mr. Chairman and
16 Board.

17 Everything has been said here. The one thing
18 that strikes me interesting is that I've talked to several
19 of my friends about this whole idea, and this whole idea
20 and this whole project. And most of the people I talk to
21 have the same feeling is that, "Well, this is going to
22 happen. It's already been voted on. It's already in
23 action. It's going to happen." Well, it hasn't happened
24 yet. No tracks are on the ground, no trains are running,
25 it doesn't have to happen.

1 We've spent millions of dollars already on
2 getting this thing off the ground, but we're looking at
3 spending \$60, \$70 billion to make it happen. If we had to
4 spend a billion dollars right now to pay off the
5 contractors, to cancel everything, and have it go away we
6 would be ahead of the game. Because in the long run,
7 you're going to spend 70 or 80 million, maybe a billion or
8 maybe 100 billion, and who's going to benefit from it? I
9 mean, the people that are complaining about their
10 neighborhoods and where they're going, we're not -- any of
11 them are benefit from it. It's going to benefit a few
12 people. It benefits the contractors, the people that are
13 building it. They're the ones that are going to be making
14 millions and billions of dollars off of this, but it's not
15 doing anything for the local people in our little
16 communities.

17 They talk about don't put it down the 14, don't
18 put it down E1 or E2 or E3. Go underground from Palmdale
19 to Burbank. Does anybody have any idea what you're talking
20 about to build a tunnel underground from Palmdale to
21 Burbank? It's almost impossible. And what you're going to
22 do to the land, you're going to destroy so many things.
23 The train should go underground, but not through a tunnel.
24 It should go into a grave and go away.

25 MR. DELSON: Good afternoon. My name is Don

1 Delson. My wife Kathy and I are refugees from Pasadena.
2 We've lived in Shadow Hills for 25 years.

3 Mr. Chairman, Members of the Board, of all the
4 things you will do in your long and productive lives, the
5 decisions you make serving on this Board may have the
6 greatest impact. You have an unparalleled opportunity to
7 shape the future of our great state. At the same time you
8 have a heavy burden. And, while some may take issue with
9 how you do your job, I can't imagine that any right-minded
10 person would want to fill your shoes. That is after
11 witnessing what is transpiring today, so I would like to
12 thank you for your service.

13 As you evaluate the various choices in front of
14 you, I ask that you consider the following questions:
15 Am I carrying out the will of the people as expressed in
16 the original ballot initiative? Do I have the firsthand
17 information I need to make informed decisions? Am I being
18 unbiased and considering all viable options? Do I have the
19 time I need to consider all possibilities? And, finally am
20 I able to make decisions without interference and undue
21 pressure from others?

22 If you cannot answer yes to these five questions,
23 I would suggest that you take a time out before moving
24 ahead. A delay today is better than living with the
25 consequences of an ill-formed decision for the rest of our

1 lives. Thank you for listening.

2 MS. HARNER: I'm Elizabeth Harner and I live in
3 Shadow Hills. I have wanted to live there for the last 60
4 years. And I finally could afford to move there and I did
5 four years ago, and I love it. The E2 will be going
6 underneath my house as planned, and I will tell you my
7 bottom line first, because I don't want to get cut off.
8 I'm here to oppose the E2 option and all other options as
9 well. And I'm not going to reiterate everything that
10 everyone else has said, because it's all been said.

11 I think it comes down to priorities, gentlemen
12 and ladies. In this state, we don't have an unlimited
13 number of resources, either our mountains, our finances.
14 We just don't have it and it seems like politicians seem to
15 think we do, but we don't.

16 And we were told at one of the meetings that
17 we're going to have 12 million new residents in the state
18 shortly. And that we have to plan for them, so we have to
19 build this railroad for them. And I just was thinking,
20 "Well, how are we going to spend all -- how are we going to
21 afford all of this money?" You know, there's only so much.
22 A dollar is a dollar is a dollar and we only have so many
23 dollars. We're going to have to think about how to spend
24 it.

25 And number one in this state right now is water.

1 We need to start spending some money on water. And to the
2 new member to the Board, the gentleman at the end, I think
3 his name is Curtin?

4 BOARD MEMBER CURTIN: That'd be me.

5 MS. HARNER: That would be you. I think you need
6 to talk to your staff about dismissing our concerns about
7 water. All we hear about is, "You're going to mitigate
8 this. Don't worry about it honey, it's just fine"

9 Well, it isn't just fine and it's not going to go
10 away. We should've taken care of it a long time ago, but
11 now we need to address it. And obviously the EPA is a
12 little concerned. They just passed a law. They're going
13 to regulate our streams all across this country and control
14 them. They're going to protect them. Now, I think if they
15 think it's important enough to protect them, perhaps we
16 should be concerned as well.

17 And I'm not going to into all of the rest of it,
18 but please don't destroy our homes and our livelihood. And
19 by the way, that equestrian community does account for a
20 pretty good chunk of the economy. If anybody -- I think
21 David, you can speak to that, you were talking about how
22 much money is there.

23 CHAIRMAN RICHARD: Thank you.

24 MS. CLEGHORN: Good afternoon. My name is Cindy
25 Cleghorn and I represent Sunland-Tujunga. I serve on the

1 Sunland-Tujunga Neighborhood Council. I'm an elected Board
2 member. I'm also the immediate past president of the
3 Chamber of Commerce.

4 First of all though I wanted to make a point, I
5 don't think you can get into Burbank. The Superfund Site
6 is so contaminated that they -- when I was in Burbank --
7 wouldn't allow them to build any lower than ten feet. So
8 something for you to be aware of and I just don't think
9 that it's possible to get to Burbank.

10 The Sunland-Tujunga Neighborhood Council took a
11 position in September opposing the Angeles Forest Route.
12 The Sunland-Tujunga community loses. There are absolutely
13 no community benefits to the HSR cutting through our
14 communities. Sunland-Tujunga has a population of 70,000.

15 We just recently lost a really great economic
16 opportunity for the area and the city lost it and the
17 future of the community and our children. It was a
18 business that would've brought education. It would've
19 brought vibrant retail. And they pulled out knowing that
20 the HSR was coming through either the E2 or the E3 areas.

21 And finally I wanted to point out the station
22 fire that we suffered back in 2009, we learned that we have
23 a very unique terrain. That fire jumped, hopped, jumped,
24 hopped and we had a lot of difficulty getting services
25 during that time period. So there's a lot that is

1 different about our terrain and Mother Nature is in charge.
2 Don't mess with Mother Nature. Thank you.

3 MS. MCGINNIS: Good afternoon, esteemed Board
4 Members. My name is Shannon McGinnis and I'm very grateful
5 to be a resident of Kagel Canyon.

6 Thank you for this opportunity to speak publicly
7 about our concerns today. This is the first time we've
8 been allowed to participate in this kind of forum and we do
9 appreciate it.

10 At one of your High Speed Rail meetings, one of
11 the representatives commented that the E1 Route looks the
12 most promising, because it will have the least impact.
13 This is troubling to me, not only because it does not
14 follow established transportation corridors as proposed to
15 the voters, but also because it poses a potentially
16 significant environmental threat to the aquifer that
17 supplies the wells of Kagel Canyon and the headwaters of
18 the L.A. River. How can you justify considering a route
19 that would threaten something known as so necessary to
20 life. How can you justify draining the groundwater to
21 drill a tunnel during a drought? It seems irresponsible
22 and poorly planned.

23 High Speed Rail officials have said they will
24 mitigate if the aquifer is damaged or destroyed by their
25 tunneling. How can you mitigate a damaged water source?

1 Some things can be rebuilt if they're sacrificed by your
2 building. An aquifer cannot be rebuilt.

3 I've been attending meetings, writing letters,
4 making phone calls for a year now in order to alert the
5 powers that be of this threat. But I have yet to be
6 acknowledged. In fact, the realignment of the E1 Route is
7 twice as close to our wells as the old E1 Route, so here I
8 am today. I've sacrificed a day's pay to be here in the
9 hopes of finally being heard and having all the Eastern
10 Routes, and the E1 in particular, removed from
11 consideration. Taxpayer dollars should be spent protecting
12 our precious resources, not destroying them.

13 Full disclosure, I did vote for the high-speed
14 rail, I thought it was a great idea in the beginning. If I
15 had a second chance I would now vote for water, not rail.
16 Why? Because without water our homes are worthless.

17 On a side note, you may not be aware of it, but
18 there are a couple of hundred stakeholders that were
19 outside this hall today, because they were not provided
20 seats. The video feed we've been watching kept breaking up
21 and the audio was so echo-y it was difficult to clearly
22 hear what was being said. If this is an example of what
23 you think is acceptable, then it's even more challenging to
24 have faith in your ability to safely and efficiently build
25 high-speed rail.

1 I have faith you can do better. Please go back
2 to the drawing board. Listen to the people. Thank you for
3 your time.

4 MS. MOAT: Good afternoon. My name is Suzie Moat
5 and I've lived in Kagel Canyon almost all of my life. In
6 my heart of hearts I really don't want the HSR at all until
7 we have our water problem solved. We are in an epic
8 drought. Where will the water come from to drill through
9 the mountains or under Acton? HSR should be on hold until
10 the drought is over. Thank you.

11 MS. ROMAR: Good afternoon and thank you for
12 hearing us. My name is Pat Romar and I am from Lakeview
13 Terrace now, but I have lived in Acton, and I lived in Sand
14 Canyon.

15 I too am pro-union and I am for jobs that pay a
16 good living wage, but 22 years ago I moved to Lakeview
17 Terrace with multiple critters: horses, chickens, ducks and
18 geese. High-speed rail will devastate the environment that
19 I worked hard to help maintain for all of us, who cherish
20 our rural way of life.

21 We did not vote for tunnels through the National
22 Forest. I feel HSR needs to be put on layaway at least.
23 If water and bursting pipes are not a priority for our
24 state we are all truly doomed. Thank you.

25 MR. SCHICKLER: Good afternoon. My name is

1 Clark Schickler, a 14-year resident of Lakeview Terrace.

2 In the military when priorities change the
3 mission changes. And California's severe drought threatens
4 our survivability, so the mission has to change. We have
5 to prioritize water. All the money for high-speed rail
6 needs to be repurposed until we get the water issues
7 resolved. Otherwise there's no justification that a growth
8 that justifies high-speed rail can actually occur. So but
9 it's all been said before, but this whole thing should be
10 put on hold or canceled.

11 MR. ADAMS: My name is Joe Adams. I want to just
12 say that my empathy for the other communities and how
13 they're affected by this project has gone off the charts.
14 And I would like to give a special acknowledgement to our
15 president, Dave DePinto, who got me and so many people
16 involved.

17 I'm approximately a 50-year resident of Sunland,
18 Tujunga and Shadow Hills. I had to retire, so that I could
19 attend this meeting today -- just a few days ago. But I
20 attended Mt. Gleason, I went to Verdugo Hills and Glendale
21 College as well as our local institutions and I just wanted
22 to say that in the time that I've been here, and I'm sure I
23 can get verification, I've witnessed some -- at least four
24 or five floods, some 3 or 400 yards wide, that would equal
25 anything you've seen on TV as a national disaster.

1 Earthquakes, of course, we've had, but Mother Nature has a
2 way of ravaging the grounds and communities and we all know
3 that.

4 Well, guess what? This project plans to cross
5 that very wash where these floods occur. And I'm going to
6 bet on Mother Nature every time versus the construction
7 promises of engineers who have never met her. And can you
8 imagine those trestles being blown over and even a tunnel
9 and the horrors that might be there. And I would just
10 challenge each of you who have this decision making
11 process. Do you want any of those hazards and horrors on
12 your conscience? Thank you.

13 CHAIRMAN RICHARD: Okay. I want to thank the
14 very patient citizens of the Foothill communities of Shadow
15 Hills, Kagel Canyon, Sunland, Tujunga and Lakeview Terrace
16 for coming here today.

17 Next on our list is the community or the city of
18 Burbank. Are there people who wish to speak, who are
19 residents or representatives from the City of Burbank at
20 this point?

21 All right, we do have other speakers. Mr. Scott,
22 did you and Ms. Andranigian fill out the cards?

23 MR. SCOTT: (Indiscernible)

24 CHAIRMAN RICHARD: All right, do you have cards
25 though that you can hand in?

1 MR. SCOTT: Yes.

2 CHAIRMAN RICHARD: Okay. So these are residents
3 from Kings County --

4 AUDIENCE MEMBERS: Fresno, we're located in Kern.

5 CHAIRMAN RICHARD: I'm sorry, Fresno, Kings and
6 Kern County. So even though that's not the alignments that
7 we're looking at today we'll take them as a group and then
8 I'll go through the individual cards we have remaining. I
9 know that many of these people, especially from the labor
10 organizations aren't here, but these are the remaining
11 speaker cards after the folks from the Central Valley.

12 CHAIRMAN RICHARD: Good afternoon.

13 MS. GOMEZ: Good afternoon. My name is Alicia
14 Gomez. I am from Corcoran, California. I have given up a
15 day of work. I gave up on evening with my kids last night,
16 and we drove three hours here. So I'd appreciate your
17 undivided attention.

18 I wanted to talk about the issue we're having
19 with resolution of necessities in our area. I have a
20 neighbor that's 82 years old. She's been in her house for
21 63 years. I've lived in Corcoran and worked in Corcoran
22 for 15 years and have watched her work with the school
23 system. And she is a very healthy lady. And through this
24 process, she has been in and out of the hospital. She's
25 giving up on this fight, because of her health. She was

1 working with the High Speed Rail and then she was issued
2 this Resolution of Necessity. And I don't understand why
3 she was issued this if she working with them, because the
4 Resolution of Necessity puts us into eminent domain. And
5 that is if not working with this. What she was told was,
6 "It's just a process we have to go through."

7 Then I have another neighbor that has gone
8 through all the steps. They've been working with the High
9 Speed Rail. They built their house and so they have data,
10 they know what it costs. And they have shared that with
11 the High Speed Rail. They have realized that the offer
12 that they were getting is a smack in the face and so they
13 have been wronged as well.

14 The reason? Because you're not working with us.

15 No, they're working with you, they're just not
16 giving in to you. There's a difference.

17 A Resolution of Necessity, why do we need this if
18 we are truly working with you? We are in CP2 and CP3.
19 There is CP1 right before us that is 75 miles away and then
20 not all of that property is acquired yet. Why are we not
21 working on that? Why is there a necessity to have our
22 property?

23 You need to spend your time, your money and your
24 effort on getting this project sound and right. Thank you.

25 CHAIRMAN RICHARD: Thank you.

1 MS. ANDRANIGIAN: Good afternoon Chairman
2 Richard, CEO Morales and Members of the Board. And
3 welcome, Mr. Curtin. Two decades ago -- my name is Shelli
4 Andranigian and I was born and raised in Fresno County.
5 And I'm a member of the Citizens for California High Speed
6 Rail Accountability.

7 Two decades ago I had no idea I would be on the
8 front lines to keep the American version of a fast train in
9 California accountable, on a straight track, and not the
10 diagonal one that runs through the middle of our farming
11 operations in the San Joaquin Valley. An area surrounded
12 by equally productive California farmland in the rail's
13 pathway that feed and clothe the world.

14 It will be 20 years this coming July 2015 (next
15 month) that I first traveled via high-speed rail. There
16 was a group of us that rode the rails from Paris, France to
17 Barcelona, Spain via the TGV. My main mode of
18 transportation was primarily via train during the few weeks
19 of my only trip to Europe. While there, I also took the
20 much-lauded and brand new Eurostar, which traversed the
21 Chunnel from France to England. I remember a long delay
22 while in the Chunnel section both to and from my
23 destinations.

24 Granted, I don't know those individuals who were
25 mistreated during the building of the fast trains across

1 Europe. I just knew I was excited, as was my Dad who also
2 loved and preferred train travel, to be able to ride the
3 brand new Eurostar to go visit a college classmate.

4 That same level of excitement has existed in
5 recent years among train enthusiasts of all ages the world
6 over, because of the California High-Speed Rail Project
7 which tells the promise of unsubsidized fast travel, 2
8 hours and 40 minutes, between the downtowns of two major
9 American cities known the world over -- San Francisco and
10 Los Angeles.

11 Those with the California High Speed Rail
12 Authority and their followers continue to operate with the
13 idea of "build it and they will come," or more simply put
14 "dig the hole deep enough and their only alternative is to
15 fill it." However, the plan to build remains flawed while
16 many businesses, farms and homes in the pathway are being
17 railroaded, pun intended, during the process.

18 Once again we are discussing and voting on issues
19 impacting farmers in the San Joaquin Valley while here in
20 Los Angeles County. The same was done last September in
21 Palmdale, regarding Fresno County farms.

22 Agenda item eight concerns the Williamson Act re:
23 parcels in Kings, Kern and Tulare Counties. The Williamson
24 Act was also on the agenda this past February (along with
25 last August and November in Sacramento County. Why is this

1 not being discussed closer to home, especially during
2 harvest season? And are you able to move this agenda item
3 discussion closer to home in August when you meet next?
4 There have been no monthly Board meetings in the Central
5 Valley since May 2014.

6 I have three more paragraphs and I can cut it to
7 the last one, because this will be entered into the public
8 record. It's totally up to you.

9 CHAIRMAN RICHARD: Well, Ms. Andranigian, can I
10 ask you to just submit that for the record?

11 MS. ANDRANIGIAN: Yeah.

12 CHAIRMAN RICHARD: I just want to be fair to all
13 the people who have waited today.

14 MS. ANDRANIGIAN: I have one closing statement
15 though and I'll just skip the two big paragraphs.

16 As a native Californian, I kindly ask each of you
17 to reevaluate the path and methods being taken to build the
18 largest infrastructure project of its type in the world. A
19 project that will remain flawed without those in the
20 pathway being included in the process. I want the youngest
21 members of our family, Generation Z, to be able to safely
22 traverse this golden state in the same manner I was able to
23 travel Europe a generation ago.

24 Thank you and safe travels.

25 CHAIRMAN RICHARD: Thank you, Ms. Andranigian.

1 MS. SMITH: Hello. I'm Cherylynn Smith from
2 Fresno. And what I'm noticing today is that what happens
3 in Fresno doesn't necessarily stay in Fresno.

4 What I'm seeing, for example, is people concerned
5 about eminent domain. And I am concerned that we are
6 Ground Zero in Fresno. We're the beginning of what you
7 call construction, which really is kind of questionable at
8 this point and time. And certainly, this project is not a
9 done deal.

10 But to say what I had to say, that the eminent
11 domain claims are rampant in Fresno at this point. You
12 have acquired just a paltry number of properties compared
13 to what you need and you're going on for eminent domain on
14 the rest, something like one-fifth have been acquired
15 through negotiations and eminent domain is the rest. And
16 what I'm seeing is a strong concern for eminent domain
17 here. You're right to be concerned about eminent domain.
18 It's starting there, what goes around there is going to go
19 around, is going to come down to other areas of the state.
20 Down and up the state.

21 And another thing that's negative, as I'll just
22 mention briefly, you've already breached the EPA with
23 having invaded a breeding ground for a kit fox, a very rare
24 breed in Fresno. You are right to be concerned for animals
25 and nature. I'm very proud to hear people speaking up for

1 that early enough. And it has a lot to do with you being
2 released from CEQA, which is far more specific to
3 environmental protection than what the federal government
4 has, more tailored to our needs in California and our
5 desires to keep California what it is.

6 But what I really came here for was to say
7 another thing that goes around, I want to spread myself.
8 The last time I saw you, Mr. Richard, I was at the
9 invitation only groundbreaking ceremony. Only the
10 supporters and only very high-level supporters were allowed
11 behind those gates for what we call the groundbreaking. It
12 was actually the signing of a rail, not exactly
13 groundbreaking. But I was there and I was outside the
14 fence carrying my sign that said, "Do not bail, high-speed
15 rail." And I was yelling, "Show us the money, Jerry" and
16 other things, which I would like to share with you. But
17 some of them were maybe not sharable in public.

18 But at any rate --

19 CHAIRMAN RICHARD: Could I just ask you to --
20 then please could you --

21 MS. SMITH: Yes, what I'm here to say is that at
22 that ceremony, Mr. Richard, you said, "We're going to build
23 from Merced to Bakersfield and from Burbank to Palmdale.
24 We're going to do different parts of the state at different
25 times like little blades of grass that eventually provide a

1 lawn." And I wanted to shout out, "Mr. Richard, we don't
2 have water to water our lines, just like you don't have
3 money to build this thing or a viable financial plan.

4 CHAIRMAN RICHARD: Thank you. Okay.

5 MS. SMITH: You (indiscernible)

6 CHAIRMAN RICHARD: Okay, I'm sorry. We have
7 people that want to speak and you did make a very nice
8 point there, so could I ask you to just let others speak?

9 MS. SMITH: Well, I just want to say you left the
10 Tehachapis and you don't have a way over. Look at the
11 November 18th YouTube video of the public comments, please?
12 I'm asking you to relook at that, because that's where you
13 admit it. And that's going to hold us financially hostage
14 to this project.

15 CHAIRMAN RICHARD: Okay. Can I -- thank you.

16 MS. SMITH: Okay. I'm leaving something on Cap
17 and Trade as well.

18 CHAIRMAN RICHARD: Great, thank you.

19 Sir?

20 MR. DESCARY: I'm Bill Descary, a 41-year
21 resident of Bakersfield. Mr. Chairman and Board Members, I
22 was disappointed to see item number nine removed from the
23 agenda, late on Friday, about the planned safety and
24 security. Since it will come later I'd like to take a
25 minute and then talk about it.

1 The Authority's security plan has been sorely
2 lacking as revealed in a Los Angeles Times article last
3 December, saying high-speed rail is more traveler friendly
4 than flying. No long security lines. No stripping off
5 belts and shoes. No pat downs. No X-rays. I was amazed
6 by the CEO's comments such as, "You can't drive a train off
7 a track into a building. It just isn't as attractive a
8 target for terrorists as airplanes."

9 Security was described as cops eyeballing
10 passengers, but not screening them. There will be security
11 cameras, but no metal detectors, all to save travelers a
12 good half hour. Frankly, I don't see myself getting on a
13 train with a guy who just got on with an uninspected
14 backpack.

15 The vulnerability of trains was demonstrated in
16 2004, when four commuter trains in Madrid were hit in a
17 coordinated attack that killed 191 and wounded more than
18 2,000. It is naive to think California's high-speed rail
19 will be immune from terrorist attacks.

20 A reality check comes from the Director of USC's
21 Transportation Engineering Program, who points out securing
22 aircraft requires securing only airports. Securing trains
23 requires securing the entire right-of-way which, of course,
24 includes bridges and tunnels. In order to have an adequate
25 security plan it must be acknowledged that high-speed

1 trains are particularly vulnerable to attack. Terrorists
2 choose iconic targets. America's first, and only, high-
3 speed rail would certainly qualify.

4 In conclusion, I look for a comprehensive
5 security and safety discussion in the upcoming 2016
6 Business Plan and trust there will be a budget line item
7 for a passenger in right-of-way security systems. Thank
8 you.

9 CHAIRMAN RICHARD: Thank you.

10 Mr. Scott, before you start let me just say that
11 item was simply postponed from today's agenda due to the
12 fact that the agenda today was going to be dominated by
13 this issue. So it's going to be taken back up at a future
14 high-speed rail Board meeting.

15 Mr. Scott, good afternoon.

16 MR. SCOTT: Everyone, Mr. Chairman and Members of
17 the Board, déjà vu, déjà vu.

18 June 2011 Board meeting, Sacramento, same thing,
19 everything that has been said here today, and I believe
20 it's been over about 300 people that have spoken today, and
21 guess what? Four years later to the month, not the day,
22 but to the month, and we're hearing the same thing.

23 So the first thing that comes to mind is after
24 the reading the Prop 1A proposition again, two days ago,
25 three days ago, I discovered something. The unintended

1 consequences, the unintended consequences are "stop it now,
2 you're done." And I reference a video of 2008, October,
3 when Mr. Frank Veranech, I believe it is, he was the ex-CEO
4 of this High Speed Rail. In 2008, his last comment was,
5 "Dissolve the Authority now." Eight years ago, 2008, he
6 said that. I'm saying that right now. You don't have the
7 money. You don't have the water. You don't have anything.

8 And by the way, we would have water today if the
9 leadership was wrong -- eight years ago, 2008, this thing
10 was voted on. We haven't got a bit of ground going
11 anywhere. This needs to stop. It needs to go back to
12 square one. It needs to go back to the voters. This is a
13 travesty of the State of California. The bottom line is
14 irresponsibility is rolling over everybody.

15 And the other thing that really bothers me is
16 that no one will answer the question about money. And by
17 the way I was a meeting in Fresno, (indiscernible) high-
18 speed rail. And I asked three engineers some questions,
19 then I went out and asked a manager some questions, and
20 guess what I got? Different answers. Who's on first?
21 You, them, or me?

22 I'm sorry, I'm done. Thank you very much.

23 MR. OLIVEIRA: My name is Frank Oliveira. I'm
24 with the Citizens for California High-Speed Rail
25 Accountability.

1 I've been involved with this project for five
2 years, as some of you know. I believe that that makes me
3 involved with this project longer than everybody that's on
4 the dais today. I've watched this project evolve. You've
5 taken a lot of criticism today for not listening. You've
6 taken criticism for not listening in the press. I believe
7 that is wrong. I believe you do listen. I believe you
8 listen, but you do not consider what's being told to you.

9 What I've heard today, expressed down here in Los
10 Angeles, are the same complaints, which have been expressed
11 to you for five years up north. Apparently, nothing's
12 changed. You check off a box, you can listen, but you
13 don't consider what people are telling you.

14 Planning -- what most people in this room do not
15 understand is that you make the plan, you review the plan,
16 you approve the plan. And if the plan has a problem then
17 it's an "acceptable risk" or an "acceptable loss." That,
18 if you look at the EIR from up north, you can see it.

19 Compensation -- eventually everybody will get to
20 the point that we are down in Kings County and Fresno
21 County and Kern County, where your properties will be
22 inventoried. Our houses, our homes, our ranches, our
23 farms, our schools, our churches, our communities are just
24 inventory in the way. Inventory for you to acquire and
25 that's all they are. We are being offered 25 percent

1 compensation for our properties that are moving into, well
2 I guess eminent domain, as we move into the Resolutions of
3 Necessity. I see some shaking of heads. I've got my
4 offer. I know how much my property is worth.

5 To end this, because I want to respect
6 everybody's time simply, people in this room should consult
7 the FRA and have them involved, because you've already
8 declared that you're not upholding to CEQA. People should
9 hold their politicians accountable for the decisions that
10 they've made to get us to this point. Thank you.

11 CHAIRMAN RICHARD: Thank you, Mr. Oliveira.

12 Okay. To complete the public comment portion of
13 the agenda I have these remaining cards. I figure that
14 most of these folks have left, but I'll call out names.

15 Ron Miller, L.A. Building Trades; Patrick Kelley
16 from the Teamsters Union; David Gomez, IBW; Kevin Morton;
17 Mike Kufchak also from IBW; Joe Sullivan; Saul Renteria;
18 Dan Billy; Walter Carroll, machinist; Steve Van Wei,
19 machinist; Rudy Gonzales; Daniel Ng; Camille Saltzman;
20 Keith Dunn; Kevin Kutchera; David Cameron.

21 Mr. Cameron, I think I see you here. Yes, Mr.
22 Cameron, you are today's last speaker.

23 MR. CAMERON: I consider that a privilege. My
24 name is David Cameron and I'm with the Teamsters Rail
25 Conference. And I want to commend the Board and your staff

1 for an excellent series of community house meetings.

2 I've been involved in this kind of stuff for
3 several decades. And I don't think I've ever seen such a
4 detailed thorough presentation of the impacts of the
5 alternate routes down to the individual house. Your staff,
6 I thought, has been unfailingly polite. Often in the face
7 of overt hostility and they have been unbiased, and I feel,
8 have been telling the unvarnished truth about the impacts
9 of this project.

10 And for those of you here today, who have stood
11 here and expressed your concerns, I want you to know I know
12 many of the people on this Board. And your concerns have
13 been heard and they will be taken into consideration as
14 they move forward in this process. And it's very important
15 to the process.

16 And also let's remember, we're just in the
17 beginning of this --

18 CHAIRMAN RICHARD: Mr. Cameron, I need you to
19 address the Board and not the public.

20 MR. CAMERON: Oh, just you.

21 But in the final analysis let us not forget that
22 the roads that we travel today, the bridges that we cross,
23 the railroads that deliver our goods, the airports that
24 bring us to distant destinations were built by our fathers
25 and our forefathers in large measure. We have one of the

1 best transportation systems in the world, largely due to
2 their foresight. But we are falling behind. We are
3 choking from congestion and that will only get worse.

4 We are building high-speed rail today, not for us
5 along, but for our children and their children and our
6 children's children. We are building it and this is a
7 solemn duty that we owe to them.

8 Hundreds of people have spoken here today for the
9 project, and against the project, but it pales in
10 comparison to the thousands of people who protested the
11 building of the Golden Gate Bridge. But does anyone look
12 at that engineering marvel today and not wonder and wish it
13 weren't there? Thank you.

14 CHAIRMAN RICHARD: Thank you, Mr. Cameron.

15 You do not have the distinction of being the last
16 speaker, because we just got one last speaker card and
17 that's it.

18 AUDIENCE MEMBER: (Indiscernible)

19 CHAIRMAN RICHARD: You know, I've been very
20 patient with people. We're going to give everybody an
21 opportunity to speak. And I'd ask people to just be polite
22 when people with other views speak.

23 Katelyn Winklevoss?

24 MS. WINKLEVOSS: Thank you for letting me have
25 the opportunity to speak today.

1 I'm going to start with a quote from Ted Rall
2 from the L.A. Times, something that came out in January of
3 this year.

4 "Mass transit creates economic opportunity where
5 none previously existed. I used to assume that the
6 planners of New York City's subway system placed stations
7 at major streets. In fact, areas around subways became
8 hubs of business activity, because the subway was there."

9 Not only will business boom, because of the high-
10 speed rail, but it will give an estimate of 66,000 high-
11 speed rail employees, 2,000 construction jobs and up to
12 400,000 long-term jobs. High-speed rail will highlight,
13 not destroy the communities it goes through. And it will
14 highlight industry for those who travel by rail, Metro,
15 bike or foot.

16 All voices are being heard today. It doesn't
17 sound like anything has been decided yet, which I'm excited
18 to hear. I encourage all of us to think on a community-
19 minded basis and to encourage other communities to bring
20 forth more ideas, more resolutions for this to come.

21 Right now in California we have -- excuse me, I'm
22 losing my place -- Amtrak's Acela on the East Coast
23 accounts for about 80 percent of the transit in between New
24 York and D.C. High-speed rail will be double that speed
25 and hopefully will be equally, if not more, profitable.

1 The United States needs high-speed rail, and
2 California deserves to be the leader of that. Thank you.

3 CHAIRMAN RICHARD: Thank you.

4 Okay. Thank you all for your commitment to
5 coming here today and speaking. We're going to move on to
6 the rest of our agenda. And I'm going to propose a
7 reordering of the agenda. I think most of the public is
8 here to listen to the discussion about the Supplemental
9 Alternatives Analysis. And so even though it's showing up
10 at the bottom of the agenda, I'm going to move that to the
11 next item.

12 BOARD MEMBER CURTIN: Mr. Chairman?

13 CHAIRMAN RICHARD: Yes?

14 BOARD MEMBER CURTIN: I just want to thank you
15 for the good job you've done running the meeting. And I
16 want to thank everybody for coming. There is a great deal
17 of emotionalism here and these are critical topics for all
18 of you, but I do appreciate the patience that you've
19 exhibited, everybody in the audience.

20 CHAIRMAN RICHARD: Thank you, Mr. Curtin.

21 Yeah, I would just say we live in a big, complex
22 state and I've been working on this project for several
23 years. And I think the thing that's been most compelling
24 to me is the number of places in California that I never
25 knew of like Acton or Shadow Hills or all these communities

1 that have been represented here today, Pacoima, all of
2 these. And how incredibly committed people are to the
3 communities in which they live. I mean, it is something
4 that is incredibly powerful. And I don't know if it's
5 unique to California, but it certainly makes it a special
6 place.

7 I'm going to ask people the following courtesy.
8 Michelle Boehm, our Southern California leader is about to
9 make a presentation on a Supplemental Alternatives
10 Analysis. As my newest colleague, Mr. Curtin just said, we
11 know this is a subject where there's a lot of strong
12 feelings and a lot of emotion. And certainly for people
13 who are facing the uncertainty and the possibility of real
14 loss here I can understand that.

15 She is here to do her job at our behest. She's a
16 professional person and she's about to make a presentation
17 on a topic that will probably involve issues that will
18 cause concern with some of you. I would just ask people to
19 give her the courtesy of letting her make that
20 presentation, allow us to ask questions of her. And, you
21 know, she should not be the target of anybody's emotion.
22 We are the appointed representatives of the leadership of
23 the state. We're the ones making the decisions.

24 As I said today's not a decision day, but
25 ultimately it is we who are making those decisions. And I

1 really appreciate courtesy shown to our staff who are just
2 doing their job as best they can and frankly, from our
3 standpoint, doing it extremely well.

4 So Ms. Boehm, could you lead us through this
5 discussion please?

6 MS. BOEHM: Thank you. Mr. Chairman, Board
7 Members, item number three, this is an information item
8 only.

9 Shown here on the slide you can see the
10 alignments for the Southern California section of the High-
11 Speed Rail Project. This is not all of the statewide, 800-
12 mile planned high-speed rail, this is the 330-mile portion
13 within the Southern California Office's purview.

14 And as has been mentioned in many of the
15 presentations that we've given there are many reasons why
16 the High-Speed Rail Project is underway in the State of
17 California. We have population growth. We have
18 congestion. We have air quality issues and we certainly
19 are concerned with our commerce and our economic
20 development as we move forward.

21 High-speed rail is conceived of to connect the
22 State of California in a different way with a new mode than
23 we currently have operating. And it's meant to be part of
24 a multimodal statewide transportation improvement project.
25 And so within Southern California some of the things that

1 high-speed rail can do, we can close the current passenger
2 rail gap over the Tehachapis, so that we have connectivity
3 to the Central Valley and to Northern California
4 differently than we've had in the past.

5 We can also connect regions within Southern
6 California much more quickly and seamlessly than we have in
7 the past. For instance, you can see on the slide some of
8 the travel times between Southern California locations. We
9 can connect airports within Southern California, something
10 that has been missing in our past transportation plans.
11 And we can also create multimodal transportation hubs at
12 our major station locations including Palmdale, Burbank,
13 Los Angeles Union Station and ARTIC to name a few.

14 While we are planning high-speed rail, and all of
15 the comments that we had today about the planning of the
16 high-speed rail route, we also have projects underway here
17 in Southern California to make sure that we're improving
18 the existing system while we plan this project.

19 And so in the short term, we have provided
20 funding to L.A. Metro, to Metrolink, to NCTD, to San Diego,
21 to do projects like enhance the safety on our existing
22 passenger rail system, to install positive train control on
23 the Metrolink system, to purchase new Tier 4 locomotives
24 for our Metrolink system, so that we can reduce greenhouse
25 gas emissions by over 90 percent. Those projects are

1 underway now.

2 We are also embarking upon a suite of projects
3 that will improve all of the operations of our regional
4 rail programs here in Southern California including run-
5 through tracks at L.A. Union Station, grade separations to
6 improve some of the traffic conditions when trains pass by
7 as were mentioned earlier. And also improve the overall
8 safety of our traveling public.

9 BOARD MEMBER CORREA: Excuse me, to the Chair,
10 what's positive train control?

11 MS. BOEHM: Positive train control is the system
12 that is able to sense where all of the trains are at, and
13 how fast the trains are traveling. So if it senses that a
14 train is traveling too quickly it can slow it down to a
15 safe speed. If it senses that there is another train that
16 is in the way of the traveling train, it can slow both of
17 those trains down, so they don't end up into one another.

18 BOARD MEMBER CORREA: It's a safety system?

19 MS. BOEHM: It is a safety system much, much
20 needed in Southern California.

21 CHAIRMAN RICHARD: And I believe that -- thank
22 you, Mr. Correa, this is the system that's being discussed
23 now, because it was not in place for the recent Amtrak
24 crash in Pennsylvania?

25 MS. BOEHM: Yes, that is correct. And L.A., the

1 Metrolink system here in L.A., I'm pleased to note is
2 leading the nation in the implementation. And they will
3 bring this online. They will be the first largest system
4 to bring positive train control online and they're in the
5 process of bringing online this year. So that's very, very
6 exciting.

7 BOARD MEMBER CORREA: In the country?

8 MS. BOEHM: In the country, yes sir.

9 CHAIRMAN RICHARD: Thank you.

10 MS. BOEHM: So Palmdale to Burbank, the Palmdale
11 to Burbank section, there's a map up here. As has been
12 mentioned it is between 35 and 45 miles long depending on
13 the route that you measure it on. It is connected by two
14 stations in Palmdale and in Burbank. And those station
15 locations were selected because of the connectivity that
16 they offer to the other forms of transportation in the area
17 now and connections to planned transportation improvements
18 in the future.

19 Let's take a look at Palmdale first. Palmdale
20 has a Palmdale Transportation Center right now. It is
21 served by Metrolink and there is a station. In the future
22 there is planning by other agencies to bring high-speed
23 rail potentially from Las Vegas all the way into Southern
24 California. And that would be the location that our system
25 and that plan system could meet in order to provide the

1 traveling public, not only North-South connectivity across
2 the State of California, but also interstate high-speed
3 rail connections. And so those are among the connectivity
4 options at that location.

5 In Burbank we have an airport as has been
6 mentioned. We also have two passenger rail lines. We have
7 the Ventura line going up all the way to San Luis Obispo
8 and all the way down to San Diego. And we have the
9 Antelope Valley line that goes up through Santa Clarita and
10 into the Antelope Valley. At that juncture of those two
11 lines sits that Burbank airport. And that is the location
12 that we are looking at putting a high-speed rail
13 transportation hub at, in order to connect to those major
14 pieces of infrastructure.

15 But as we plan that, of course, we need to look
16 at all modes of transportation. It's not just about the
17 passenger rail, we have to make sure that we're considering
18 the active transportation components: the walking and the
19 biking. We need to make sure that we're considering the
20 bus and make sure that that can connect at that location as
21 well. And in perhaps the future, there are other
22 opportunities that the County of Los Angeles may bring
23 forward for connections that could include an extension of
24 the existing Red Line Subway to this location as well as an
25 extension of the Orange Line BRT to this location.

1 That's why this location really rises to the top
2 as being an excellent location to provide connectivity for
3 travel.

4 I want to talk a little bit -- and a few of our
5 speakers mentioned we talk about this at our meeting --
6 that we have three things, three guiding principles that we
7 work to balance as we build the high-speed rail system.

8 The first one is the project objectives. Those
9 are the things associated with building a train and making
10 sure it can operate safely, that it can operate at over 200
11 miles per hour, that we're putting stations in locations
12 where we can gather the most riders to the system and
13 create the most connectivity for the existing system.
14 That's what falls under that yellow circle project
15 objectives.

16 Looking at the green circle, those are the
17 environmental resources. We have to protect our mountains
18 and our water and our trees and our animals as we plan this
19 route.

20 And the light blue, of course at the top, it's
21 the communities. And it's protecting the community
22 character as we plan the system. And we know that it is
23 very, very difficult as we go through this process. To
24 really dig in and understand all of the things that we need
25 to understand about the environmental resources and about

1 the community resources as we also dig in to the
2 engineering to make sure that the train is the most
3 amazing, high-speed train that we can build.

4 And ultimately it is the middle section, it is
5 that compromise area where each of the critical factors are
6 brought together and they're balanced and weighed. That is
7 the ideal project for high-speed rail and the ideal way to
8 connect Palmdale to Burbank. And that's the work that we
9 have started, that we have underway right now, but we are
10 not done. We have made progress, but we are not done. We
11 still have a distance to travel.

12 And here, on this particular flow chart, is the
13 representation basically of where we're at and where we
14 still need to go. And so starting back in 2005 on the top
15 line to the left of the slide, that was when we completed
16 the program level environmental documents for the high-
17 speed rail system, when we defined that it would be an 800-
18 mile railroad for the State of California.

19 And we moved forward. We had scoping meetings to
20 begin the work on each of the sections of the High-Speed
21 Rail Project. And we created planning documents,
22 alternative analyses documents that captured all of the
23 information that we were bringing together to define those
24 routes. And those documents have progressed through time.
25 This project has evolved and I'll show a slide that

1 demonstrates that in a little bit.

2 And so here today we have completed another
3 planning document for the Palmdale to Burbank Section of
4 the project. We have brought forward many ideas that will
5 help benefit the project moving forward. As I mentioned,
6 we still have work to do, but progress has been made.
7 Moving forward the progresses made in the environmental
8 process, the development of an environmental document where
9 we dive deeply into many, many of the technical issues that
10 you've heard the public talk about today, in order to make
11 sure that we do get the answers to all of the questions
12 that they've asked.

13 And on this slide, this is the slide where we
14 talk about that during the Alternatives Analysis and the
15 preparation of those planning documents. We're doing a
16 high-level review of many of the factors that would drive
17 the selection of an alignment.

18 And as we move forward into the deeper technical
19 studies -- and you can see here in the dark blue under the
20 books a draft and final environmental document -- all of
21 the technical studies that will be completed as part of the
22 environmental documentation process. Each of these studies
23 will be completed on each of the routes. And those results
24 then are compared amongst the routes in order for us to
25 ultimately select the preferred route.

1 And you can see up here that those issues that
2 are very, very critical, that have been talked about:
3 environmental justice, water resources, seismicity, noise,
4 parks and open space, agriculture and farms, aesthetics,
5 cultural resources, biology; all of those are technical
6 studies that will be concluded on each of the routes in
7 order to determine basically how that route performs in
8 that particular area. And then those results are
9 ultimately compared as we go towards selecting a preferred
10 alternative.

11 So our work has really just begun here. We are
12 nowhere near the end of it.

13 Here on this slide you can see a recap of the
14 variety of open house meetings, public scoping meetings and
15 community working group meetings that we've held since May
16 and June of 2014. So just within the last year we have
17 held over 188 meetings, in the last year, with a variety of
18 community organizations, elected representatives to really
19 begin to fully understand each of the communities that we
20 will be traveling through for this particular alignment.

21 And there's more to learn, but we have learned a
22 lot. And what we have learned has driven the evolution of
23 the alignments that we are currently studying today.

24 And here on this slide you can see the evolution,
25 over time, of the alignments that we are studying to

1 connect Palmdale to the San Fernando Valley. And in 2010,
2 we looked at and basically proposed through a planning
3 document, what is essentially the SR14 alignment that was
4 talked about so poignantly today. And in 2012 we brought
5 forward additional refinements to that SR14 Route. As you
6 can see up there, primarily up in the northern area, up
7 here in the Acton area, because it is so critical that we
8 find a path through Acton that is acceptable.

9 And in 2014, basically again just about last
10 year, we presented to the Board the map that you see
11 towards the middle here where we've additional refinements
12 in the Santa Clarita area, in the Acton area, and in the
13 San Fernando Valley as well.

14 And then later in 2014, you can see that we have
15 brought on some additional routes for study to give us that
16 opportunity to study a full range of alternatives. Not
17 just a single alternative that goes through a single
18 community or single number of communities, but study
19 additional routes putting -- bringing to bear advancements
20 in tunneling and technology that have taken place around
21 the globe to minimize the impacts to the communities and to
22 resources.

23 And then in 2015, here today, you can see that
24 again those routes have evolved based on that combination
25 of the needs of the project, the environmental resources,

1 and the community feedback.

2 And so I'm going to go through a series of slides
3 here where I'm going to be presenting basically some of the
4 information that we have collected over the course of time
5 studying this to help really bring to everybody's attention
6 just how complex this is.

7 So you can see here on this map are the current
8 routes, the 2015 alignments that we are currently studying.
9 You can see that we have four alternatives as you come into
10 the San Fernando Valley. And you can see that we have
11 several alternatives also up in the northern part.

12 This particular map, this is showing the terrain.
13 Where it is dark green, those are the peaks of the San
14 Gabriel Mountain. Where it is lighter, obviously those are
15 the valley.

16 This slide shows us the population density from
17 the Palmdale to San Fernando Valley area with red being the
18 most dense and green being the least dense. It also shows
19 us some of the income level in that area, the particular
20 census tracts where there is a lower income level are shown
21 in the black hatch.

22 This particular map is showing the schools, the
23 churches, the health facilities, the recreation facilities
24 along the alignment from the Palmdale to Burbank Section.

25 And this particular map is showing you the forest

1 boundaries. You can see in light green, Angeles National
2 Forest. You can see in medium green the new monument. And
3 you can see in dark green, special wilderness areas that
4 have been designated within this resource for Southern
5 California

6 On this map you can see the wetlands from again
7 north to south. You can see where those are located vis-a-
8 vis the alignments.

9 And on this one you can see the streams. And on
10 this one you can see the critical habitat where there are
11 animals of interest to resource agencies.

12 Here you can see the earthquake faults. You can
13 see at the top the San Andreas Fault and you can see the
14 San Gabriel Fault of roughly halfway through the mountain
15 range.

16 And here you can see the natural springs. Here
17 are the water wells, the information that we've been able
18 to obtain to date. And I know that there is information
19 still to be gained here, but this was the information
20 available to us through L.A. County sources.

21 Here you can see mining activity. These are
22 either current mines or abandoned mines. You can see that
23 over time there has been a lot of activity throughout the
24 Southern California area.

25 And here are forest inholdings. These are areas

1 where there is private ownership within the existing forest
2 boundary.

3 And here you can see all of those layers overlaid
4 on a single map with the routes shown. And so we just
5 would like to draw attention to the fact that there is much
6 to consider as we develop ultimately towards selecting the
7 right route to connect Palmdale and Burbank. But that we
8 are collecting that information. We are studying that
9 information. And we are listening to the public as we move
10 through this process.

11 Here is basically information on moving forward
12 here today in the summer of 2015. We will begin those
13 technical studies that I talked about where we really dig
14 in and get to the heart of all of those issues that have
15 been talked about today. That is required of the
16 environmental process and we will produce those studies to
17 get the answers that we need.

18 Throughout that process we will continue having
19 meetings to make sure that we're communicating what we're
20 learning through that study process, as we move forward to
21 develop a draft environmental document. That process will
22 take approximately a year. At the draft environmental
23 stage there are public hearings that accompany that. That
24 will be held and then that information is ultimately
25 incorporated into a final environment document.

1 And in terms of continued community engagement
2 throughout this process we have developed some focus groups
3 and working groups that we're working with. We have
4 community meetings where we present information. We go out
5 to neighborhood councils and other types of organizations
6 to make sure that people are informed of what we are doing.
7 And we brief individual stakeholders as well.

8 We want to make sure that as we move forward we
9 continue those activities. And we also begin to engage in
10 our station areas to develop basically those plans for
11 those station areas, and how those station areas can lift
12 the areas around the stations. And provide economic
13 wherewithal to places far removed from those stations, to
14 bring the benefit of high-speed rail really across the San
15 Fernando Valley and across the Antelope Valley as we move
16 forward.

17 And so that concludes my presentation. Thank
18 you.

19 CHAIRMAN RICHARD: Thank you, Ms. Boehm. I think
20 that was certainly a comprehensive overview of the nature
21 of the analytical process here.

22 Let me ask my colleagues if they have questions
23 for Michelle Boehm. Vice Chair Richards?

24 VICE CHAIR RICHARDS: Michelle, can you tell us
25 as you move forward in this process -- can you tell us

1 what's the level of latitude during the studies that will
2 be ongoing for the next year with regards to potential
3 tweaking, based upon comments we've heard today with
4 regards to potential tweaking and to what extent the actual
5 specific location of the right-of-way. Is there some
6 period or some amount of distance between the left boundary
7 and the right boundary that we can be consistent with the
8 studying that is ongoing in looking at the possibility of
9 moving the alignments and from how far can we do that?

10 MS. BOEHM: So the environmental process
11 obviously allows for that evolution of a project through
12 it. And as you do the technical studies and as you get
13 information you are able then to use that information to
14 create and design and drive the design of a better project.
15 And so as we move through there is absolutely the
16 opportunity for the project to evolve. There is the
17 opportunity for some of the alignments that we're showing
18 today to be retired depending on the outcome and the
19 information that we receive from studies.

20 And so I would just say that environmental
21 process is very much set up to acknowledge the fact that it
22 has to exist in the real world. And that things change,
23 information is gathered, and it needs to be able to allow
24 for that in order to get to the best possible route
25 selection. And, in fact, the environmental process even

1 has opportunities to look at things once the document is
2 completed. There are amendments that can be done to an
3 environmental document in order to allow it to speak to
4 basically that future case when it goes into construction.

5 VICE CHAIR RICHARDS: And so we've seen the
6 alignment or the evolution of these alignments. Is it
7 reasonable to assume that what you'll be studying over the
8 next year are iterations of what we are seeing here, as
9 opposed to the possibility of a completely different
10 alignment evolving during this next year's study?

11 MS. BOEHM: At this juncture when you take a look
12 at the range of those alternatives, you have something far
13 to the west. You have several things in the middle. You
14 have something further to the east. Within that range of
15 alternatives, that is kind of the spot that we have
16 identified that we believe the ultimate best route would be
17 located.

18 If you were to move further east it would be
19 difficult to maintain the ability to connect where we want
20 to connect. If you were to move further west again you
21 would be adding dramatic mileage to the overall alignment.
22 And so within the parameters that we're currently looking
23 at we believe there is an answer there. We believe that it
24 will take work. That we have a distance to travel to get
25 to that answer, but we believe that they represent

1 essentially the world that we will be looking at over the
2 course of the next year.

3 VICE CHAIR RICHARDS: And just share --

4 CHIEF EXECUTIVE OFFICER MORALES: If I could just
5 add, it is as you've seen and as Michelle presented, the
6 alignments have evolved over the last few years. And it's
7 an information-driven process, particularly now to date as
8 Michelle explained. The identification of alignments and
9 issues has been at a fairly high level of information. Now
10 we start to dive in deeper and based on the information
11 that becomes available, we would make adjustments and
12 adaptations to that, that could result in adjustments to
13 the alignments.

14 Ultimately, we'll bring that to the Board through
15 the formal process, but it's our job over the next year or
16 so to take in all the information that we can, adapt to it,
17 and make adjustments.

18 VICE CHAIR RICHARDS: And that information would
19 include continuing information from the public?

20 CHIEF EXECUTIVE OFFICER MORALES: Absolutely, as
21 well as through a variety of mechanisms through the public
22 meetings, the written submissions, through any other forum
23 as well as coordination with resource agencies, both
24 federal and state. So when we identify -- for instance,
25 when Michelle put on the map the sensitive wildlife areas

1 and things like that, that's not a determination we make,
2 that's what the agencies with the statutory
3 responsibilities for those areas tell us are the sensitive
4 areas.

5 CHAIRMAN RICHARD: If I might just jump ahead of
6 my colleagues for one second here. This morning L.A.
7 Councilmember Fuentes referred to a letter that he had sent
8 to me and the Authority and a response that I gave back to
9 him. And the nature of his letter was that there were
10 certain issues that if you look at the layers of issues
11 that you presented -- I think very well for people -- but
12 there were certain issues that seemed to stand out as
13 having immediate concerns that could be potential
14 showstoppers. And the most prominent of those would be the
15 interference with aquifer resources if we were looking at
16 the tunneling routes of any of the E1, 2 or 3 routes.

17 And his letter asked that we accelerate or take a
18 snapshot or put an early filter on those issues, because
19 while what you're laying out here is a very thorough
20 environmental process that we've gone through in other
21 projects, what he was saying was, "Look, if there's some
22 things that are of immediate concern, why don't you guys
23 find that out? Or at least do a screening assessment of
24 it."

25 I told him in response that I thought that was a

1 reasonable way to proceed. I didn't see it as something
2 that would interfere with the thorough environmental
3 analysis. But we've heard today -- and I'm very sensitive
4 to this not only in Southern California, but throughout the
5 state -- that the state's real estate disclosure laws
6 require people to notify any prospective buyer of the
7 pendency of this, so if there are routes or things like
8 that, that we can legitimately narrow out we should do
9 that. But we need to have the information to do that or
10 else we're challenged.

11 So his question was whether or not we could have
12 that overlay, on top of the thorough environmental process,
13 of some of these key issues. And I told him after
14 consultation with Mr. Morales and the staff, thought I we
15 could.

16 You and I have discussed this. Can you just take
17 a moment and elaborate on what that expectation might be,
18 so that the public could have a better appreciation of it?

19 MS. BOEHM: Certainly, so we have over the course
20 of the past several weeks been developing a scope of work,
21 specifically to address this water issue. We have been in
22 conversation with several of our institutions of higher
23 learning within the State of California in terms of
24 producing a six-month study that would be completed by the
25 end of this year. That could bring to the floor some of

1 the answers with regards to the water that we discussed.
2 So that would be the first layer.

3 The second layer is we've been looking and
4 talking to our technical team about advancing the
5 completion dates for some of those technical studies that
6 we would need to be producing anyway. So that we could get
7 early feedback on some of those to help drive these
8 decisions moving forward, so that sooner rather than later
9 we could begin to start narrowing the field, if you would,
10 in terms of where a ultimate best route would be located.

11 CHAIRMAN RICHARD: Ms. Perez-Estolano?

12 BOARD MEMBER PEREZ-ESTOLANO: Yeah, and thanks a
13 lot Michelle for that, that's very helpful.

14 I just want to say, I think with the comments and
15 issues that have been raised today by everyone that we've
16 heard -- and Michelle I just have a question for -- this is
17 a draft document, am I right? Or are we hard with this,
18 because I noticed some -- I don't know if other folks
19 noticed, but we need some tightening up on this. So I just
20 want to say that I did flag and tag a bunch of things, and
21 I want to make sure that you know that we have some
22 feedback on the SAA.

23 MS. BOEHM: Thank you.

24 BOARD MEMBER PEREZ-ESTOLANO: Okay. But that,
25 you know, there's a lot of comments and issues have been

1 raised by the community, by stakeholders, by elected
2 officials and interested persons. I have had personally
3 the true benefit of touring San Fernando, of touring Shadow
4 Hills, of talking with elected officials, almost the entire
5 San Fernando City Council.

6 And I think what we're hearing is that there's a
7 need to have a determination. And that actually I don't
8 think that more time is necessary, if in fact, we can get
9 these studies done. If we can get these studies done, as
10 you say, in six months and those can come back to the Board
11 then I think that the Board can then take a look at what
12 those studies are saying. And help us actually understand
13 if there's any actions at that time we can take.

14 Is that basically what you're telling us is that
15 you will, within six months, additional information with
16 the studies and findings of the summary reports?

17 MS. BOEHM: Yes, that's what we are crafting into
18 our schedule right now, to make sure that we have those
19 opportunities to do the checkup with the Board. Also to
20 provide that information again, to the public right, so
21 that we can make sure that we hone in and get to those
22 answers as quickly as possible. Because we know this is
23 incredibly difficult and --

24 BOARD MEMBER PEREZ-ESTOLANO: Yeah, well then if
25 that's true, Chair, I would like to make a motion.

1 VICE CHAIR SELBY: Could I, before --

2 BOARD MEMBER PEREZ-ESTOLANO: Are we losing --

3 CHAIRMAN RICHARD: All right, since there's no
4 high-speed rail service between Northern and Southern
5 California I understand one of our members has a flight
6 that she must catch.

7 BOARD MEMBER PEREZ-ESTOLANO: Oh, should I -- do
8 we have a quorum?

9 CHAIRMAN RICHARD: Two, four, five, we do have a
10 quorum.

11 BOARD MEMBER PEREZ-ESTOLANO: Okay. I'll just
12 make a motion real quick, can I do that now or do you want
13 to wait?

14 CHIEF EXECUTIVE OFFICER MORALES: Well, I just
15 wanted to clarify one thing maybe before you make the
16 motion.

17 CHAIRMAN RICHARD: Go, good.

18 CHIEF EXECUTIVE OFFICER MORALES: That the
19 studies we're talking about would not be -- we don't
20 believe at this point -- sufficient to make alignment
21 decisions. But they would be able to inform as to whether
22 certain options are viable or not --

23 MS. BOEHM: And they would help us answer --

24 CHIEF EXECUTIVE OFFICER MORALES: -- and then
25 continue the detailed study and could also help answer --

1 we heard questions today from people about impact on water
2 and what does mitigation mean. You know, and this study
3 could help explain what has been done on those types of
4 things, so it would advance the program significantly, but
5 not lead to an alignment decision in six months.

6 MS. BOEHM: Right.

7 CHAIRMAN RICHARD: Although in fairness, it could
8 identify a show-stopper.

9 CHIEF EXECUTIVE OFFICER MORALES: It could.

10 CHAIRMAN RICHARD: So I mean, I just wanted to
11 clarify that. I mean, I don't think it would -- it
12 wouldn't necessarily supplant the normal alignment analysis
13 we're doing. But I think the question here is what we've
14 heard today is people saying, in their view, in the areas
15 where they live, they believe that there are really serious
16 issues here. And rather than wait two years to understand
17 that, if somebody can go out and take a snapshot of that
18 right now and say, "Well, wait a minute, is that really a
19 show-stopper? If it is, it's a show-stopper. If it's not
20 then we're proceeding through the rest of the process.

21 BOARD MEMBER PEREZ-ESTOLANO: And so I guess with
22 that I'd like to just make a motion that we do that. That,
23 in fact, after those studies come back that they are
24 brought to the Board, that we get to take a look and see
25 what that says in terms of any actions that we can take at

1 that time. So that we can help folks and we continue this
2 community outreach and robust effort to get folks in, and
3 give them many opportunities to participate as much and as
4 often as they can. So I think that that's what I'd like to
5 do, is propose that. That after the studies are done,
6 Chair, that we bring that back to the Board, we take a look
7 and see if there's any actions appropriate for the Board to
8 take.

9 CHAIRMAN RICHARD: All right, that's a motion.

10 VICE CHAIR SELBY: I second that.

11 CHAIRMAN RICHARD: Just before -- as Ms. Selby's
12 walking out, is there any discussion on that motion? We
13 can have further discussion on the thing, but I mean it
14 seems to me like it's a very sensible approach.

15 All right, would the Secretary please the roll --
16 (Colloquy between Board Members and Secretary.)

17 MS. NEIBEL: Director Selby?

18 VICE CHAIR SELBY: Aye.

19 MS. NEIBEL: Thank you.

20 CHAIRMAN RICHARD: What a smart District
21 Secretary.

22 MS. NEIBEL: Vice Chair Richards?

23 VICE CHAIR RICHARDS: Yes.

24 MS. NEIBEL: Director Rossi?

25 BOARD MEMBER ROSSI:

1 MS. NEIBEL: Director Perez-Estolano?

2 BOARD MEMBER PEREZ-ESTOLANO: Yes.

3 MS. NEIBEL: Director Selby?

4 BOARD MEMBER SELBY: (Previously voted.)

5 MS. NEIBEL: Director Correa?

6 BOARD MEMBER CORREA: Aye.

7 CHAIRMAN RICHARD: You just -- yeah, Ms. Selby's
8 recorded already.

9 MS. NEIBEL: Sorry, Correa?

10 BOARD MEMBER CORREA: Aye.

11 MS. NEIBEL: Chair Richard?

12 CHAIRMAN RICHARD: Aye.

13 Thank you for that.

14 (Colloquy between Board Members and Secretary.)

15 MS. NEIBEL: New Director Curtin?

16 BOARD MEMBER CURTIN: Aye.

17 CHAIRMAN RICHARD: Thank you, I'm sorry we're
18 starting to get a little bit punch drunk up here.

19 But Katherine, thank you. I think that's a very
20 good suggestion. And it gives people a timeframe. And I
21 would say also we'll make available, Mr. Morales, unless
22 you see any problem with it I think we should commit that
23 we'll make available through the website just an indication
24 when Ms. Boehm was talking about selection of somebody from
25 the university system or something like that, to do these

1 studies. So that people can have a sense of what that is
2 and what the scope is.

3 MS. BOEHM: Thank you.

4 CHAIRMAN RICHARD: Okay. Are there other
5 questions for Ms. Boehm at this point?

6 VICE CHAIR RICHARDS: Only thank you for a very
7 good presentation again, Michelle.

8 BOARD MEMBER PEREZ-ESTOLANO: I thought the
9 presentation was well done, thank you.

10 CHAIRMAN RICHARD: Yeah, I thought so too.

11 MS. BOEHM: Thank you, very much.

12 VICE CHAIR RICHARDS: And for your time yesterday
13 driving me around the alignments, I really appreciate that.

14 CHAIRMAN RICHARD: Yeah, a number of us have now
15 done the alignments and I will just say to my colleagues
16 that we did this in the Central Valley before we voted. I
17 think virtually every member of the Board had an on-the-
18 ground understanding of what was going on. I can't speak
19 for anybody else, personally I think it's really essential
20 before we make decisions that affect communities the way
21 this --

22 BOARD MEMBER PEREZ-ESTOLANO: And I will -- I
23 have made an invitation for myself to go to Acton, and to
24 the other communities, Agua Dulce, and the others. And I'd
25 like to understand, as I have done in the San Fernando

1 Valley, what are the issues that we're facing here in
2 Southern California. So I'd like to put those on the
3 calendar as soon as possible and we'll coordinate with our
4 team.

5 CHAIRMAN RICHARD: At this point we still have a
6 few agenda items left. I think what I'm going to suggest
7 is that we take a break for 15 minutes.

8 Again, of course, this is a public meeting.
9 Anybody is welcome to stay if they really want to hear the
10 presentation on the rail delivery partner or the Williamson
11 Act or anything else. But we'll take a break and for those
12 who choose to leave at this point, thank you again for
13 taking the time to come today. Thank you.

14 (Off the record at 5:07 p.m.)

15 (On the record at 5:44 p.m.)

16 CHAIRMAN RICHARD: Unfortunately, I'd like to be
17 able to announce that pizzas are on their way, but they're
18 not.

19 The Board will be back in session. We're going
20 to go out of order. We're going to move to items six and
21 seven -- I'm sorry, we'll do seven first, okay?

22 Mr. McLoughlin, I guess you already knew we were
23 doing seven first, because you're standing at the podium.
24 I see a green light, so I think you're on.

25 MR. MCLOUGHLIN: Thank you.

1 CHAIRMAN RICHARD: Okay. Go ahead.

2 MR. MCLOUGHLIN: Mr. Chair and Board Members,
3 Mark McLoughlin, the Director of Environmental Services for
4 the Authority. I wanted to bring to you the habitat
5 mitigation contract for Fresno to Bakersfield CP2-3 and 4.

6 CHAIRMAN RICHARD: Okay, can you -- or just hold
7 the mic?

8 MR. MCLOUGHLIN: Is that better? Okay. In
9 January, you authorized our staff to issue an RFP to
10 procure Fresno to Bakersfield habitat mitigation services.
11 And a contract resulting from this RFP will deliver turnkey
12 mitigation for the project, focusing on shifting the risk
13 of achieving agency success criteria from the Authority to
14 this mitigation contractor.

15 For this RFP the Authority received two proposals
16 in response to this RFP. After a full evaluation the
17 Authority identified Westervelt Ecological Services as the
18 successful proposer.

19 And a little bit about Westervelt, they're a very
20 qualified team to implement our mitigation solution for
21 CP2-3 and 4. Their team has purchased tens of thousands of
22 acres of conservation land, restored more than 10,000 acres
23 of vernal pool landscape and completed hundreds of
24 endangered species projects focusing on large-scale
25 mitigation. Among other required criteria their proposal

1 demonstrated that they did have the experience and the
2 project understanding to satisfy the Authority's mitigation
3 needs.

4 In addition, Westervelt is committed to using the
5 30 percent small businesses meeting the Authority's 30
6 percent goal. And this is inclusive of a 10 percent DBE
7 and 3 percent DBVE goal.

8 The Westervelt cost proposal for the RFP is
9 48,895,000, which is within the estimated budget roughly
10 between \$44,116,200 to \$53,919,800 in that range. This
11 price includes all the necessary tasks to complete the
12 mitigation including the purchase of the land, the
13 conservation easements, any improvements such as
14 restoration or creation and long-term management by a
15 third-party conservation easement holder.

16 So for this, staff recommends to the Board and
17 the CEO to complete negotiations with Westervelt and
18 execute a contract with this firm. Thank you.

19 CHAIRMAN RICHARD: Thank you. Are there
20 questions for Mr. McLoughlin?

21 Okay. Ms. Perez-Estolano?

22 BOARD MEMBER PEREZ-ESTOLANO: Mark, first of all
23 for the benefit of those who possibly -- for our new
24 members, but also for the benefit of the community to
25 understand what -- we used to conduct these processes

1 internally, correct?

2 MR. MCLOUGHLIN: For our first -- for instance,
3 for Merced-Fresno CP1 we're currently closing on our Lazy K
4 Project, which we did internally for the project -- very
5 problematic in our system that we have within the state
6 system. So the focus at the direction of the CEO was to
7 put it out to the private sector to competitively bid the
8 services, to provide full turnkey services for the project
9 for mitigation. And put it in the hands of the right
10 companies that know how to do it.

11 CHIEF EXECUTIVE OFFICER MORALES: And a key
12 element to that is we're not in the business then, of
13 maintaining this site long-term. It's a turnkey effort, so
14 we think it's a much more efficient way to do it and get
15 really high quality mitigation.

16 MR. MCLOUGHLIN: And Lazy K is a turnkey also
17 that we're putting in the hands of the right people, the
18 landowner, and services will be provided for that site
19 also. So similar, but the Authority did that itself based
20 upon the timeframe.

21 BOARD MEMBER PEREZ-ESTOLANO: I recall it,
22 because it was complicated and there was a lot of time and
23 effort that you had put in and our team had put in. And so
24 putting it in -- as you say, folks who know how to do this,
25 this is what they do -- and you managing that is why we're

1 going out to the private sector to help us complete that.

2 MR. MCLOUGHLIN: Yes, that's correct.

3 BOARD MEMBER PEREZ-ESTOLANO: Thank you.

4 MR. MCLOUGHLIN: In the timeframes that we need
5 the services to be provided.

6 BOARD MEMBER PEREZ-ESTOLANO: Thank you.

7 CHAIRMAN RICHARD: Other questions? A motion?

8 BOARD MEMBER PEREZ-ESTOLANO: Move.

9 VICE CHAIR RICHARDS: Second.

10 CHAIRMAN RICHARD: Moved by Ms. Perez-Estolano,
11 seconded by Vice Chair Richards, will the Secretary please
12 call the role? And don't forget the new guy.

13 MS. NEIBEL: Vice Chair Richards?

14 VICE CHAIR RICHARDS: Yes.

15 MS. NEIBEL: Director Perez-Estolano?

16 BOARD MEMBER PEREZ-ESTOLANO: Yes.

17 MS. NEIBEL: Director Correa?

18 BOARD MEMBER CORREA: Yes.

19 MS. NEIBEL: Director Curtin?

20 BOARD MEMBER CURTIN: Aye.

21 MS. NEIBEL: Chair Richard?

22 CHAIRMAN RICHARD: Aye.

23 Thank you, thanks Mark.

24 MR. MCLOUGHLIN: Thank you.

25 CHAIRMAN RICHARD: Number six or number eight,

1 okay. Item eight, okay?

2 MR. FELLEENZ: Mr. Chairman, Members of the Board,
3 I'm presenting the item number eight, which is requesting
4 the Board to make some findings required by the Government
5 Code 51292 under the Williamson Act. The Williamson Act is
6 an act that allows farmland owners to enter contracts with
7 local counties to keep that property in agricultural use
8 for a ten-year period in exchange for locked-in property
9 tax rates based on agricultural use.

10 When the High Speed Rail Authority acquires
11 property that that has these Williamson contracts burdened
12 with the land, they have to make a couple of findings. And
13 those findings are that the land, being selected that's
14 under the Williamson Act is not being selected, because of
15 its lower property value given its agricultural preserve
16 status. And then secondly, there's no reasonably feasible
17 alternative location for the improvement.

18 This same Board item has been presented to the
19 Board multiple times already, because we're presenting them
20 county by county as we're going through the property
21 acquisition process. For this particular item, we're
22 asking the Board to make these findings for 76 parcels in
23 Kern County and then 2 additional parcels, one in Kings
24 County and one in Tulare County. All of these parcels are
25 going to be purchased for the construction for CP2-3.

1 The steps in the Williamson Act, like I've
2 mentioned, and the findings that are required are
3 supported. And I have it written down, the reasons for
4 supporting the two findings, which was part of the
5 environmental clearance process.

6 And I can answer any questions you might have.

7 CHAIRMAN RICHARD: No, we've been through this
8 drill before. I think this is fairly straightforward.
9 This is basically a way to protect agricultural landowners
10 from lower valuations that were associated with their doing
11 something good. And so which is the Williamson Act
12 reservation of that property for agricultural purposes. I
13 think the Board has seen this kind of issue before, so a
14 motion?

15 BOARD MEMBER PEREZ-ESTOLANO: I'll move it.

16 VICE CHAIR RICHARDS: Second.

17 CHAIRMAN RICHARD: Moved by Ms. Perez-Estolano,
18 seconded by Vice Chair Richards.

19 And I'm sorry, we should take roll.

20 MS. NEIBEL: Vice Chair Richards?

21 VICE CHAIR RICHARDS: Yes.

22 MS. NEIBEL: Director Perez-Estolano?

23 BOARD MEMBER PEREZ-ESTOLANO: Yes.

24 MS. NEIBEL: Director Correa?

25 BOARD MEMBER CORREA: Yes.

1 MS. NEIBEL: Director Curtin?

2 BOARD MEMBER CURTIN: Aye.

3 MS. NEIBEL: Chair Richard?

4 CHAIRMAN RICHARD: Yes.

5 MR. FELLEENZ: Thank you.

6 CHAIRMAN RICHARD: Thank you.

7 Item six and it's easier for me to figure out
8 what's next when there are only two.

9 Mr. Jarvis?

10 MR. JARVIS: Good evening.

11 CHAIRMAN RICHARD: Good evening.

12 MR. JARVIS: Chairman Richard and Board Members,
13 I can say "evening" and I haven't been able to say that
14 before.

15 CHAIRMAN RICHARD: We don't want to make a habit
16 of that.

17 MR. JARVIS: No. So this is to request the
18 Board's approval to issue a request for qualifications, an
19 RFQ, to procure a contract for our project and construction
20 management, PCM Services for Construction Package 4. So
21 and the PCM Services are crucial to the effect of
22 management and oversight of the design-build contract and
23 in support of the Authority.

24 And this is a qualifications-based contract and
25 the procurement is governed by architectural and

1 engineering standards. And so there's a couple of major
2 milestones that we have coming up that we anticipate. We
3 plan on issuing a request for qualifications on June 11th
4 pending approval. And the statement of qualifications are
5 scheduled to be due on August 4th.

6 And so regarding the scope of the PCM, the PCM
7 will be responsible for administering the design-build
8 contract and overseeing the design-build. So some of the
9 specific elements of that scope include project management
10 and administration, quality assurance, verification and
11 validation and self-certification oversight, independent
12 checking engineer and independent site engineer, safety and
13 security oversight, project controls and risk management.
14 And engineering, construction and environmental oversight,
15 third party, other contracts and utility coordination and
16 public outreach.

17 So within the RFQ itself there is a more
18 extensive statement of the scope of services. And within
19 any given year, we can alter the services provided by the
20 PCM through the Annual Work Plan that we develop with the
21 PCM based upon where design-build contract is at in its
22 administration.

23 And so the way we will evaluate for the
24 procurement, there will be a statement of qualifications.
25 The SOQs will be technically evaluated by the Authority,

1 public employees, and that will be worth 60 percent of the
2 overall score. And there will also be the oral discussions
3 and interviews and those will be worth 40 percent of the
4 overall score.

5 So the oral discussions and interview evaluations
6 will be followed by final ranking of the teams, negotiation
7 with the top-ranked team and a request for approval of the
8 award of a contract by this Board. So that's what lies
9 ahead.

10 And by starting the PCM Services RFQ Procurement
11 at this time the CP4 PCM will be under contract. And it
12 will be a valuable resource for the Authority as we got
13 through the procurement process for our design-builder for
14 CP4. And the contract will be issued, it does include the
15 Board's adopted 30 percent small business participation
16 goal.

17 So it is recommended that the Board adopt a
18 resolution approving issuance of a request for
19 qualifications to procure project and construction
20 management services for Construction Package 4 with a
21 contract compensation range of \$28 million to \$33 million.
22 And a term extending up to one year past substantial
23 completion of the CP4 design-build contract.

24 I'd be happy to take any questions that you might
25 have.

1 CHAIRMAN RICHARD: I thought the write-up was
2 pretty straightforward, but I'll ask my colleagues if they
3 have questions.

4 VICE CHAIR RICHARDS: This will just be a quick
5 one Mr. Chair. Scott, on page 2, the paragraph that's
6 underneath the list of possible assignments to the PCM?

7 MR. JARVIS: Yes?

8 VICE CHAIR RICHARDS: You reference that it would
9 be subject to future negotiations with the Authority. Do
10 you mean, would it be negotiations -- would it be more
11 correct that it would be future direction from the
12 Authority since we've already entered into a contract with
13 them?

14 MR. JARVIS: Yes. It doesn't involve contract
15 negotiations, but there is a bit of an element of we work
16 with the PCM and develop that Annual Work Plan. But you
17 are correct --

18 VICE CHAIR RICHARDS: But we're not negotiating a
19 contract?

20 MR. JARVIS: We're not negotiating a contract at
21 that point, yes.

22 VICE CHAIR RICHARDS: Just with that correction.

23 MR. JARVIS: Okay.

24 CHAIRMAN RICHARD: Okay. Other questions?

25 BOARD MEMBER PEREZ-ESTOLANO: Just one quick --

1 I'll try and fill Mike Rossi's shoes for a second.

2 But Authority staff, one of the things that we
3 brought up in our meeting before was this issue of having
4 appropriate Authority staff and either public employees
5 that are comprised of the technical team that evaluates the
6 proposals -- just to make clear, Scott, that that's
7 something that's very important. That we have the people
8 who are married up with these skill sets reviewing and
9 evaluating the proposals that are submitted.

10 MR. JARVIS: Understood, yes.

11 BOARD MEMBER CURTIN: Just quickly may I follow
12 up? Is that the Public Employee Committee you're talking
13 about, to do the interviews or I didn't quite follow that?

14 MR. JARVIS: What we have, we have -- there's
15 three main committees. There is a small group that does a
16 review when it comes in just to make sure it meets all the
17 administrative requirements. Then there's a technical
18 support group that provides more support to the overall
19 Evaluation Steering Committee. And then that higher level
20 management team makes the final decision.

21 CHIEF EXECUTIVE OFFICER MORALES: And the
22 reference to public employees is that they are -- those
23 people who are making the recommendation then for the
24 contract award are all public sector employees --

25 BOARD MEMBER CURTIN: So that's the higher level

1 committee --

2 CHIEF EXECUTIVE OFFICER MORALES: -- the higher
3 level committee consists of those, right. And typically
4 it's five on a committee. And what we'll often do on this
5 is have three or four Authority staff, possibly one other
6 staff from another state agency and then in some cases a
7 local agency in the jurisdiction where we'll be. But all
8 public employees then making the ultimate determination and
9 the scoring.

10 BOARD MEMBER CURTIN: Do you reach out
11 occasionally or if needed, if there's a skill set that may
12 not be reflected in a public employee setting?

13 MR. JARVIS: They're required to be public.

14 CHIEF EXECUTIVE OFFICER MORALES: Yeah, under
15 state procurement law that committee has to be public
16 sector employees. But we do utilize private sector
17 expertise to review the particular aspects of it and
18 provide advice to the committee members.

19 BOARD MEMBER CURTIN: Okay. So it's statutory,
20 okay.

21 CHAIRMAN RICHARD: Other questions? We've had
22 pretty good competition on these in the past.

23 MR. JARVIS: We have, yes. There still seems to
24 be a lot of interest, which is a good thing.

25 CHAIRMAN RICHARD: Actually, if I could just ask

1 one question about the -- not the procurement of the new
2 construction management, but while we're sitting here since
3 we're sitting here --

4 BOARD MEMBER PEREZ-ESTOLANO: Still sitting here.

5 CHAIRMAN RICHARD: At some point, it doesn't have
6 to be tonight, but there was quite a discussion about how
7 quality control/quality assurance programs were going to be
8 carried out on this, which is different under -- which Mr.
9 Curtin is very familiar with -- is very different under
10 this model, because it's a design-build model. Where a lot
11 of what would normally be quality control is passed on to
12 the contractor in the form of quality assurance reports and
13 so forth with oversight and verification.

14 And the construction management contract -- this
15 was an issue with the PEGC folks who felt that that
16 function should remain in the public sphere. But we had, I
17 think, a high level of confidence that we could maintain
18 quality control on the jobsite through that quality
19 assurance program where the construction management company
20 is the representative of the Authority.

21 I'd just be interested, and again we don't have
22 to get into it tonight, but how that's working out now that
23 we're starting to get into some activities where quality
24 assurance comes into play with real physical construction.
25 And making sure that we kind of check in on that, that

1 we're still comfortable that that's the right way to go.

2 CHIEF EXECUTIVE OFFICER MORALES: Right. We are
3 very comfortable that it's the right way to go. We have
4 made some adjustments from CP1 already where, in the CP1
5 contract, it was actually in the scope of the design-
6 builder to retain that independent checking function.
7 Although they reported to us --

8 CHAIRMAN RICHARD: But we put that into the
9 construction management contract for CP2-3, right?

10 CHIEF EXECUTIVE OFFICER MORALES: And for this as
11 well, so we've made that adjustment. I think the bottom
12 line on that is that we're talking about a licensed
13 engineer in the state --

14 CHAIRMAN RICHARD: Has to sign off.

15 CHIEF EXECUTIVE OFFICER MORALES: -- signing off
16 on something whether that person is a state employee or
17 private sector engineer really should not make a
18 difference. They're signing --

19 CHAIRMAN RICHARD: As a licensed professional.

20 CHIEF EXECUTIVE OFFICER MORALES: -- based on
21 their -- as a licensed professional with their license on
22 the hook.

23 BOARD MEMBER CURTIN: And technically they're
24 signing off on behalf of the state, if I'm not mistaken.

25 CHIEF EXECUTIVE OFFICER MORALES: Yes, right.

1 CHAIRMAN RICHARD: Right.

2 MR. JARVIS: And I just want to emphasize that
3 contractually, the design-builder is responsible for
4 quality control. So I mean we feel like we have very
5 strong contractual provisions putting them responsible for
6 a quality control program, but then we do have this
7 independent checking engineer on another level for that
8 check.

9 CHAIRMAN RICHARD: Okay. And I'm sorry, can you
10 remind me again when -- it's in here, but we're looking at
11 this person being on board when?

12 MR. JARVIS: In the fall. The SOQs are due in
13 August and then we'll do the evaluation and negotiation and
14 we believe we'll have them on board in early fall.

15 CHAIRMAN RICHARD: And remind me again, when the
16 CP4 contract goes out on the street?

17 MR. JARVIS: The CP4 RFP is out.

18 CHAIRMAN RICHARD: Is out?

19 MR. JARVIS: Yeah, and so we're shooting to have
20 an executed design-build contract late fall, early winter.

21 CHIEF EXECUTIVE OFFICER MORALES: But the idea
22 would be to have the PCM on board to help us through the
23 evaluation and on-board, the design-builder for CP4.

24 MR. JARVIS: Right, provide that support in the
25 procurement process.

1 CHAIRMAN RICHARD: All right, other questions?

2 Okay. A motion?

3 VICE CHAIR RICHARDS: So moved.

4 BOARD MEMBER PEREZ-ESTOLANO: Second.

5 CHAIRMAN RICHARD: It's been moved by Vice Chair
6 Richards and seconded by Board Member Perez-Estolano. Will
7 the Secretary please call the roll?

8 MS. NEIBEL: Vice Chair Richards?

9 VICE CHAIR RICHARDS: Yes.

10 MS. NEIBEL: Director Perez-Estolano?

11 BOARD MEMBER PEREZ-ESTOLANO: Yes.

12 MS. NEIBEL: Director Correa?

13 BOARD MEMBER CORREA: Yes.

14 MS. NEIBEL: Director Curtin?

15 BOARD MEMBER CURTIN: Yes.

16 MS. NEIBEL: Chair Richard?

17 CHAIRMAN RICHARD: Yes.

18 Before we go to our last item, can you just take
19 a second and tell us what the -- since we're talking about
20 construction, what's the status of construction in the
21 Central Valley region?

22 CHIEF EXECUTIVE OFFICER MORALES: Sure. Scott,
23 you can fill in, but basically we have been over the last
24 several months, doing significant work with utility
25 relocation and other preparatory sort of work related to

1 the project. And have now begun in earnest, and in a
2 sustained manner, the vertical construction elements. And
3 the most prominent feature being the Fresno River Viaduct,
4 which is underway now. And so that'll be the first real
5 piece of --

6 BOARD MEMBER CURTIN: I didn't hear that, what
7 was underway?

8 CHIEF EXECUTIVE OFFICER MORALES: It's the
9 Viaduct, Fresno River Bridge, one of the larger structures
10 and one of the long lead-time item structures. So that's
11 why it's one of the first that's being built.

12 Over the next few weeks there will be about five
13 additional sites throughout the 29 miles that's part of CP1
14 under construction now. And so we'll see a significant
15 ramping up of all of the activity associated with the
16 construction over the next few weeks.

17 Vice-Chair Selby re-enters the room to rejoin the
18 meeting.

19 BOARD MEMBER CURTIN: We didn't really need you.
20 I'm kidding.

21 VICE CHAIR SELBY: I just couldn't stay away.

22 BOARD MEMBER CURTIN: I'm just kidding.

23 CHAIRMAN RICHARD: And by the way, just so you
24 know Danny, on that Fresno River Bridge according to Robby
25 Hunter that bridge will require 50 ironworkers just for

1 that particular structure.

2 BOARD MEMBER CURTIN: Well, being an ironworker
3 he would know if he only really needs about six.

4 CHAIRMAN RICHARD: I want a copy of that tape.

5 BOARD MEMBER CURTIN: And he's my friend.

6 CHAIRMAN RICHARD: I know. All right, thank you.

7 We will move now to --

8 CHIEF EXECUTIVE OFFICER MORALES: Item five.

9 CHAIRMAN RICHARD: -- item five, the last item on
10 the agenda.

11 BOARD MEMBER CORREA: Mr. Chair, on this item I'd
12 like to inform the Board that I may have a potential
13 conflict of interest arising from a campaign contribution I
14 received within the last year on a campaign for local
15 County Supervisor. So given that potential conflict of
16 interest I'm going to recuse myself from not only this
17 vote, from this debate as well, and I'll step out.

18 CHAIRMAN RICHARD: Thank you, Mr. Correa.

19 (Board Member Correa recused himself.)

20 MR. FELLEENZ: And Mr. Chairman, if you would
21 please recognize that Board Member Selby has just returned
22 as well.

23 CHAIRMAN RICHARD: Do I need to do that after you
24 just did it?

25 Ms. Selby has returned to the great delight and

1 the appreciation of her colleagues.

2 VICE CHAIR SELBY: Thank you.

3 CHAIRMAN RICHARD: Okay, Mr. Jarvis.

4 MR. JARVIS: All right. Well, the California
5 High-Speed Rail Program, it's definitely expanding from
6 primarily a planning and preliminary design phase to also
7 include project delivery and ultimately operation. So as
8 the Authority evolves to meet these changing needs the role
9 of our key consultants need to be adjusted to reflect the
10 status of our program.

11 So if you remember at the Board's November 2014
12 meeting staff presented the procurement schedule for the
13 rail delivery partner, our RDP contract. And at that Board
14 meeting the market outreach with industry that had been
15 conducted to date was described. And that outreach
16 included communication and meetings with the industry
17 during October of 2014.

18 And then the industry outreach continued after
19 the November Board meeting including release of a draft RFQ
20 in December, receipt of comments and one-on-one meetings
21 with potential bidders in January and then an industry
22 forum in January.

23 And that outreach effort resulted in ten firms
24 participating in the market sounding and 133 attendees to
25 the industry forum. So we really put a lot of emphasis on

1 competition in this process.

2 And so the Authority issued the RFQ for rail
3 delivery partner services on January 29th of this year.
4 And so the purpose of this item is to authorize the CEO to
5 enter into a contract with Parsons Brinckerhoff including
6 execution on behalf of the Authority for services for
7 program management, integration and coordination. and
8 program delivery. And so this is also a qualification-
9 based contract and procured through the state's
10 architectural and engineering requirements.

11 So to go through the history a little bit, on
12 March 23rd, the Authority received statement of
13 qualifications, SOQs, from two offers: Bechtel
14 Infrastructure Corporation and Parson Brinckerhoff with a
15 team also including Network Rail Consulting and LeighFisher
16 for Parsons Brinckerhoff. And these were two very strong
17 teams. They were truly world leaders in the industry.

18 And the RDP evaluation process was very involved
19 and robust. The SOQs were analyzed and evaluated by a team
20 of public employees, supported by the Authority's legal and
21 financial consultants Nossaman and KPMG respectively. And
22 similar to the discussion that we had there was an
23 evaluation from a manager from the Office of Procurement
24 and Contracts who performed the Technical Pass/Fail Review.
25 And then the Reference Check Subcommittee, which was

1 chaired by an Authority manager and assisted by the
2 Authority's financial consultants.

3 And then there was the Evaluation Committee,
4 which consisted of six members. They were all high-level
5 public managers including a project delivery manager from
6 Caltrans, a very high Caltrans Manager.

7 And so the Committee also was chaired by a senior
8 authority manager and the Evaluation Committee determined
9 that both offers should be short-listed and invited to
10 interview. So on April 15th and 16th, the Evaluation
11 Committee held four sessions of interviews with each short-
12 listed offer over the two days. So the interviews were a
13 combination of presentations followed by question and
14 answer periods.

15 And so the Evaluation Committee deliberated on
16 April 15th and 16th and determined the final consensus
17 scoring for the interviews. And the determination of the
18 ranking was based on the highest total score. And that
19 consisted of an SOQ score and interview score, each with a
20 total possible score of 1,000 points.

21 So at the completion of the process, Parsons
22 Brinckerhoff finished with a final score of 1,643 points
23 and Bechtel finished with 1,601 points. And the selection
24 process was very competitive, and although not ultimately
25 selected, the Bechtel team was quite strong and did well in

1 the process.

2 So based on the results the Evaluation Committee
3 recommended entering into negotiations with Parsons
4 Brinckerhoff as the top-ranked offer. And this
5 recommendation was presented to our Chief Program Manager
6 on April 16th. And then the firms were notified of the
7 results and the scoring was posted to the Authority's
8 website.

9 So it's of note that approximately 50 percent of
10 the work of the RDP contract will be performed by a team of
11 very diverse and experienced subcontractors or sub-
12 consultants. And the RDP is required to comply with the
13 Board's ~~thirty~~30 percent small business participation
14 goal. And Parsons Brinckerhoff submitted a proposed team
15 that is comprised of numerous firms that meet that small
16 business requirement. And that is detailed in the Board
17 memo.

18 So as far as the team, the team presented by
19 Parsons Brinckerhoff combines significant resources and
20 expertise in high-speed rail. And PB brought significant
21 new team members while integrating operations expertise
22 into their team.

23 And so Parsons Brinckerhoff, I think you know
24 them very well. They're a global consulting firm and they
25 assist public and private clients to plan, develop, design,

1 construct, operate and maintain critical infrastructure.
2 So now additionally Network Rail Consulting and LeighFisher
3 will both provide major contributions as part of the
4 Parsons Brinckerhoff team.

5 Network Rail Consulting is an international
6 consulting firm of Network Rail, which is the authority
7 responsible for the United Kingdom's railway network. And
8 so Network Rail has extensive experience in developing,
9 operating and maintaining high-speed rail networks and has
10 been accountable for the safe, efficient delivery of rail
11 services in the United Kingdom.

12 And Leigh Fisher is a global management
13 consulting firm with over 65 years of expertise and
14 experience in infrastructure advisory and consulting
15 services including public-private partnerships. And
16 LeighFisher provides strategic advice informed by delivery
17 knowledge and to serve numerous high-speed rail clients
18 through the project lifespan.

19 So between them, the partnership of Parsons
20 Brinckerhoff, Network Rail, and LeighFisher has delivered
21 high-speed rail on four continents and more than 25
22 projects providing leadership from planning through
23 operations. So this partnership combined with the numerous
24 and diverse subconsultants is the right team to work with
25 the Authority to deliver the California high-speed rail

1 system.

2 Now, I'm going to take a moment and talk about
3 the scope of work a little bit, because this is a very
4 involved contract. So the RDP project is divided into
5 three primary areas of responsibility: program management,
6 program integration and coordination, and program delivery.

7 So for program management the RDP will manage,
8 conduct and provide oversight for the functional components
9 of the program. And this will provide recommendations and
10 support the Authority for critical decision-making
11 regarding program delivery approach, business cases and
12 master planning for the program.

13 As for program integration coordination will
14 provide oversight for coordination and compatibility
15 between projects, phases, contracts. And manage
16 integration requirements and specifications for elements of
17 the system through implementation and operation.

18 And so for program delivery for each project
19 within the program, onsite teams of professionals will be
20 dedicated to each of the functional areas of responsibility
21 such as environmental, right-of-way, design and
22 construction. And these individuals will oversee and
23 monitor the performance of the associated work packages
24 under their assigned discipline. So again, it's a very
25 comprehensive contract.

1 So as far as the administration of the contract,
2 the administration of the RDP contract will be structured
3 into two tiers. The first tier is actual proof cost plus a
4 partial fee. And the second tier is the remaining fee,
5 which will be pooled and may be allocated according to
6 performance in meeting program milestones and deliverables.

7 So the RDP procurement process is now complete.
8 And it is the recommendation of Authority staff that the
9 Board confirm the finding of the Evaluation Committee, and
10 the recommendation of the Chief Program Manager, that
11 Parsons Brinckerhoff is the top ranked offer for the rail
12 delivery partner contract.

13 And the Board is further requested to authorize
14 the CEO to take steps necessary to enter into a contract
15 with Parsons Brinckerhoff, including execution on behalf of
16 the Authority for the total contract price not to exceed
17 \$700 million for a term of seven years.

18 And I would be happy to take any questions that
19 you might have.

20 CHAIRMAN RICHARD: First, I think the CEO had
21 something that he wanted to add.

22 CHIEF EXECUTIVE OFFICER MORALES: Mr. Chairman,
23 just a few things and I think obviously this is a large,
24 complex project. So I think it's important to provide a
25 little additional context in how this contract and this

1 team ties in with our organization and our organizational
2 approach. And as you know we have a lean approach to the
3 state organization.

4 Just as a way of comparison we do, by design,
5 roughly 10 percent of our work is done in-house and we
6 outsource 90 percent. That contrasts with most state
7 agencies and Caltrans is an example, which does 90 percent
8 of the work internally and outsources 10. There are
9 reasons for the different model: Caltrans has a pipeline of
10 650 projects coming through, so it makes sense that they
11 have planning people, design and construction, everything
12 throughout the process. As we move through this program,
13 because we don't have 650 projects coming through, as we
14 complete the environmental phase we can wind down that part
15 of our program.

16 So it doesn't make sense to build up that staff.
17 And so what this approach lets us do is transition and then
18 bring in the expertise where we need it, when we need it.
19 By going out and securing it this way we truly are getting
20 global expertise that we can tap into, basically rent it as
21 we need it, and then move on.

22 And I do want to reinforce something Scott said.
23 We got the benefit of two truly world-class -- the two
24 leading firms in the world who do this kind of work and the
25 teams that they put together. So we feel very good about

1 that.

2 And the overall cost again, having put it in that
3 context, I would also note that the support costs, what
4 this falls under, are very much in line with what you would
5 see as typical support costs. It's just a question of are
6 you paying state employees or private employees and in what
7 mix. But the total cost would be roughly the same if we
8 built up a big state organization. Over time in fact,
9 would be lower, because we wouldn't have the long-term
10 obligations to those state employees.

11 So I just wanted to provide that context.

12 CHAIRMAN RICHARD: Thank you. No, I think it was
13 a testament to the confidence that the contracting sector
14 has in the project and the progress that's been made in the
15 last several years, that we would get those two teams to
16 bid as aggressively as they did.

17 And I did have an opportunity to meet somebody, a
18 high official, from Bechtel and I expressed our
19 appreciation that they had the interest in the program to
20 bid. And certainly if it's the will of the Board to confer
21 the authority on you to sign this, would congratulate the
22 Parsons Brinckerhoff and Network Rail and associated
23 members' team. Clearly, they wanted this and stepped up
24 their game and we respect that and appreciate it.

25 Questions? Ms. Selby you came back to ask a

1 question about this?

2 VICE CHAIR SELBY: I had a question about the
3 interview scoring.

4 MR. JARVIS: Okay.

5 VICE CHAIR SELBY: I thought it was really
6 interesting that the SOQ scoring was very close and the
7 interview scoring was really quite dramatically different.
8 And that's, of course, what made all the difference for
9 Bechtel versus Parsons. I was wondering if you could tell
10 us a little bit more about that.

11 MR. JARVIS: Sure. The interviews, the scoring
12 consisted of three primary areas. The presentation, which
13 was a smaller amount of the overall score, the key
14 personnel participation, and the third area was delivery
15 approach, understanding of the project and innovative
16 ideas. And that was really the area that Parsons
17 Brinckerhoff set itself apart a bit.

18 A couple of things within that, one was their
19 integration of operations into the program and really kind
20 of that clear view of where we need to go as a program,
21 that vision to drive us to that operation phase of the
22 program.

23 Also, they really emphasized the need of a truly
24 integrated team with the Authority and came in with some
25 really good ideas on how to integrate as a team, as CEO

1 Morales said. The Authority is a very small part in
2 numbers, but a key part in decision making and playing that
3 government role. So they really came in with some good
4 ideas that were very positive as far as an integrated team.
5 And then the third area is they brought in some new
6 leadership. They brought in a new program director that we
7 were very impressed with and some other leaders on their
8 team as well.

9 So those were kind of the main differentiating
10 points.

11 VICE CHAIR SELBY: Thank you. And then I just
12 had one other question about the way that you structured --
13 I think you said administration of the money.

14 MR. JARVIS: Yes.

15 VICE CHAIR SELBY: Where you said the two tiers,
16 and I thought that was kind of interesting. I wonder if
17 you could talk a little bit about why you structured it
18 that way?

19 MR. JARVIS: Well --

20 VICE CHAIR SELBY: And let me say also,
21 technically what does it mean "to pool" because it says the
22 remaining fee will be pooled?

23 MR. JARVIS: Yes, there is \$30 million that we
24 have set aside. And if --

25 VICE CHAIR SELBY: 30 out of the 100 per year or

1 is that the --

2 MR. JARVIS: \$30 million total.

3 VICE CHAIR SELBY: 30 million, total?

4 MR. JARVIS: Yeah. And it's based upon program
5 milestones for delivery. And so to deliver any
6 infrastructure programs such as this, there's major
7 milestones that need to be delivered. We've heard a lot
8 today about getting to that environmental clearance, and
9 that is those are very important milestones. But there's a
10 lot of other ones as well.

11 And we can structure the program over the next
12 seven years based upon the rail delivery partner's
13 successful delivery of those milestones. And it will be
14 evaluated if they reach those milestones and then also
15 interim milestones to make it up to those major milestones.
16 It'll be evaluated based upon did they meet the schedule,
17 did they meet the cost, did they meet the quality
18 requirements?

19 And so it's called a performance regime overall,
20 and so that evaluation is performed. And if they do, and
21 that's why it's performance-based, then they would get
22 compensation for meeting those milestones and meeting the
23 schedule requirements.

24 We're actually quite excited about it, because in
25 the scope of our program it's a very small dollar amount,

1 but we think it'll drive behavior on all of us -- the
2 Authority part as well, as we're part of that team -- to
3 really focus on those critical path milestones to deliver
4 the program.

5 And we're all familiar with the cost of money,
6 the time value of money, and if we're able to deliver this
7 program earlier there's going to be very significant
8 capital savings that would far outweigh this pooled money
9 that we're putting aside for the performance regime.

10 BOARD MEMBER CURTIN: Mr. Chairman?

11 CHAIRMAN RICHARD: Yes?

12 BOARD MEMBER CURTIN: Let me follow up a little
13 bit on that, because I don't quite understand it.

14 You have two tiers or two types of payments and
15 one of them is based on milestones. The 30 million is the
16 at-risk portion of that 700 million?

17 MR. JARVIS: Yes, correct.

18 BOARD MEMBER CURTIN: And that's the portion
19 that's going to be at risk on the basis of the milestones?

20 MR. JARVIS: Yes, that's correct.

21 BOARD MEMBER CURTIN: And you, I assume the
22 Authority team will be the one driving the milestone
23 questions? And the --

24 MR. JARVIS: Yes, it's very clear in the contract
25 that we're in 100 percent control of developing those.

1 BOARD MEMBER CURTIN: And are they actually in
2 the contract or do they evolve over the seven-year process?

3 CHIEF EXECUTIVE OFFICER MORALES: What's in --
4 again the two tiers, a typical contract here, it's
5 basically a time and materials contract within a margin on
6 top. And what we've agreed with them is that \$30 million
7 of what would ultimately be that margin is now at risk.
8 And that's what will be put in the contract. We will then
9 through the Annual Work Plan process and other steps,
10 identify the milestones and what it will take for them to
11 achieve that \$30 million. And so it's not guaranteed --

12 BOARD MEMBER CURTIN: So it's not guaranteed,
13 it's a \$670 million contract with a 30 percent, \$30 million
14 --

15 CHAIRMAN RICHARD: With a \$30 million potential
16 bond.

17 MR. JARVIS: Correct.

18 BOARD MEMBER CURTIN: Okay. So as part of their
19 oversight, we just approved a little package on
20 construction management for construction whatever -- CP4.
21 Will they be overseeing the overseeing?

22 CHIEF EXECUTIVE OFFICER MORALES: Yes, in part.
23 And one of the reasons as Mr. Richards asked the question
24 about the annual negotiation of the construction management
25 contract, one of the things we will be looking at is the

1 right balance between what the RDP might do versus the
2 construction manager --

3 BOARD MEMBER CURTIN: And RDP is standing for
4 what?

5 CHIEF EXECUTIVE OFFICER MORALES: Excuse me, the
6 rail delivery partner of the contract in front of us.

7 BOARD MEMBER CURTIN: Oh, okay.

8 CHIEF EXECUTIVE OFFICER MORALES: What we want to
9 do is make sure we avoid redundancy in function.

10 BOARD MEMBER CURTIN: Well, I'm not saying
11 oversight of oversight is necessarily a bad thing, but if
12 everybody's telling everybody what to do it could get a
13 little confusing out there.

14 CHIEF EXECUTIVE OFFICER MORALES: Right.

15 BOARD MEMBER CURTIN: So I'm sort of concerned
16 that we let these contracts out, oversight's good, but well
17 maybe we'll do it this way or that way gets to be
18 complicated. So \$30 million's at risk, I like the at risk
19 concept. So I wasn't involved in the conversations
20 earlier, but when I saw a \$700 million contract --

21 CHAIRMAN RICHARD: You thought you might pay
22 attention?

23 BOARD MEMBER CURTIN: I might, yeah. Considering
24 this is my first meeting I think everything else is going
25 to be a piece of cake after this one.

1 I thank the audience that's still here for
2 bringing me in to the real issues and then this is good to
3 know. I just wanted to make sure I had a little better
4 sense of that.

5 CHAIRMAN RICHARD: I would just say -- I'm sorry?

6 BOARD MEMBER PEREZ-ESTOLANO: No, go ahead.

7 CHAIRMAN RICHARD: Kind of just -- I would like
8 to say we're all adults here, so we can talk about things
9 that have been issues in the past. But for Mr. Curtin's
10 benefit, early on in the project a different contract team
11 that also involved one of these companies, you know, really
12 held the whip hand on how this project was being developed.

13 And when I first met Mr. Morales he made the
14 comment to me that there are too many decisions that are
15 being made -- and he was one of the contractors -- too many
16 decisions being made by contractors that really needed to
17 be made by public officials and the public agency.

18 We have turned that around completely, and I
19 think that even contractor personnel beyond Jeff felt that
20 this was not a sustainable situation.

21 And since that time, I think over the last couple
22 of years, particularly with the creation of Finance and
23 Audit Committee -- with the nature of the people who've
24 been appointed to this Board, who I think are very
25 committed to a proper level of governance. And it's always

1 a hard balance to try to strike. I think that these days
2 the right decisions are being made at the public sphere and
3 basically being carried out by the technical contracting
4 team. But I would just submit that that is one of the
5 areas, in addition to the one that you mentioned, that we
6 need to just continue to keep our eye on. That we don't
7 slide into a situation where -- you know, when Jeff talked
8 about having an integrated organization it really does mean
9 that I think that there's a public employee, public
10 official, somebody representing the people who is basically
11 in the place of carrying out the program objectives, making
12 the right decisions with the assistance and help of these
13 others.

14 So it's a large contract, but I think as long as
15 we keep it in that context, that's at least one of the
16 things we have to keep our eye on. And then obviously cost
17 control, making sure that there's efficacy of the work
18 being carried out in an efficient fashion.

19 But it's a really interesting model for a project
20 of this size to have a major, multi-hundred million dollar
21 consortium of companies that is essentially supposed to be
22 the right-hand partner of the agency. And I think it's
23 kind of an exciting concept, but only if we manage it
24 correctly. And I appreciate the fact that as a new member
25 you're focused on that right away, because I think that's

1 what makes this Board as strong as I think this Board is.

2 BOARD MEMBER CURTIN: Well, I also see the Board
3 moving into a more dynamic direction here with this
4 contract. But also a reflection of the fact that we're
5 moving from sort of a design-build process to a more
6 public-private partnership process, which has got a whole
7 set of different issues. And much of it has to do with
8 risk transfer and that sort of thing, so I like the idea of
9 the 30 million at risk. I probably would've pushed for
10 another 30, but that's clear --

11 CHAIRMAN RICHARD: I'm sorry, is that an
12 amendment to the motion.

13 BOARD MEMBER CURTIN: No, no, no. I think it's a
14 clear signal that--

15 CHAIRMAN RICHARD: I just wanted to see the blood
16 drain out of people's face.

17 VICE CHAIR RICHARDS: An amendment to the
18 negotiations...

19 CHAIRMAN RICHARD: Right. Yes?

20 CHIEF EXECUTIVE OFFICER MORALES: Mr. Chair, can
21 I -- oh, did you want to say something, go ahead.

22 BOARD MEMBER PEREZ-ESTOLANO: No, I just wanted
23 to say one thing. That's the reason why in my briefing
24 with the staff, I wanted to have the scope of work itemized
25 almost, which is why Scott did that, which is, you know, it

1 says it's about project management, the integration and
2 delivery, which is all predicated on an innovative approach
3 that we're looking for.

4 So just for the benefit of our new member that's
5 kind of -- we wanted to map that out, because some of the
6 issues are -- how as Dan had said we've kind of been at
7 this for a while and we need to know that there's going to
8 be a fresh kind of approach to this.

9 And so I'm excited to see it and I'm very excited
10 about what this means for the Authority and how we're going
11 to deliver the program.

12 CHAIRMAN RICHARD: Yeah, and I just wanted to
13 note, that as Mr. Curtin said, we're moving into a whole
14 different model here that does involve public-private
15 partnerships and so forth. And I would just note that
16 that's why I was so thrilled that Assembly Speaker Toni
17 Atkins appointed Danny Curtin, because he has tremendous
18 experience in precisely that area. So it's going to be
19 very good as we move forward.

20 CHIEF EXECUTIVE OFFICER MORALES: Just one last
21 comment from me at least anyway, this is a different
22 approach and it's evolutionary for us. But I also just
23 want to reinforce for the Board and the public that we're
24 not breaking new ground here in this approach. This sort
25 of integrated organization is one used very commonly

1 elsewhere in the country, and certainly overseas. And I've
2 had the chance to work in them as have key members from the
3 team. So it's a time-tested model that we're just putting
4 to use, because it makes the most sense to us as we deliver
5 this program.

6 CHAIRMAN RICHARD: Okay. Other questions?

7 I'll entertain a motion.

8 VICE CHAIR RICHARDS: Move for approval as
9 presented.

10 CHAIRMAN RICHARD: All right.

11 VICE CHAIR SELBY: Second.

12 CHAIRMAN RICHARD: Okay. It was moved by Vice
13 Chair Richards, seconded by Vice Chair Selby.

14 Would you please call the roll?

15 MS. NEIBEL: Vice Chair Richards?

16 VICE CHAIR RICHARDS: Yes.

17 MS. NEIBEL: Director Perez-Estolano?

18 BOARD MEMBER PEREZ-ESTOLANO: Yes.

19 MS. NEIBEL: Vice Chair Selby?

20 VICE CHAIR SELBY: Yes.

21 MS. NEIBEL: Director Curtin?

22 BOARD MEMBER CURTIN: Yes.

23 MS. NEIBEL: Chair Richard?

24 CHAIRMAN RICHARD: Yes.

25 I want congratulate the PB, Network Rail etcetera

1 team. You guys are going to help us build the biggest
2 infrastructure project in America, which is a really great
3 thing, so congratulations.

4 And with that I also want to thank our new Vice
5 Chair for accommodating our situation when Mr. Correa
6 informed us that he was going to recuse himself. And that
7 was above and beyond the call of duty and we really
8 appreciate it.

9 VICE CHAIR SELBY: Thanks.

10 CHAIRMAN RICHARD: So I think that I'm going to
11 exercise the prerogative of the Chair and adjourn the
12 meeting at this particular point.

13 I want to thank everybody. It was a long day,
14 but I actually thought it was a very important day for the
15 communities as well as for us up here and so thank
16 everybody for their participation.

17 I want to thank my colleagues, but I also before
18 -- I want to again thank the staff. I think the staff
19 worked very hard to get ready for this meeting, not only
20 the Southern California staff, but the Sacramento staff,
21 Mr. Drozd and others in Sacramento, our team over here that
22 was supporting us. And everybody worked really hard and
23 it's been a very, very long couple of days. So I want to
24 express appreciation, which I'm sure is shared. I express
25 on behalf of my colleagues as well.

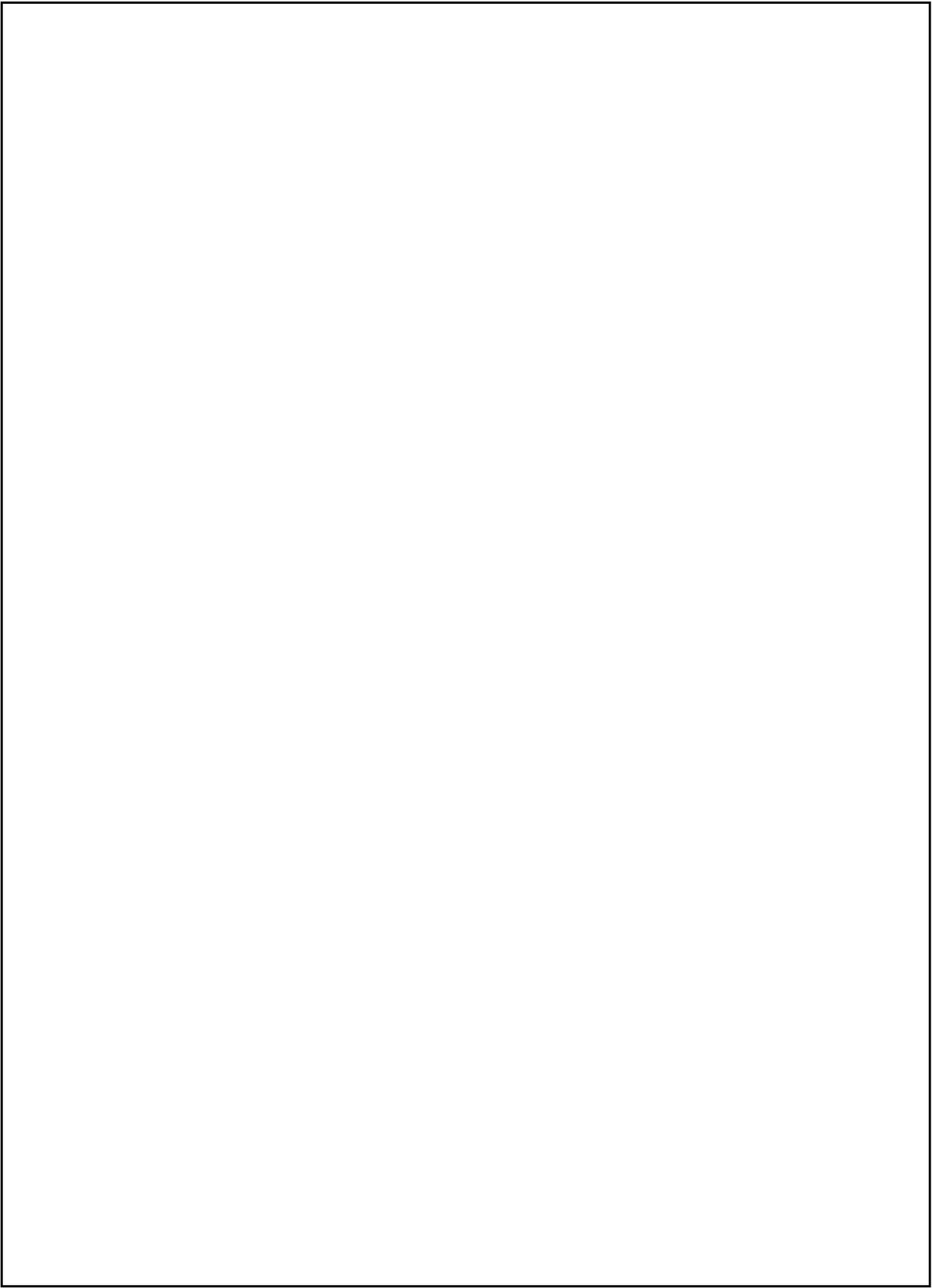
1 Thank you everybody and good night. This
2 meeting's adjourned.

3 (Chairperson Dan Richard adjourned the Public Meeting of
4 The High- Speed Rail Authority
5 at 6:33 p.m.)

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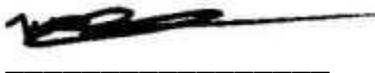
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