

2016 Business Plan RECORD DETAIL

Submission Date : 4/22/2016

Submission Method : Website

First Name : Florian

Last Name : Sauer

Stakeholder Comments/Issues : Please make sure to build the HSR nicely and from SF to LA and SD.

Make sure it happens!

Notes :

2016 Business Plan RECORD DETAIL

Submission Date : 4/22/2016

Submission Method : Website

First Name : Lawrence

Last Name : Ames

Stakeholder Comments/Issues : I'm supportive of HSR coming to San Jose. We in the community have worked for years w/ the Authority to mitigate some potentially negative impacts on neighborhoods, local trails, and wildlife. The attached file documents my concerns: I hope the revised business plan will result in a welcome design.

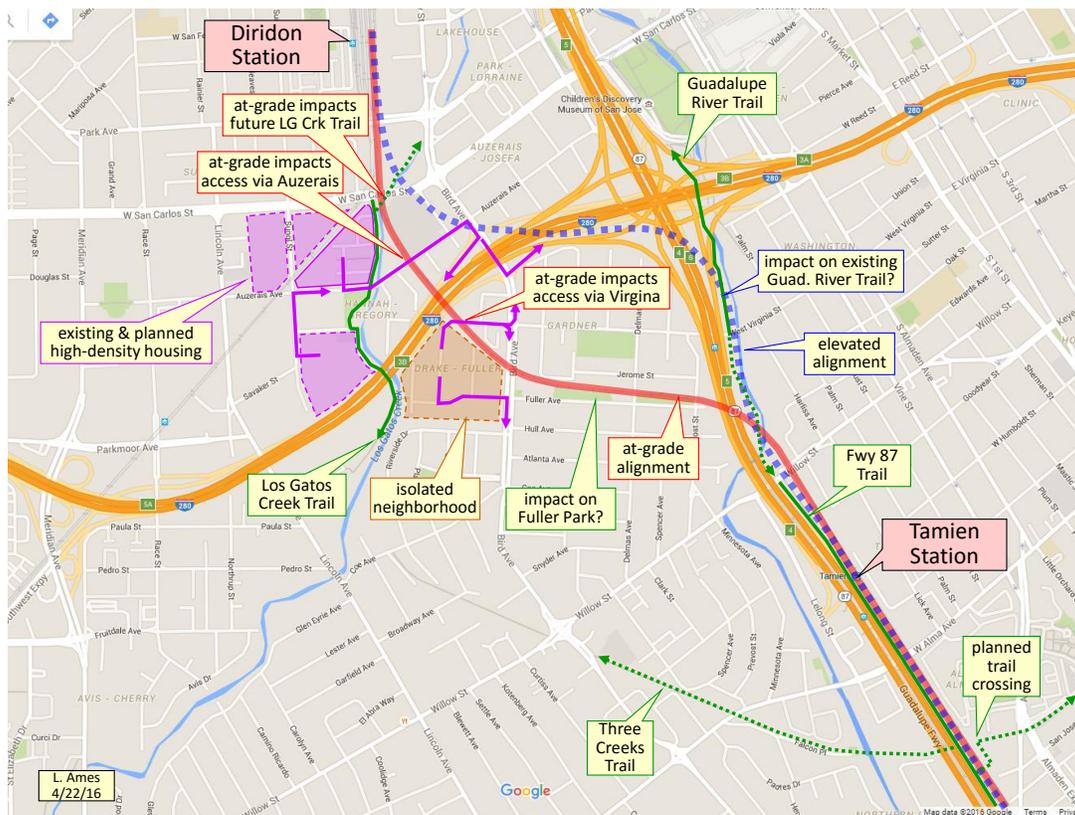
Notes :

Attachments : LLA_comments_42116.pdf (616 kb)

Dear Sirs and Madams,

Thank you for the extended opportunity to give comments on the revised Draft 2016 Business Plan for the California High Speed Rail.

I'm glad that High Speed Rail (HSR) is coming to San José! However, I do have a number of points of local concern which we in the community had previously worked out with the Authority, but which now have possibly been reopened by the revised Business Plan. Specifically, I am worried about the impact of a possibly changed Tamien - Diridon alignment on the central San José neighborhoods of Midtown, northern Willow Glen, and the Greater Gardner District. These areas are not exactly home to "the top 1%", and have been impacted for years by freight trains, freeways, and aircraft overflights en route to San José International (SJC).



I understand that two alternative alignments are now under serious consideration: "at grade" along the existing train alignment (shown in red in the above graphic), and "elevated" (dashed blue) primarily within the right-of-way of Freeways 87 and I-280. (The third alternative, underground, would not have the issues I list but may have a number of other problems.)

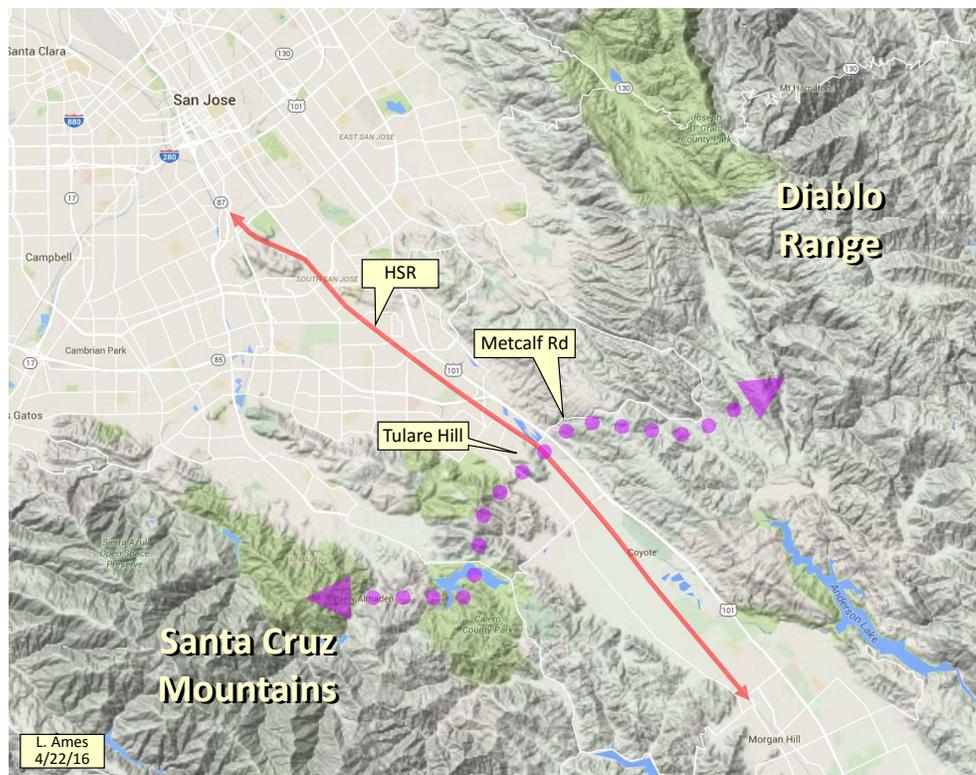
- The at-grade alignment into Diridon would impede or sever Virginia Street, the main access route to and from an isolated neighborhood shown in tan on the map. The only other access to this community is limited to right-turn-in / right-turn-out.

- A number of existing and planned mid- to high-density housing complexes (shown in purple) use Auzerais as a principal access to the freeway. The at-grade HSR alignment would impede or sever this access route, inconveniencing the residents and affecting traffic patterns throughout the region.
- Using the existing rail alignment would require additional tracks, given that one of the current two tracks is dedicated for freight. The added tracks would likely infringe upon Fuller Park
- The at-grade route will require a new crossing of the Los Gatos Creek. This bridge is already planned for replacement, and coordination work is being done to assure its design is compatible with the planned extension of the Los Gatos Creek Trail into Downtown.

The aerial alignment would generally be within the right-of-way of the freeways and would have much less impact on the neighborhoods. It would also give arriving passengers a great view of the City. Care would be needed, however, to avoid impacting the Guadalupe River Trail into Downtown (shown in green in the graphic).

Regardless of the alignment alternative, there are two other trail issues: the existing Freeway 87 trail paralleling the HSR, and the planned Three Creeks Trail that will need to cross it. Would the proposed changes in the Draft 2016 Business Plan have any impact on the previously negotiated accommodations?

And one final concern: between San José and Gilroy, the HSR will pass through a narrow point in the valley, near Metcalf Road and Tulare Hill, that is a documented natural wildlife corridor connecting the Santa Cruz Mountains and the Diablo Range. Will the budget considerations have any impact on the number and placement of accommodations for safe wildlife passage?



Thank you for the extended opportunity to give comment. I would be pleased to arrange for introductions to experts and informed individuals to answer questions related to any of the above issues.

Thank you,

~Larry Ames
Larry@L-Ames.com

2016 Business Plan RECORD DETAIL

Submission Date : 4/23/2016

Submission Method : Website

First Name : Bert

Last Name : Weaver

Stakeholder Comments/Issues : In years past, San Jose neighborhoods including Delmas Park and Gardner, among others, have been sliced and isolated by the construction of freeways. If high speed rail trains operate on at-grade crossings of Auzerais Ave and Virginia St, whole sections of these neighborhoods would again be cut off and isolated from each other. Even though an at-grade crossing might not look like an uncrossable boundary, the sheer number of trains operating on it effectively create a roadblock. The Delmas Park Neighborhood Association strongly requests that at-grade crossings of these two streets be eliminated from the Business Plan 2016.

Notes :

2016 Business Plan RECORD DETAIL

Submission Date : 4/24/2016

Submission Method : Website

First Name : Dan

Last Name : Leavitt

Stakeholder Comments/Issues : On page 16 of the recommended edits there appears to be a formatting error.

The sentence "The Authority is committed to pursuing Phase 2 and Altamont Corridor planning efforts, as addressed through funding appropriations for these corridor segments in SB 1029" should be the first sentence in the paragraph below it which begins "In the Central Valley...".

Please see the same text in the changes on page 10 of this document.

We greatly appreciate and support the proposed changes.

Notes :

2016 Business Plan RECORD DETAIL

Submission Date : 4/24/2016
Submission Method : Website
First Name : Alexander
Last Name : Friedman
Stakeholder Comments/Issues : Dear Sir or Madam:

The decision to open the initial HSR segment in the Bay area would be wrong... Yes, I understand that funding and costs are key issues, but what is the sense of building the project if it will not serve the main regions?! Los Angeles County - is where most of the California population is. Compare:

- 19 million population (in L.A. County), versus
- 6.4 million (San Jose area), versus
- 4.2 million (Fresno area).

Building the HSR to the highest-population, highest-density area is a Must. Otherwise, no sense of implementing the project.

I believe, the initial section should be to close the MISSING GAP in rail service - i.e. rail service between Los Angeles and Bakersfield. This would be the optimal solution and would substantially increase ridership and ultimately guarantee the overall project success.

To recap, I strongly encourage you to go with the original plan - i.e. to open the 1st segment of the HSR connecting with Southern California, rather than the Bay Area. Again - the 1st construction section (and operating segment) should be between Los Angeles and Bakersfield

Thank you!

Notes :

2016 Business Plan RECORD DETAIL

Submission Date : 4/25/2016

Submission Method : Website

First Name : Travis

Last Name : DeCoster

Stakeholder Comments/Issues : Trying to get a shared ROW from San Jose to Gilroy could save billions. It would allow for a leg to Merced and into Bakersfield.

Also an interim station in Merced at Campus parkway could save even more money.

Notes :

2016 Business Plan RECORD DETAIL

Submission Date : 4/25/2016

Submission Method : Project Email

First Name : Wanda

Last Name : Rogers

Stakeholder Comments/Issues : The first objective would allow others to understand how valuable having the High Speed Rail in the US would be.

Respectfully,

Wanda L Rogers

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Notes :

Attachments : image001.png (20 kb)

2016 Business Plan RECORD DETAIL

Submission Date : 4/25/2016
Submission Method : Letter
First Name : William
Last Name : Grindley
Stakeholder Comments/Issues : Madam/Sir - The attached Paper, Comment Responding to Possible Changes in HSR project termini, is a comment on the Authority's April 2016 Board meeting's discussion on two items:

1) That the VtoV phase or VtoV Ext. phases of the 2016 Plan may make changes in its northern and southern points in the San Joaquin Valley. These seem inconsequential in light of the unilateral change made in the 2012-2104 and 2016 Plans of equating AB3034's definition of Phase 1 to a Blended system that only has high-speed rail between San Jose and Los Angeles Union station.

2) Spending an additional \$2.1B to go from Shared Track to an undefined mix of Shared and Dedicated Track in the Southland: that seems like a waste. Wouldn't that be better spent on getting high-speed trains to the San Francisco's TBT to better connect with BART, which carries more riders per day than perhaps all other Bay Area transit systems combined?

Please consider this paper an extension of my commentary and Critique sent to the Authority on April 12, 2016.

Thank You

William Grindley

Notes :

Attachments : Comment_Responding_to_Possible_Changes_in_HSR_project_termini_.pdf (113 kb)

THE DEMISE OF AB3034'S PHASE 1
OR
HOW TO HIDE AT LEAST \$36BILLION OF CAPITAL COSTS

A paper commenting on possible changes to the April 21st 2016 version of the Draft 2016 Business Plan to the April 28th version.

Prepared by: William Grindley
151 Laurel Street
Atherton, CA 94027
M. 650 224 2343

THE DEMISE OF AB3034'S PHASE 1

OR

HOW TO HIDE AT LEAST \$36BILLION OF CAPITAL COSTS

This paper originated from hearing that the VtoV phase of the 2016 Plan is considering changes in its northern and southern points in the San Joaquin Valley.¹ Those potential changes seem as relevant to the high-speed rail (HSR) project's future as 'moving Titanic's deck chairs' early on the evening of April 14th 1912.² The more portent outcomes are in the answer to a simple question that turned out to require a forensic analysis.

How could Phase 1's estimated capital costs go from roughly \$100Billion to \$62Billion – a nearly 40% decrease – in four years?

The paper traces how the Authority got away with illegally and purposefully changing the definition – and therefore 'lowering' the capital costs – of AB3034's Phase 1 by a lack of Legislative oversight of their successive business plans, and rebranding 2011's Phase 1 Blended system (San Jose to Los Angeles/Anaheim) to become Phase 1 in 2012. It's a lesson in multi-billion dollar chicanery.

What Constitutes AB3034's Phase 1? – Section 2704.04 (b) (2) of AB3034, defines Phase 1, as shown in Figure 1

"As adopted by the authority in May 2007, Phase 1 of the high-speed train project is the corridor of the high-speed train system between San Francisco Transbay Terminal and Los Angeles Union Station and Anaheim."

In the 2008 Business Plan the capital costs for the San Francisco to LA/Anaheim Phase 1 (i.e. AB3034's Phase 1) was \$32.8 - \$33.6Billion.³

In the 2009 Report to the Legislature, Phase 1 was described in seven section maps⁴ and text⁵ exactly as AB3034 required. 2009's Phase 1's capital cost was \$35.7Billion⁶ – a 6%-9% increase over the prior year.

¹ These changes were articulated during an Authority Board meeting of April 21, 2016.

² RMS Titanic struck an iceberg that evening.

³ See Figure 21, p. 19 [PDF 23] of California High-Speed Train Business Plan, November 2008

In November 2011's DRAFT 2012 Plan, three new capital development phases were introduced, Bay-to-Basin, Phase 1 Blended and Phase 1 Full HSR. The Bay-to-Basin phase only traveled at high speeds (+200mph) between San Jose and San Fernando/Sylmar.⁷

Phase 1 Blended did not meet AB3034's definition of Phase 1. It connected riders between SF and LA/Anaheim's downtowns using an upgraded Caltrain corridor so HSR trains could travel at 110mph in Caltrain's corridor in the north and Metrolink infrastructure in the south.⁸ The Phase 1 Blended equation Phase 1 Blended's Year of Expenditure (YOE) capital costs were \$78.2Billion⁹ at least double the 2008 estimate.

The DRAFT 2012 Plan introduced Full Phase 1, which conformed to AB3034's origin-destination requirement.¹⁰ It was to open in 2033 and Phase 1 Full HSR¹¹ was to cost \$98.1Billion YOE¹² – nearly three times 2008's capital costs. Figure 1 tracks what happened to Full Phase 1 (Phase 1 Full HSR).

⁴ Between pp. 30-37 [PDF 32- 39] seven figures – SFSJ, SJM, MF, FB, BP, PLA, and LAA – show the planned sections in detailed maps under the heading Phase 1 Sections found on p. 30 [PDF 32] of the Report to the Legislature, California High-Speed Rail Authority, December 2009.

⁵ Page 65 [PDF 67] of the Report to the Legislature, California High-Speed Rail Authority, December 2009, says, "The remainder of this section presents more detail on the methodology and results for the ridership and revenue, the detailed operations plan, the operations costs, and the resulting cash flow for the initial phase between Anaheim and San Francisco."

⁶ Page 84 [PDF 86] of the Report to the Legislature, California High-Speed Rail Authority, December 2009, says "*The updated cost estimate for the San Francisco-to-Anaheim initial high-speed rail system in current year dollars is \$35.7 billion. This reflects inflation costs between 2008 and 2009, as well as section cost updates.*"

⁷ See p. 14 [PDF 14] of the California High-Speed Rail Authority, Connecting California, Draft 2014 Business Plan, February 7, 2014

⁸ Exhibit ES-1, [PDF 13] of the California High-Speed Rail Authority, Draft 2012 Business Plan, November 1, 2011 says, "*Builds on Bay to Basin with blended operations with existing commuter/intercity rail, and additional improvements for a one-seat ride, connecting downtown San Francisco and Los Angeles/ Anaheim.*"

⁹ See Exhibit ES-2, p. ES-9 [PDF 15] of the California High-Speed Rail Authority, Draft 2012 Business Plan, November 1, 2011

¹⁰ See Exhibit ES-1, p. ES-7 [PDF 13] of California High-Speed Rail Authority, Draft 2012 Business Plan, November 1, 2011 says "*Continues dedicated high speed alignment in full from San Jose to San Francisco and into Los Angeles/Anaheim.*"

¹¹ While the 'legal' Phase 1 was called Exhibit ES-1, p. ES-7 [PDF 13] in ES-2, p. ES-9 [PDF 15] it is called calls AB3034's Phase 1 Phase 1 Full HSR. They are equal.

¹² See Exhibit ES-2, p. ES-9 [PDF 15] of California High-Speed Rail Authority, Draft 2012 Business Plan, November 1, 2011

**Figure 1
An Anatomy of Deception**

Section 2704.04 (b) (2), AB3034 defines " . Phase 1 of the high-speed train project is the corridor of the high-speed train system between San Francisco Transbay Terminal and Los Angeles Union Station and Anaheim."

Column #'s	1	2	3/4 Shared (S) or Dedicated (D) Tracks?		5	6	7
Authority's Business Plan And Year	Name The Authority Gave Phase 1	The Authority's Phase 1 Name Should Be Called	SF to SJ Corridor (Track Shared w/Caltrain to 4 th and King, not SFTBT)	Burbank to Anaheim Corridor (Tracks Shared w/Metrolink)	Does It Conform to AB3034's Phase 1 Definition?	Is There A Commitment To Build AB3034's Phase 1?	Capital Cost (\$Billions) of Blended System Or Legal Phase 1
2008 Plan	Phase 1	Phase 1	D	D	YES	YES	\$32.8-\$33.6B
2009 Plan	Phase 1	Phase 1	D	D	YES	YES	\$35.7B
DRAFT 2012 Plan	Phase 1 Full HSR	Phase 1	D	D	YES	YES	\$98.1B
DRAFT 2012 Plan	Phase 1 Blended	Phase 1 Blended	S	S	NO	NO	\$78.2B
Revised 2012 Plan	Phase 1	Phase 1 Full HSR	D	D	YES	Under Duress	\$91.4B
Revised 2012 Plan	Phase 1 Blended ¹³	Phase 1 Blended	S	S	NO	NO	\$68.4B
2014 Plan	Phase 1	Phase 1 Blended	D	D	NO	NO	NA
2014 Plan	Phase 1 Blended	Phase 1 Blended	S	S	Not Addressed	Not Addressed	\$67.6B
2016 Draft Plan	Phase 1	Phase 1 Blended	D	D	Not Addressed	Not Addressed	NA
2016 Draft Plan	Phase 1 Blended	Phase 1 Blended	S	S	Not Addressed	Not Addressed	\$62.1B
April 28 2016 Plan	Phase 1 Blended	Phase 1 Blended	S	S+D	Not Addressed	Not Addressed	\$64.2B

¹³ See p. ES-4 [PDF 12] of the California High-Speed Rail Authority Revised 2012 Business Plan that says, "The benefits of investing in high-speed rail will be delivered far *cheaper* than previously estimated. Through the adoption of a blended approach, the Authority has confidence that the cost of delivering the San Francisco-to-Los Angeles/Anaheim system, in accordance with Proposition 1A performance standards, is reduced by almost \$30 billion, now estimated at \$68.4 billion."

The Anatomy of Deception – Lowering Capital Costs By Rebranding What The Legislature Meant Phase 1 To Be – The reaction to November 2011’s legal Phase 1 was “*The cost for the full-build system was too high.*”¹⁴ At nearly three times the 2008 Plan’s, the reaction caused the Authority to begin a crusade of deception to make Phase 1’s capital costs appear lower than \$98.1Billion.¹⁵

The Authority’s Revised 2012 Plan argued the superiority of Phase 1 Blended over AB3034’s requirements for Phase 1 as a matter of savings of capital costs, not as a matter of obeying the Legislature-initiated law.

*The Phase 1 Blended option eliminates the need for costly and intrusive new HSR infrastructure in urban areas, reducing the cost of delivering the HSR system called for in Proposition 1A by nearly \$30 billion (year-of-expenditure dollars [YOE\$]) from the previous Phase 1 Full Build proposal.*¹⁶ □

The Authority brags about Phase 1 Blended’s savings and recognizes the adoption of a *faux* Phase 1 (Phase 1 Blended) does not obey AB3034.

*The Phase 1 Blended option eliminates the need for costly . . . HSR infrastructure in urban areas, reducing the cost of delivering the HSR system called for in Proposition 1A . . . Completion of the Phase 1 Blended system . . . is estimated at \$68.4 billion in inflated, YOE dollars, compared to the previous Phase 1 Full Build estimate of \$98.1 billion.*¹⁷ □

¹⁴ See p. ES-1 of the California High-Speed Rail Authority Revised 2012 Business Plan.

¹⁵ See Exhibit 3-7, p. 3-11 [PDF 91] of the California High-Speed Rail Authority Revised 2012 Business Plan. In the Revised 2012 Plan, Phase 1 Blended system’s capital costs were \$68Billion, somehow 14% less than the statutorily required Phase 1 capital costs five months earlier (\$78.2Billion), see Exhibit 3-1, p. 3-2[PDF 82] of the California High-Speed Rail Authority Revised 2012 Business Plan.

¹⁶ See p. 3-1 [PDF 81] of the California High-Speed Rail Authority Revised 2012 Business Plan

¹⁷ See p.3-1 [PDF 81] of the California High-Speed Rail Authority Revised 2012 Business Plan. The full quote is: “*The Phase 1 Blended option eliminates the need for costly and intrusive new HSR infrastructure in urban areas, reducing the cost of delivering the HSR system called for in Proposition 1A by nearly \$30 billion (year-of-expenditure dollars [YOE\$]) from the previous Phase 1 Full Build proposal. Completion of the Phase 1 Blended system, as described in Chapter 2, is estimated at \$68.4 billion in inflated, YOE dollars, compared to the previous Phase 1 Full Build estimate of \$98.1 billion.*”

Phase 1 in the 2012 Revised Plan bears no resemblance to AB3034's Phase 1. The Authority makes no commitment to building a legally conforming Phase 1 (called Phase 1 Full Build or Phase 1 Full HSR in 2011's DRAFT 2012 Plan).

*"If a decision is made in the future to construct the Phase 1 Full Build system, this would involve constructing fully dedicated high-speed rail infrastructure between San Jose and San Francisco and between Los Angeles and Anaheim."*¹⁸ [Emphasis added] and later said

*"For the Phase 1 Full Build service, if constructed, one additional train in the peak would run between Los Angeles and San Francisco."*¹⁹ [Emphasis added]

Keying off the Peer Review Group's thinking²⁰ the 2012 Revised Business Plan said that a legal Phase 1 would be build, only if coerced.

*"Meanwhile, if the Phase 1 Full Build system is required to be built . . ."*²¹

*"If required, a Full Build option for Phase 1 could be completed by 2033 at an incremental cost of \$23 billion in year-of-expenditure dollars, for a cumulative cost of \$91.4 billion."*²²

AB3034 does not allow the Authority or the Legislature to reinterpret its mandate on whether to build the legal definition of Phase 1. It must.

Although recognizing what they proposed was not what AB3034 demanded,²³ the Revised 2012 Business Plan reinterpreted Phase 1 to be what Phase 1 Blended meant five months earlier in the DRAFT 2012 Plan.

¹⁸ See p. 3-12 [PDF 92] of the California High-Speed Rail Authority Revised 2012 Business Plan.

¹⁹ See p. 5-13 [PDF 121] of the California High-Speed Rail Authority Revised 2012 Business Plan

²⁰ See p. ES-4 [PDF 12] of the California High-Speed Rail Authority Revised 2012 Business Plan. "For example, the legislatively mandated California High-Speed Rail Peer Review Group, in its January 3, 2012, letter to the Legislature (www.cahsrprg.com/index.html), stated the following, . . . we question the value of retaining the full Phase 1 build-out at all in any of the CHSRA's more immediate plans."

²¹ See p. 9-8 [PDF 198] of the California High-Speed Rail Authority Revised 2012 Business Plan.

²² See p. ES-14 [PDF 22] of the California High-Speed Rail Authority Revised 2012 Business Plan. Page 2-12, [PDF 56] says, "Under a Full Build scenario, dedicated high-speed rail infrastructure would be extended from San Jose to San Francisco's Transbay Transit Center and from Los Angeles to Anaheim." □

²³ " . . . provision of a one-seat ride to Anaheim would require implementation of the Phase 1 Full Build improvements there." See p. 2-23 [PDF 67] of the California High-Speed Rail Authority Revised 2012 Business Plan □

*"The Phase 1 system— Connecting San Francisco, the Central Valley, and Los Angeles/Anaheim through a combination of dedicated high-speed rail infrastructure blended with existing urban systems"*²⁴

Figure 1 shows the devolution of AB3034's Phase 1 at the Authority's hands. In 2012, the adoption of Phase 1 Blended as a *faux* Phase 1 became all the Authority committed itself to build. Building Phase 1 Full Build became conditional and only if demanded by some entity.²⁵

Two years later, the 2014 Plan's Phase 1 specifications were the same as the DRAFT 2012 Plan's Phase 1 Blended's specifications and 2012's commitment.

"Dedicated high-speed rail infrastructure between San Jose and Los Angeles Union Station . . . Shared use of electrified/upgraded Caltrain corridor between San Jose and San Francisco Transbay Transit Center . . . Upgraded Metrolink corridor from LA to Anaheim."²⁶

If using Metrolink or Caltrain's infrastructure (improved or not) for the last 40-50 miles sounds like Phase 1 Blended again, it is. That 2014 description of a *faux* Phase 1 doesn't conform to AB3034's Phase 1, or 2011 or 2012's Phase 1 Full Build. In fact, the term 'Phase 1 Full Build' never appears in the 2104 Plan. The metamorphosis from AB3034's definition to a *faux* Phase 1 (really Phase 1 Blended) was complete.

²⁴ See p. ES-6 [PDF 14] of the California High-Speed Rail Authority Revised 2012 Business Plan. Also see: p. 2-12 [PDF 56] that says, "Step 4—*The Phase 1 System. For the blended approach, the dedicated high-speed rail infrastructure of the Bay-to-Basin system will be extended from the San Fernando Valley to Los Angeles Union Station, linking to a significantly upgraded passenger rail corridor developed to maximize service between Los Angeles and Anaheim while also addressing community concerns about new infrastructure impacts in a congested urban corridor that includes a number of established communities that abut the existing right-of-way. Under a Full Build scenario, dedicated high-speed rail infrastructure would be extended from San Jose to San Francisco's Transbay Transit Center and from Los Angeles to Anaheim.*" □

²⁵ See p. 5-19 [PDF 127] of the California High-Speed Rail Authority Revised 2012 Business Plan. The Authority recognizes that it will not attain the ridership that AB3034's Phase 1 (formerly called Phase 1 Full Build) would have. "If Phase 1 Full Build was constructed, the projections would show an increase in ridership of 7.7 million riders in the Medium Scenario in 2040, representing a 29 percent increase over Phase 1 Blended."

²⁶ See p. 16 [PDF 16] of the California High-Speed Rail Authority, Connecting California, Draft 2014 Business Plan, February 7, 2014

The 2014 Plan, says its predecessor, the 2012 Revised Plan, addressed capital funding for Phase 1.²⁷ But, as Figure 1 shows, 2012's Plan only commits to build a Phase 1 Blended system, not AB3034's Phase 1 or Phase 1 Full Build. Therefore, the only commitment to build in the 2014 Plan is to build the Phase 1 Blended, or what should be relabeled *faux* Phase 1.

The 2016 Draft Plan never addresses either Phase 1 Blended or Phase 1 Full HSR. The 2016 Plan unabashedly 'lowers' the *faux* Phase 1 costs by \$36Billion from the DRAFT 2012 Business Plan's \$98.1Billion capital cost.²⁸ Everyone loves a nearly 40% cost reduction, but what the Authority commits to build is not what AB3034 required, i.e. high-speed rail service between the centers of Los Angeles and San Francisco.²⁹

The 2016 Plan's deception deepens by a further \$5Billion *faux* cost-reduction.

*"For the same scope of work, these updated estimates reflect an 8% reduction in costs, down to \$62.1 billion in year of expenditure dollars (YOE\$), when compared to the \$67.6 billion (YOE\$) estimate presented in our 2014 Business Plan."*³⁰

²⁷ "The California High-Speed Rail Authority's 2012 Business Plan serves as the Authority's foundation document for implementing the state's high-speed rail system. It laid out a roadmap for how the Authority plans to build the 520-mile (Phase 1) system connecting the San Francisco Bay Area to the Los Angeles Basin through a series of phases." See p. 9 [PDF 9] of the California High-Speed Rail Authority Revised 2012 Business Plan

²⁸ "For the same scope of work, these updated estimates reflect an 8% reduction in costs, down to \$62.1 billion in year of expenditure dollars (YOE\$), when compared to the \$67.6 billion (YOE\$) estimate presented in our 2014 Business Plan." See p. 11 [PDF 11] of Connecting and Transforming California, Draft 2016 Business Plan, February 18, 2016.

²⁹ See p. 52 [PDF 52] of Connecting and Transforming California, Draft 2016 Business Plan, February 18, 2016. When that 2016 Plan says speaks of, "The cost estimates to deliver both the Silicon Valley to Central Valley line and the full Phase 1 system" it isn't referring to AB3034's definition, rather the Authority's 2012 Plan's illegal interpretation of its mission to build a high-speed rail system linking the two major cities' centers.

³⁰ See p. 11 [PDF 11] of Connecting and Transforming California, Draft 2016 Business Plan, February 18, 2016.

But how can that be? In October 2013, the Authority's lead consultants, Parsons Brinckerhoff (PB), gave the Authority's Board a presentation updating the cost estimates for the then-forthcoming 2014 Business Plan.³¹

Among cost increases for the *faux* Phase 1, the consultants raised were:

Cost escalation "*Accounts for \$370-\$410 million increase to Phase 1 costs in 2012 dollars.*"³²

A "\$2,050 million increase" between Fresno and Bakersfield, a "\$2,290 - \$2,950 million increase" between Bakersfield and Palmdale and between Palmdale and Los Angeles, a "\$90 - \$845 million increase."³³

□

These portions of PB's presentation equate to an increase of \$2.75Billion-\$9Billion of uncounted costs, a 4%-13% increase in AB3034's the *faux* Phase 1 (San Jose-LA Union/Anaheim) construction costs. The consultant's report was hidden from public scrutiny for two years.³⁴

Despite the Authority's primary consultant's calculations, the 2016 Plan claims the YOE capital costs of its *faux* Phase 1 – including rolling stock, terminals, signaling and electrification decreased by over \$5Billion.³⁵ Despite the Authority's machinations to cut operating costs in the 2016 Plan by cutting management and professional positions, cutting capital costs by \$5Billion is not an apples-to-apples comparison.

³¹ 2014 Business Plan Capital Cost Estimate Update, October 3rd 2013. Found by scrolling down the PDF file's letter from Chair Dan Richard on the URL http://www.hsr.ca.gov/docs/newsroom/Speaker_Atkins_Response_to_Request_for_Subpoena_110315.pdf This is also found in the Tos, Fukuda court record as AG031773

³² See [PDF 18] of 2014 Business Plan Capital Cost Estimate Update, October 3rd 2013. Found by scrolling down the PDF file's letter from Chair Dan Richard on the URL http://www.hsr.ca.gov/docs/newsroom/Speaker_Atkins_Response_to_Request_for_Subpoena_110315.pdf. This is also found in the Tos, Fukuda court record as AG031773

³³ See [PDF 23-25] of See [PDF 18] of 2014 Business Plan Capital Cost Estimate Update, October 3rd 2013. Found by scrolling down the PDF file's letter from Chair Dan Richard on the URL http://www.hsr.ca.gov/docs/newsroom/Speaker_Atkins_Response_to_Request_for_Subpoena_110315.pdf This is also found in the Tos, Fukuda court record as AG031773

³⁴ Only by the efforts of Ralph Vartabedian, a Los Angeles Times' investigative reporter, were October 2013 cost escalations brought to light in October 2015. Found at <http://www.latimes.com/local/california/la-me-bullet-train-cost-final-20151025-story.html>

³⁵ See Exhibit 5.3, p. 56 [PDF 56] of Connecting and Transforming California, Draft 2016 Business Plan, February 18, 2016.

The Achievement of Deceit – What did the Authority achieved from counting on readers of their 2012 Revised Plan and onwards not referring to what the strictures of what AB3034 meant by Phase 1? Simply said, a lot.

The Authority ignored AB3034's stricture and prior Plans' estimates, and boldly claimed that 2014's *faux* Phase 1's capital cost was only \$67.6Billion.³⁶ That 2014 Plan brought a *faux* 'savings' of \$30.5Billion to build Phase 1.

The sleight-of-hand beginning in April 2012 worked. Most media and most Legislators today speak of the Authority's Phase 1 bringing high-speed rail to the centers of LA and SF for \$68Billion, not \$98Billion (YOE). After adoption of the 2016 Plan, they're likely to speak of

The Authority's undeserved arrogance, coupled with its political protection in Sacramento and Washington, has allowed a key provision of its foundation law (AB3034) to be ignored. California's Legislature either 'missed' that deceit or 'went along to get along' and in doing so to date have cost taxpayers from Alaska to Alabama (and 48 other states) somewhere between \$1.6 - \$1.8Billion without an inch of rail being laid. That's a waste.

How this happened is testimony to a politically driven project that thinks it is above what a seven-year old law says. It is a remarkable feat of legerdemain, and a demonstration of only one of the arbitrary and capricious decisions the Authority has taken.

³⁶ See Exhibit 3.5, p. 36 [PDF 36] of the California High-Speed Rail Authority, Connecting California, Draft 2014 Business Plan, February 7, 2014. The DRAFT 2012 Plan said that AB3034's Phase 1 (at that time called Phase 1 Full Build) would cost \$98.1Billion to build.

2016 Business Plan RECORD DETAIL

Submission Date : 4/25/2016
Submission Method : Project Email
First Name : Mike
Last Name : Stangel
Stakeholder Comments/Issues : Greetings,

I am writing to voice my opposition to the recent draft business plan for the High Speed Rail. The 2016 Business Plan completely ignores input from individuals and communities who submitted comments and concerns emanating from the Palmdale to Burbank project section. We submitted comments in writing and in testimony at the CHSRA board meeting in Anaheim in April 2016. Nowhere are comments from the northeast San Fernando Valley referenced in either the Business Plan or staff recommendations.

Furthermore, I believe the entire HSR project amounts to voter fraud. Both the budget and the routes (in principle) were clearly stated in the ballot measure that was approved, and now the project has gone wildly off the rails -- cutting through our precious National Forest, damaging delicate ecosystems and decimating neighborhoods, and costing much, much more than what voters approved.

Sincerely,

Michael Stangel

Notes :

2016 Business Plan RECORD DETAIL

Submission Date : 4/25/2016

Submission Method : Project Email

First Name : Jeff

Last Name : L

Stakeholder Comments/Issues : I oppose the high speed rail coming through and ruining a low-density, rural neighborhood established in the early 1960's.

There is an already established transportation corridor along the SR 14 yet you choose to try to bring the rail through the Angeles Forest and well established, older, quiet neighborhoods. What sense does this make?

Preserving the quality of life in these neighborhoods should be your TOP PRIORITY.

Jeff

Notes :

2016 Business Plan RECORD DETAIL

Submission Date : 4/25/2016

Submission Method : Project Email

First Name : Randal

Last Name : Ferman

Stakeholder Comments/Issues : Reference: CHSRA Draft 2016 Business Plan dated February 18, 2016

To whom it may concern,

On page 11 of the referenced Business Plan, under the section *Updated cost estimates*, the project capital cost estimate was reduced by 8%, not factoring in the reinvestment of a portion of those savings.

This cost reduction estimate relies heavily upon the first design-build construction bids, which we understand came in under budget. Chairman Dan Richard has repeatedly promoted, in public and media appearances, the fact of the recent bids coming in lower than budget as he has been challenged about overall project costs.

The problem with relying upon the bid price as a basis for future capital expenditures, is that actual construction costs, for infrastructure projects of this type, always go up. Construction firms bid competitively to get the job. They know that they can eventually make up for a low bid when the change orders come in. On large, complex projects, change orders are inevitable and, in fact, routine. It is well-known and understood that this is how the game is played.

Hundreds of millions of dollars of unforeseen change order and delay costs are currently being negotiated between CHSRA and the construction firms for work in-progress. It is likely that substantial portions of this will eventually be settled in favor of the firms doing the work.

We are very early into this massive project and some of the most uncertain engineering plans and construction costs involving tunneling through seismically active fault zones, traversing high mountain passes, crossing flood zones and entering into developed urban areas is anything but settled.

It is naive optimism to believe that eventual capital costs will be less, based on these early phase bids. *Actual project costs will inevitably increase - substantially.*

Yours very truly,

Randal Ferman

10651 Longford Street

Lake View Terrace, CA 91342

Cell ph 818-675-1425

rferman1@gmail.com

Notes :

2016 Business Plan RECORD DETAIL

Submission Date : 4/25/2016

Submission Method : Telephone

First Name : Cindy

Last Name : Bloom

Stakeholder Comments/Issues :

Notes : Original voicemail files available upon request.

Attachments : voice_msg_458091175_1461599531.wav (99 kb)
Voicemail_042516_Biz_Plan_Bloom.pdf (44 kb)

My name is Cindy Bloom, B-L-O-O-M and I oppose the 2016 business plan because it still includes the previously flawed SAA report for the Palmdale to Burbank project section that includes the above ground, damaging alternatives. They are universally opposed by all impacted communities and all local elected officials. Your Authority has ignored our input for two years related to E2, and the deficiencies in the SAA report are not addressed in either the 2016 business plan or the staff recommendations. The rationale used to retain and/or eliminate route alternatives are ambiguous, conflicting and lacking in sound environmental, ethical, financial and operations [unintelligible]. For example, [unintelligible] letters to the Authority and testimony at the Anaheim Board meeting to eliminate the former E3 route were ignored and [unintelligible]. Thank you.

2016 Business Plan RECORD DETAIL

Submission Date : 4/25/2016

Submission Method : Project Email

First Name : Terri

Last Name : Cunningham

Stakeholder Comments/Issues : I oppose the 2016 Business Plan in its entirety due to the lack of funding, lack of planning, lack of reliable ridership and operational data, lack of environmental approvals, lack of credible GHG emissions benefits data, and lack of entitlements needed to proceed. In fact, there has been no study of what the changes in the IOS mean relative to GHG emissions, thus, the entire premise of GHG benefits is suspect at this point given the increasing likelihood of delays and even cancellation of the southern California segment.

I oppose the 2016 Business Plan because it still includes a seriously flawed SAA Report for the Burbank to Palmdale project section that includes above ground, damaging route alternatives that are universally opposed by all impacted communities and all local elected officials. CHSRA has ignored public input for nearly two years related to E2 and the deficiencies in the SAA Report are not addressed in either the 2016 Business Plan or staff's recommendations. The rationales used for retaining and/or eliminating route alternatives are ambiguous, conflicting and lacking in sound environmental, technical, financial and operational reasoning. For example, as referenced in several letters to CHSRA, and testimony at its Anaheim board meeting, reasons cited by CHSRA for eliminating the former E3 route were ignored in retaining the E2 route.

Teresa Roe-Cunningham
Sun Valley, CA

Sent from my iPhone

Notes :

2016 Business Plan RECORD DETAIL

Submission Date : 4/25/2016

Submission Method : Project Email

First Name : Eve

Last Name : Mainzer

Stakeholder Comments/Issues : Greetings
Your biz plan online comments form has not and still is not working

You have completely ignored all comments made by the NE San Fernando Valley in the plan that were made in person and written and submitted in Anaheim by over 100 people who went there. We have given our input--we oppose the 2016 plan because our input of the facts is ignored and you accepted an ignorant study from Mineta Transportation as accurate when the report is full of mistakes. Or equine study

I oppose this plan as it continues to focus on destroying our area and is based on flawed assumptions. The same reasons for eliminating E3 are true for e2.

This HSR project does not have enough funding and is ignoring environment concern and makes assumptions that aren't true because no independent 3rd party does the studies or listens to us who live here--me almost 30 years!!! Stop ignoring public comments from North East San Fernando Valley Lake View Terrace and Shadow Hills Ca.

Sincerely
Eve Sullivan

Sent from my iPhone

Notes :

2016 Business Plan RECORD DETAIL

Submission Date : 4/25/2016

Submission Method : Project Email

First Name : John

Last Name : Shannon

Stakeholder Comments/Issues : I oppose the 2016 Business Plan in its entirety due to the lack of funding, lack of planning, lack of reliable ridership and operational data, lack of environmental approvals, lack of credible GHG emissions benefits data, and lack of entitlements needed to proceed. In fact, there has been no study of what the changes in the IOS mean relative to GHG emissions, thus, the entire premise of GHG benefits is suspect at this point given the increasing likelihood of delays and even cancellation of the southern California segment.

John Shannon
Shadow Hills

Notes :

2016 Business Plan RECORD DETAIL

Submission Date : 4/25/2016

Submission Method : Telephone

First Name : Unknown

Last Name : Unknown

Stakeholder Comments/Issues :

Notes : Caller did not submit name. Original voicemail files available upon request.

Attachments : voice_msg_458074605_1461597117.wav (285 kb)
Voicemail_042516_Biz_Plan_Unknown.pdf (47 kb)

First of all, all day yesterday, and still today, your online comment form, the other alternative to calling in, does not work and it doesn't matter if you tried at midnight last night, 3 a.m., we had someone try at 5 a.m., it doesn't work. It's very suspicious that this happens when you invite public comment. The reason I say this is because my community, the northeast San Fernando Valley, specifically Lakeview Terrance, California, we submitted many comments, went to Anaheim by bus, both written and vocal comments opposing the 2016 Business Plan and your staff recommendations and the actual plan completely ignored any input from us. There were many comments made, you've gotten lots and lots of information from us and whatnot, and our particular neighborhood of Lakeview Terrance will be completely destroyed by any above ground work for high-speed rail on this stupid Palmdale to Burbank line, which was never part of the, or disclosed, you're doing it at your own discretion from what was voted on by the people and I did not vote for this. Like I said, over 100 of us submitted comments to your business plan and you completely ignored us so I am calling in to tell you that I completely oppose the business plan. Number one, you hired a company named Mineta, who completely made an inaccurate equine study document about the impact of high-speed rail on the equestrian community and it contains blatant falsehoods and they are completely ignorant of horse issues. Second of all, they were not an independent third-party and any studies of our area need to be done by an independent third-party and I completely oppose the [unintelligible] because of your lack of funding, your indiscriminate decision making, just based on the fact that you had a vote that this train was possible. No one ever considered the fact that it is cost prohibitive for ridership. I as single mom with children and could not afford one fare to ride. I'd also like to say that there's been improper environmental studies and I think [cuts off].

2016 Business Plan RECORD DETAIL	
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Submission Date : 4/25/2016

Submission Method : Project Email

First Name : Jennifer

Last Name : Uteda

Stakeholder Comments/Issues : TO WHOM IT MAY CONCERN:

My family vehemently opposes the High Speed Rail project because you have ignored our communities input entirely and you want to destroy our way of life...not to mention our property values. The voters DID NOT vote for this to come through our area of Shadow Hills and the surrounding rural communities. It was supposed to come down the I-5 corridor. Why does the Sacramento and HSR think they can do whatever they want?? It's really outrageous, not to mention the enormous tax dollars you have already wasted on this outdated model of transportation. No one is going to ride it, it's just a bunch of engineering egos (see what we can do!) and greedy politicians who want money to run the state. Also, there are inside deals with contractors and "environmental" studies that suit only the fat cats of Sacramento. We've already uncovered some shady hookups between HSR and these completely baseless "studies". You want to destroy our way of life, something that's truly special for our community. You only see land you can build on and continue to line your pockets with money.

We use that land to ride our horses, take wonderful hikes with our kids, enjoy solitude and peace in a busy city. The wildlife have a place to live with water and things to eat. WHY DO YOU WANT TO DESTROY THIS?! WE DIDN'T VOTE FOR THIS!!

You have completely ignored our input and have changed everything that was voted on. Is this a democracy? We will fight this.

The 2016 Business Plan, and staff recommendations, completely ignores input from individuals and communities who submitted comments and concerns emanating from the Palmdale to Burbank project section. We submitted comments in writing and in testimony at the CHSRA board meeting in Anaheim in April 2016. Nowhere are comments from the northeast San Fernando Valley referenced in either the Business Plan or staff recommendations.

I oppose the 2016 Business Plan in its entirety due to the lack of funding, lack of planning, lack of reliable ridership and operational data, lack of environmental approvals, lack of credible GHG emissions benefits data, and lack of entitlements needed to proceed. In fact, there has been no study of what the changes in the IOS mean relative to GHG emissions, thus, the entire premise of GHG benefits is suspect at this point given the increasing likelihood of delays and even cancellation of the southern California segment.

I oppose the 2016 Business Plan because it still includes a seriously flawed SAA Report for the Burbank to Palmdale project section that includes above ground, damaging route alternatives that are universally opposed by all impacted communities and all local elected officials. CHSRA has ignored public input for nearly two years related to E2 and the deficiencies in the SAA Report are not addressed in either the 2016 Business Plan or staff's recommendations. The rationales used for retaining and/or eliminating route alternatives are ambiguous, conflicting and lacking in sound environmental, technical, financial and operational reasoning. For example, as referenced in several letters to CHSRA, and testimony at its Anaheim board meeting, reasons cited by CHSRA for eliminating the former E3 route were ignored in retaining the E2 route.

I oppose the 2016 Business Plan because it leaves Southern California communities in the Burbank to Palmdale Project Section in limbo indefinitely. Property values, eminent domain, construction impacts and loss of our community character will be negatively affected for 3-5 years of

environmental studies, 5-10 years of construction and possibly ongoing operations. CHSRA continuously issues incorrect timelines and schedules for completion of environmental studies to appease local elected officials, but normal industry standards and practice indicate the DEIR/DEIS for the 35-35 mile segment will take at least 4 years to complete, meaning 2020, not 2017 as CHSRA proclaims. One need only observe the nearby, 3-5 mile DEIR for the 710 Freeway Extension project which took four years from scoping to DEIR to draw a reasonable comparison and schedule.

-

Key Points to Make on Voice and Email Messages Related to 2016 High Speed Train Business Plan

-

I oppose the 2016 Business Plan because it provides no information about how CHSRA will communicate with Southern California communities as CHSRA focuses on a northern California IOS. It simply and inadequately states environmental studies will continue. Already, CHSRA ceased community outreach in the Burbank to Palmdale project section since May 2015, canceled community outreach meetings scheduled and committed to by CHSRA for November/December 2015, and did not complete upfront environmental studies related to water, tunneling, seismic and equine issues as promised to local elected officials and our communities. In addition, CHSRA acted improperly by hiring the Mineta Transportation Institute to conduct blatantly biased and incompetent equine and tunneling studies and then had the audacity to use those documents as basis for decisionmaking in its SAA Report and 2016 Business Plan. CHSRA has a clear conflict of interest in using Mineta, which has as many as five Board of Trustees' members who are current/former Authority employees, highly paid contractors or board members.

I believe environmental studies for all route alternatives in the Palmdale to Burbank project section should be terminated as CHSRA lacks the bandwidth to conduct the studies properly with such a strong focus on northern California. It is clear CHSRA will "go through the motions" and lack integrity and transparency in these environmental studies as proven by the lack of community outreach meetings since May 2015, and the cancellation of community outreach meetings in November/December 2015. In additions, since funding does not exist for the southern California route, it is premature and an abuse of discretion to conduct studies that damage our communities. The early Phase 1 investments in southern California must be stopped for two reasons. First, there is no way to properly plan these bookend/connectivity investments given their last minute creation. Second, these payments are nothing more than "pork" and patronizing payoffs to assuage the feelings and politics of southern California leaders, labor unions and contractors. They are a non-transparent means of buying time for the Authority in southern California.

You need to start listening to us.

Robert and Jennifer Uteda and Family

Notes :

2016 Business Plan RECORD DETAIL

Submission Date : 4/25/2016

Submission Method : Telephone

First Name : Bonnie

Last Name : Clowen

Stakeholder Comments/Issues :

Notes : Original voicemail files available upon request.

Attachments : voice_msg_458081717_1461596646.wav (146 kb)
Voicemail_042516_Biz_Plan_Clownen.pdf (44 kb)

Hi my name is Bonnie Clowen. I oppose that 2016 Business Plan completely. The main reason is because there is no funding, there's a lack of funding. I know I tried to read in your business plan that you put out as fast as I could. I know there were a few things in there that indicated that it might be there, however, it's not there. There's not a lot of planning, I don't feel that the high-speed rail is being completely honest about everything. There's going to be extra emissions, so I don't know how you feel that's going to help with the emissions in the future when you are putting a ton into it. It leaves a lot of communities impacted from the Burbank to Palmdale leg and I don't understand why you are keeping the above ground route, the E2, and I believe there is some above ground on SR 14, however, I don't even feel your map are 100 percent as far as what you are proposing, as far as the routes go, what's above ground, under ground, or tunnel or cover, it all seems very non-transparent to me at this time, and maybe you don't even know yet, but at least you can tell people that. Anyway, thank you very much and have a good day and make the right decision

2016 Business Plan RECORD DETAIL

Submission Date : 4/25/2016

Submission Method : Project Email

First Name : TERRI

Last Name : ORTIZ

Stakeholder Comments/Issues : I STRONGLY OPPOSE your 2016 Business Plan due to following few reasons of many

NO MONEY
NO MONEY NO FUNDING
NOT WHAT VOTERS VOTED FOR ORIGINALLY
YOUR STUDIES ARE INADEQUATE AND BIASED
NO MONEY
NO HONEST COMMUNICATION
ROUTES ARE DAMAGING TO OUR PROTECTED SPECIES
AND LOCAL NATURAL WATER
NO MONEY
NO MONEY
NO FUNDING ETC ETC

How can you as a group continue with this "plan" knowing it is flawed.....Don't you have a conscious?
GREED for money.....because you're getting paid!
You need to go back to the "drawing board" with a better plan eliminating the Burbank stop.....no reason for this stop.
Wasn't your original plan to get to Los Angeles?????

Teresa Ortiz
Shadow Hills

--
Terri

Notes :

2016 Business Plan RECORD DETAIL

Submission Date : 4/25/2016

Submission Method : Telephone

First Name : Tina

Last Name : Pedrozi

Stakeholder Comments/Issues :

Notes : Original voicemail files available upon request.

Attachments : voice_msg_458082669_1461596121.wav (129 kb)
Voicemail_042516_Biz_Plan_Pedrozi.pdf (43 kb)

Hi my name is Tina Pedrozi and I am a resident of [cuts out] in fact where it is supposed to go above grade. I think that you guys need to change any above grade, level plans and resubmit them and make sure that everything is done underground otherwise we are going to stand and fight for this. I also do not agree with the new business plan as far as it going, starting new schedules for Burbank to Palmdale. You guys are uncertain of anything that you are doing, everything that you are doing is leaving the community in limbo and changing our lives indefinitely. I think you need to re-look and re-do and maybe take more public comment and allow more people to voice their opinions about how they feel about these upgrade, above grade, level plans that you guys have for that train to come bolting through family's residential areas, backyards, splitting neighborhoods in half. We don't appreciate it, we don't want it, please remove it. We're asking you to please remove the above grade level in Lakeview Terrance E2 line. Thank you, bye

2016 Business Plan RECORD DETAIL

Submission Date : 4/25/2016
Submission Method : Project Email
First Name : Robert
Last Name : Allen
Stakeholder Comments/Issues : Oops: 1974-1988.

On Mon, Apr 25, 2016 at 7:14 AM, Robert Allen <robertseeallen@gmail.com> wrote:

- >
- > State clearly
- >
- > **"CHSRA will run trains only on fenced and grade-separated tracks."**
- >
- > The first words in the 2008 Prop 1A title were **"Safe"** and **"Reliable"**.
- > High speed train operations on track with grade crossings are ***neither**
- > **safe nor reliable***. Unless the track is fenced against intrusion,
- > trespassers (witting or not) will lead to delays.
- >
- > Two major fenced corridors (US 101 and I-280) run the length of the San
- > Francisco peninsula with no crossings at grade. Rubber-tired vehicles -
- > which can stop much more quickly than trains - are limited to 65 mph.
- >
- > Amtrak's "City of New Orleans" on 79 mph track hit a steel-loaded truck at
- > a crossing in Bourbonnais, Illinois, derailing two locomotives and 11 of 13
- > cars. 79 mph train speed at grade crossings is not safe, and that is the
- > first word in the Prop 1A title.
- >
- > Robert S. Allen
- > Director, BART District 5, (1874-1988)
- > Retired, SP (now UP) Western Division, Engineering/Operations
- >

Notes :

2016 Business Plan RECORD DETAIL

Submission Date : 4/25/2016

Submission Method : Telephone

First Name : Theresa

Last Name : Ortiz

Stakeholder Comments/Issues :

Notes : Original voicemail files available upon request.

Attachments : voice_msg_458083510_1461593923.wav (128 kb)
Voicemail_042516_Biz_Plan_Ortiz.pdf (43 kb)

My name is Theresa Ortiz, I am a resident of Shadow Hills, California. I'm calling because I oppose your high-speed train. I feel that you guys don't know what you are doing. All this time, your changes, it seems like you are running around in circles trying to gather information from what we as the S.A.F.E. membership are providing you. You guys don't have the money and it's not right. You're spending our taxpayer dollars, and you guys should cancel this and start from the ground, you need a better foundation for what you are doing. I strictly oppose this, I mean, that's because we have species in our area here that shouldn't be, which should be preserved, our water, it's just uh, you shouldn't be doing this. You need to cancel and let the voters vote for this again when you have a better business plan, when you have a better, more concrete idea of what you are doing. Thank you

2016 Business Plan RECORD DETAIL

Submission Date : 4/25/2016
Submission Method : Project Email
First Name : Robert
Last Name : Allen
Stakeholder Comments/Issues : State clearly

"CHSRA will run trains only on fenced and grade-separated tracks."

The first words in the 2008 Prop 1A title were *"Safe" *and *"Reliable"*. High speed train operations on track with grade crossings are *neither safe nor reliable*. Unless the track is fenced against intrusion, trespassers (witting or not) will lead to delays.

Two major fenced corridors (US 101 and I-280) run the length of the San Francisco peninsula with no crossings at grade. Rubber-tired vehicles - which can stop much more quickly than trains - are limited to 65 mph.

Amtrak's "City of New Orleans" on 79 mph track hit a steel-loaded truck at a crossing in Bourbonnais, Illinois, derailing two locomotives and 11 of 13 cars. 79 mph train speed at grade crossings is not safe, and that is the first word in the Prop 1A title.

Robert S. Allen
Director, BART District 5, (1874-1988)
Retired, SP (now UP) Western Division, Engineering/Operations

Notes :

2016 Business Plan RECORD DETAIL

Submission Date : 4/25/2016
Submission Method : Project Email
First Name : Sandra
Last Name : Ogden
Stakeholder Comments/Issues : High Speed Rail Committee:

As residents of Shadow Hills, my husband and I find it utterly frustrating that our concerns as voting citizens have been completely ignored, and we cannot express our dissatisfaction strongly enough. The 2016 Business Plan, and staff recommendations, has completely ignored input from individuals and communities who submitted comments and concerns emanating from the Palmdale to Burbank project section. Comments in writing and in testimony at the CHSRA board meeting in Anaheim in April 2016. Nowhere are these comments from the northeast San Fernando Valley referenced in either the Business Plan or staff recommendations. We are opposed to the 2016 Business Plan in its entirety due to the LACK OF FUNDING, lack of planning, lack of reliable ridership and operational data, lack of environmental approvals, lack of credible GHG emissions benefits data, and lack of entitlements needed to proceed. In fact, there has been no study of what the changes in the IOS mean relative to GHG emissions, thus, the entire premise of GHG benefits is suspect at this point given the increasing likelihood of delays and even cancellation of the southern California segment. The early Phase 1 investments in southern California must be stopped for two reasons. First, there is no way to properly plan these bookend/connectivity investments given their last minute creation. Second, these payments are nothing more than "pork" and patronizing payoffs to assuage the feelings and politics of southern California leaders, labor unions and contractors. They are a non-transparent means of buying time for the Authority in southern California.

We are opposed to the 2016 Business Plan because it still includes a seriously flawed SAA Report for the Burbank to Palmdale project section that includes above ground, damaging route alternatives that are universally opposed by all impacted communities and all local elected officials. CHSRA has ignored public input for nearly two years related to E2 and the deficiencies in the SAA Report are not addressed in either the 2016 Business Plan or staff's recommendations. The rationales used for retaining and/or eliminating route alternatives are ambiguous, conflicting and lacking in sound environmental, technical, financial and operational reasoning. For example, as referenced in several letters to CHSRA, and testimony at its Anaheim board meeting, reasons cited by CHSRA for eliminating the former E3 route were ignored in retaining the E2 route. We oppose the 2016 Business Plan because it leaves Southern California communities in the Burbank to Palmdale Project Section in limbo indefinitely. Property values, eminent domain, construction impacts and loss of our community character will be negatively affected for 3-5 years of environmental studies, 5-10 years of construction and possibly ongoing operations. CHSRA continuously issues incorrect timelines and schedules for completion of environmental studies to appease local elected officials, but normal industry standards and practice indicate the DEIR/DEIS for the 35-35 mile segment will take at least 4 years to complete, meaning 2020, not 2017 as CHSRA proclaims. One need only observe the nearby, 3-5 mile DEIR for the 710 Freeway Extension project which took four years from scoping to DEIR to draw a reasonable comparison and schedule. We oppose the 2016 Business Plan because it provides no information about how CHSRA will communicate with Southern California communities as CHSRA focuses on a northern California IOS. It simply and inadequately states environmental studies will continue. Already, CHSRA ceased community outreach in the Burbank to Palmdale project section since May 2015, canceled community outreach meetings scheduled and committed to by CHSRA for November/December 2015, and did not complete upfront environmental studies related to water, tunneling, seismic and equine issues as promised to local elected officials and our communities. In addition, CHSRA acted improperly by hiring the Mineta Transportation Institute to conduct blatantly biased and incompetent equine and tunneling studies and

then had the audacity to use those documents as basis for decision making in its SAA Report and 2016 Business Plan. CHSRA has a clear conflict of interest in using Mineta, which has as many as five Board of Trustees' members who are current/former Authority employees, highly paid contractors or board members. We firmly believe environmental studies for all route alternatives in the Palmdale to Burbank project section should be terminated as CHSRA lacks the bandwidth to conduct the studies properly with such a strong focus on northern California. It is clear CHSRA will "go through the motions" and lack integrity and transparency in these environmental studies as proven by the lack of community outreach meetings since May 2015, and the cancellation of community outreach meetings in November/December 2015. In addition, since funding does not exist for the southern California route, it is premature and an abuse of discretion to conduct studies that damage our communities. The early Phase 1 investments in southern California must be stopped for two reasons. First, there is no way to properly plan these bookend/connectivity investments given their last minute creation. Second, these payments are nothing more than "pork" and patronizing payoffs to assuage the feelings and politics of southern California leaders, labor unions and contractors. They are a non-transparent means for the southern California

Sandra and Robert Ogden
Shadow Hills, CA

Notes :

2016 Business Plan RECORD DETAIL

Submission Date : 4/24/2016
Submission Method : Project Email
First Name : Robert
Last Name : Allen
Stakeholder Comments/Issues : *Corrected Copy:*

State clearly

CHSRA will run trains only on fenced and grade-separated tracks.

The first words in the 2008 Prop 1A title were **"Safe"** and **"Reliable"**. High speed train operations on track with grade crossings are **"neither safe nor reliable"**. Unless the track is fenced against intrusion, trespassers (witting or not) will lead to delays.

Two major fenced corridors (US 101 and I-280) run the length of the San Francisco peninsula with no crossings at grade. Rubber-tired vehicles - which can stop much more quickly than trains - are limited to 65 mph.

Amtrak's "City of New Orleans" on 79 mph track hit a steel-loaded truck at a crossing in Bourbonnais, Illinois, derailing two locomotives and 11 of 13 cars. 79 mph train speed at grade crossings is not safe, and that is the first word in the Prop 1A title.

Robert S. Allen
Director, BART District 5, (1874-1988)
Retired, SP (now UP) Western Division, Engineering/Operations

On Sun, Apr 24, 2016 at 10:37 PM, Robert Allen
<robertseeallen@gmail.com>
wrote:

- > State clearly
- >
- > **"CHSRA will run trains only on fenced and grade-separated tracks."**
- >
- > The first words in the 2008 Prop 1A title were **"Safe"** and **"Reliable"**.
- > Railroad operations on track with grade crossings are **"neither safe nor**
- > **reliable"**. Unless the track is fenced against intrusion, trespassers
- > (witting or not) will lead to delays.
- >
- > Two major fenced corridors (US 101 and I-280) run the length of the San
- > Francisco peninsula with no crossings at grade. Rubber-tired vehicles -
- > which can stop much more quickly than trains - are limited to 65 mph.
- >
- > Amtrak's "City of New Orleans" on 79 mph track hit a steel-loaded truck at
- > a crossing in Bourbonnais, Illinois, derailing two locomotives and 11 of 13
- > cars. 79 mph train speed at grade crossings is not safe, and that is the
- > first word in the Prop 1A title.
- >
- > Robert S. Allen
- > Director, BART District 5, (1874-1988)
- > Retired, SP (now UP) Western Division, Engineering/Operations
- >

Notes :

2016 Business Plan RECORD DETAIL

Submission Date : 4/24/2016
Submission Method : Project Email
First Name : David
Last Name : DePinto
Stakeholder Comments/Issues : California High Speed Rail Authority Board and Staff:

Following are comments I tried to submit via the online form, but that service is malfunctioning at this time on Sunday evening.

First, the 2016 Business Plan, and staff recommendations, completely ignores input from individuals and communities who submitted comments and concerns emanating from the Palmdale to Burbank project section. We submitted comments in writing and in testimony at the CHSRA board meeting in Anaheim in April 2016. Nowhere are comments from the northeast San Fernando Valley referenced in either the Business Plan or staff recommendations.

Second, I oppose the 2016 Business Plan in its entirety due to the lack of funding, lack of planning, lack of reliable ridership and operational data, lack of environmental approvals, lack of credible GHG emissions benefits data, and lack of entitlements needed to proceed. In fact, there has been no study of what the changes in the IOS mean relative to GHG emissions, thus, the entire premise of GHG benefits is suspect at this point given the increasing likelihood of delays, this major overhaul in scheduling/sequencing, and even cancellation of the southern California segment.

Third, I oppose the 2016 Business Plan because it still is based in part on a seriously flawed SAAR report for the Burbank to Palmdale project section that includes above ground, damaging route alternatives that are universally opposed by all impacted communities and all local elected officials. CHSRA has ignored public input that evidences clear "show stoppers/fatal flaws" for nearly two years related to E2 and the deficiencies in the SAAR report are not addressed in either the 2016 Business Plan or staff's recommendations. The rationales used for retaining and/or eliminating route alternatives are ambiguous, conflicting and lacking in sound environmental, technical, financial and operational reasoning. For example, as referenced in several letters to CHSRA, and testimony provided by me and others at its Anaheim board meeting, the same reasons cited by CHSRA for eliminating the former E3 route were ignored in retaining the E2 route.

Fourth, I oppose the 2016 Business Plan because it leaves Southern California communities in the Burbank to Palmdale Project Section in limbo indefinitely. Property values, eminent domain, construction impacts and loss of our community character will be negatively affected for 3-5 years of environmental studies, 5-10 years of construction and possibly ongoing operations. CHSRA continuously issues incorrect timelines and schedules for completion of environmental studies to appease local elected officials, but normal industry standards and practice indicate the DEIR/DEIS for the 35-35 mile segment will take at least 4 years to complete, meaning 2019/2020, not 2017 as CHSRA proclaims. One need only observe the nearby, 3-5 mile DEIR for the 710 Freeway Extension project which took four years from scoping to DEIR to draw a reasonable comparison and schedule.

Fifth, I oppose the 2016 Business Plan because it provides no information about how CHSRA will communicate with Southern California communities as CHSRA focuses on a northern California IOS. It simply and inadequately states environmental studies will continue. Already, CHSRA ceased community outreach in the Burbank to Palmdale project section since May 2015, canceled community outreach meetings

scheduled and committed to by CHSRA for November/December 2015, and did

not complete upfront environmental studies related to water, tunneling, seismic and equine issues as promised to local elected officials and our communities. In addition, CHSRA acted improperly by hiring the Mineta Transportation Institute to conduct blatantly biased and incompetent equine and tunneling studies and then had the audacity to use those documents as basis for decisionmaking in its SAAReport and 2016 Business Plan. CHSRA has a clear conflict of interest in using Mineta, which has as many as five Board of Trustees' members who are current/former Authority employees, highly paid contractors or board members. Clearly the work performed by Mineta should be withdrawn and redone by independent, third-party organizations as requested by S.A.F.E on year ago.

Sixth, I believe environmental studies for all route alternatives in the Palmdale to Burbankproject section should be terminated as CHSRA lacks the bandwidth to conduct the studies properly with such a strong focus on northern California. It is clear CHSRA will "go through the motions" and lack integrity and transparency in these environmental studies as proven by the lack of community outreach meetings since May 2015, the cancellation of community outreach meetings in November/December 2015, and the biased/flawed, incomplete, upfront environmental studies. In addition, since funding does not exist for the southern Californiaroute, it is premature and an abuse of discretion to conduct studies that damage our communities.

And finally, the early Phase 1 investments in southern Californiamust be stopped for two reasons. First, there is no way to properly plan these bookend/connectivity investments given their last minute creation. Second, these payments are nothing more than "pork" and patronizing payoffs to assuage the feelings and politics of southern Californialeaders, labor unions and contractors. They are a non-transparent means of buying time for the Authority in southern California.

Sincerely,

David J. De Pinto
President, Shadow Hills Property Owners' Assn.
Member, S.A.F.E. Coalition

--

David J. DePinto
818-352-7618 office
818-352-6781 fax
310-502-7928 mobile

Notes :

Attachments :

Rendering - Big T Elevated Color X.pdf (252 kb)



"Elevated High Speed Train Crossing Big Tujunga Wash from Lake View Terrace to Shadow Hills - Artist's Rendering"

2016 Business Plan RECORD DETAIL

Submission Date : 4/24/2016

Submission Method : Project Email

First Name : Cindy

Last Name : Bloom

Stakeholder Comments/Issues : Dear High Speed Rail Authority:

Attached is my final comment letter for submission. Please remove the one I sent earlier today from the record.

Thank you.

Notes :

Attachments : 2016 Bus Plan and SAA Comments April 2016.Final.pdf (244 kb)

Cindy Bloom
9800 La Canada Way
Shadow Hills, CA 91040
818-445-5602

April 24, 2016

California High Speed Rail Authority
770 L Street
Suite 1160
Sacramento, CA 95814

Via email: 2016businessplancomments@hsr.ca.gov

Re: *Extended Comment Period for 2016 Draft Business Plan;*
and
*Comments re: Supplemental Alternatives Analysis: Palmdale to
Burbank April 2016*

Dear California High Speed Rail Authority:

I continue to be flummoxed by your agency's decisions.

First, the only proposed changes your agency plans to incorporate into the final 2016 Business Plan are those comments that further your agenda, for example, restoring the station in Merced. You once again have blatantly ignored comments that are contrary to your program, such as providing feasible full funding plans, presenting contingency funding plans, detailing how private investor(s)' deals would be structured, welcoming legislative oversight, etc. The narrative in the business plan continues to advance the fallacy that your agency is carrying out what the voters approved when they narrowly passed Prop 1A in 2008. To refresh your memory, the project's total cost as presented to the voters in order for them to make an informed decision on whether or not to approve the bond issue reads as follows¹:

¹ Official Voter Information Guide Supplemental: Proposition 1A, page 5

ANALYSIS BY THE LEGISLATIVE ANALYST

Over the past 12 years, the authority has spent about \$60 million for pre-construction activities, such as environmental studies and planning, related to the development of a high-speed train system. The proposed system would use electric trains and connect the major metropolitan areas of San Francisco, Sacramento, through the Central Valley, into Los Angeles, Orange County, the Inland Empire (San Bernardino and Riverside Counties), and San Diego. The authority estimated in 2006 that the total cost to develop and construct the entire high-speed train system would be about \$45 billion. While the authority plans to fund the construction of the proposed system with a combination of federal, private, local, and state monies, no funding has yet been provided.

In the 2016 Business Plan, the capital costs are estimated to be \$64.2 billion, yet your agency unblinkingly purports there are “savings.” What you fail to admit is that these can only be construed as “savings” when compared to the 2014 Business Plan; and, several presumably expensive construction items are omitted. In reality, it is grossly over budget by \$19.2 billion. There are numerous other items for which your agency is in non-compliance but I will not go into them here as they have been enumerated multiple times in multiple venues, including continuous legal challenges. The bottom line is that your agency does not have the capability to properly manage a project of this magnitude and therefore must rely on its own misplaced beliefs that it is abiding by the law and somehow will be successful through its continuing trial and error mode of operation—all on the backs of the taxpayers of California and the United States.

Second, the alignment now referred to as “Refined E-2” (formerly known as “E-2”) within the Palmdale to Burbank operating segment must be eliminated immediately. To continue studying it in an EIR/EIS and causing affected communities mental, physical, and financial distress is not only unconscionable, but it is also fiscally irresponsible as it is wasting significant amounts of taxpayer money for studies on a clearly infeasible route.

There are three basic components of construction: at-grade, tunnel (deep bore or cut and cover), and viaduct. Each one of these components by themselves is destructive to the surrounding area, but Refined E-2 is utilizing *all three* of these construction methods. It is the worst of the worst.

The tunneling component through the San Gabriel National Monument and Angeles National Forest could forever destroy precious water resources and risks injury or death to passengers by tunneling through active seismic areas. The cut and cover tunneling method of construction through Sun Valley will displace numerous small businesses, residential areas, and schools during the 5-7 year construction period. Once construction is complete, there is no guarantee that the neighborhood will be restored to its previous condition.

Just as at-grade elements led to the drastic revision of SR-14 by your agency due to dividing the City of San Fernando and the communities of Pacoima and Sylmar, Refined E-2's at-grade elements and viaduct will also divide the communities of Lake View Terrace and Sun Valley. Also, extensive property seizures will be required in these non-affluent family-dense neighborhoods.

As bad as the tunneling and at-grade elements are, it is the viaduct construction over the environmentally sensitive Big Tujunga Wash—at a span of nearly 1 mile and reaching over the 210 freeway and requiring pylons every 100 feet²--that is the most egregious construction component of Refined E-2. Dan Richard stated in a San Fernando Valley Council of Governments meeting on March 27, 2016 that Refined E-2 is now between two sets of transmission lines and that “things” are in the Tujunga Wash “right now.” He alludes that it would be perfectly acceptable to shove a high speed train viaduct in there, too. BUT, do transmission lines emit 100 decibels 10-12 times per hour? Do transmission lines create tunnel boom 10-12 times per hour? Do transmission lines send a 220 mph projectile with a potential outcome of propelling horses into “flight” mode that could lead to deadly consequences to themselves, riders, and other animals? Do transmission lines have multiple pylons that wreak environmental damage to wildlife, especially Haines Canyon Creek, the habitat for the endangered Santa Ana Suckfish? The obvious answer is a resounding, “No!” This visual blight in an otherwise scenic corridor will be seen by hundreds of thousands of people daily. As a point of reference, your agency has withdrawn from consideration 28 prior alignments of which visual impact was a contributing reason for complete elimination.

Unless you can build a viaduct to be both invisible and suspended magically over the ground, the viaduct impacts cannot be mitigated.

² Assumes that construction will be similar to that as depicted in the Authority's Press Release dated October 29, 2015 of the Fresno Viaduct.

Refined E-2 requires not one, not two, but all three damaging construction components and they cannot be mitigated. On April 10, 2016, Dan Richard stated in an interview on the KNBC-4 public affairs program, “News Conference” hosted by Conan Nolan that if your agency cannot mitigate, you would use a different route. In other words, if you cannot mitigate, you must eliminate. That is exactly what must be done to Refined E-2.

One category is that is markedly absent from the sensitive receptors list in both the 2014 Business Plan and the 2016 Draft Business Plan is “Equestrian Facilities.” Because “Kennels” and “Veterinarians” are included as sensitive receptor categories, it follows that equestrian facilities, including stables, ranches, training areas, horseback riding lessons, boarding, etc. should also be included as a receptor that is sensitive to noise and vibration. Based on our own inventory (which is likely too low) of Sunland, Lake View Terrace, Shadow Hills, La Tuna Canyon and Sun Valley, there are a minimum of 46 and 48 facilities within 1 or 2 miles, respectively, of Refined E2. This excludes the enormous number of horses that are privately owned by residents in the immediate vicinity for recreational use. Also, an equestrian could easily ride his/her horse from outside of the 2 mile range into the affected area.

Over the last 10 years up through and including the June 2015 SAA report, the Authority eliminated 227 alignments for a variety of reasons, several of which apply to Refined E-2. The average number of reasons for an alignment to be eliminated was only 2.9. The report entitled, “*Analysis of Alignment/Route Elimination Presented to the California High Speed Rail Authority*” Revised October 2015 enumerating the details of alignment elimination has already been submitted to the Authority.

The following itemizes reasons why Refined E-2 should be eliminated and references those alignments that were not carried forward based on that reason:

REASONS FOR ELIMINATING ALIGNMENT REFINED E-2

Prior Alignments Eliminated Due to Same Reason

Barrier to communities and/or land use/open spaces

Caltrain Corridor

Corcoran Through Town (at-grade) CTT1A

I-5

LAP1A Viaduct from At-Grade or Elevated LAUS

LAP1B West bank option

LAUS to Metro CMF LAPT2

Mulford Line Oakland to Newark only

Soledad Canyon

SR14 South

UPRR East/Mixed At-Grade & Elevated/BNSF B8

UPRR West/Mixed At-Grade & Elevated/BNSF B7

Wasco East Bypass, Through Shafter (at-grade) CTT2C

Wasco/Shafter Through Town (at-grade in Wasco, elevated in Shafter)
CTT2F

Wasco/Shafter Through Town (at-grade) CTT2A

Wasco/Shafter Through Town (elevated in Wasco, at-grade in Shafter)
CTT2E

Community impacts & concerns/cultural impacts

Ave 24 to Road 11 Wye

Ave 24 to Road 12 Wye

BNSF A1-DO4

Coastal Corridor

Corcoran Bypass At Grade CTT1C

Gilroy station loop

Golden State Blvd/Elevated/BNSF B3

Golden State Blvd/Elevated/UPRR B6

Golden State Blvd/Mixed At-Grade & Elevated/BNSF B9

Golden State Blvd/Mixed At-Grade & Elevated/UPRR B12

I-10 through Riverside/I-215 via Riverside A3.3

LAUS to LAX I-405 and I-10

LAUS to LAX I-405 and I-110

LAUS to March Air Reserve Base BNSF Fullerton Line/SR-91

LAUS to Orange County Anaheim I-5

LAUS to Orange County Garden Grove PE ROW at SR-22

Mira Mesa to San Diego I-15/SR-163 to Santa Fe

NGEA/SR-140

Oceanside to San Diego LOSSAN Corridor

Orange County to Oceanside LOSSAN south of Irvine

San Bernardino/I-215 through Riverside via UC Riverside A1.3

SJ Station Approach Subsection-Refined program alignment

SJ Station Approach Subsection-So. Of Caltrain Tracks

SR14-3

SR14-4

SR-152 Wye to A1-BNSF

UPRR Fresno South Below Grade D1

Costly and complex construction

D2-5

LAP1A Viaduct from At-Grade or Elevated LAUS

LAP1B West bank option

Crosses or encroaches on Angeles National Forest

Soledad Canyon

SR14 South

Environmental (water, biology [wildlife, plants, birds])

BNSF A1

BNSF Straight South of Corcoran West 3B

Caltrain/Morgan Hill/Foothill/Pacheco Pass

Caltrain/UP Coast Subdivision/ UP Centreville Line EB-1

Caltrain/UP Coast Subdivision/South of Cushing/UP Warm Springs EB-3

Caltrain/UP Coast Subdivision/South of Grimmer EB-2

Diablo Range-Merced Southern

Diablo Range-Northern Tunnel

Diablo Range-Tunnel under Coe Park & wilderness preserve

Downtown San Jose Subsection

East of R-99

Gilroy station loop

Hayward/Niles/Mulford

I-5 (2.5% grade)

I-880/UP Warm Springs

Lathrop, Adjacent to UP Fresno to Modesto TM-1a

LAUS to March Air Reserve Base I-10

LAUS to Orange County Anaheim I-5

LAUS to Orange County Garden Grove PE ROW at SR-22

Monterey Highway East of Caltrain/UPRR

Morgan Hill/Caltrain/Pacheco Pass

Mulford Line

Murrieta/Temecula to SDIA via SR 56 and LOSSAN A1

NGEA/SR-140

North of GEA

Orange County to Oceanside LOSSAN south of Irvine

Palo Alto 6A

San Joaquin Valley Henry Miller to Ave 22

San Joaquin Valley Henry Miller to SR 152

San Joaquin Valley South of GEA

San Joaquin Valley SR 140

Sand Canyon River Option

SGEA Wye to A1-BNSF

SJ Station Approach Subsection-Refined program alignment

SJ Station Approach Subsection-So. Of Caltrain Tracks

Soledad Canyon

South of Pleasanton/d.t. Livermore

SR-152 (north) to Road 11 Wye

SR-152 (south) to Ave 21 to Road 19 Wye

SR-84/I-580/UPRR

SR-84/Isabel Ave., Railroad Ave., east of d.t. Livermore

SR-84/South of Livermore

Tracy to Stockton T5-2

TV-3

UP Centreville/Niles Junction/Niles Tunnel EBF-1

UP Fresno through Manteca

UP Niles/Niles Tunnel EBUC-1

UP San Joaquin River, Stockton TS-2

UPRR to BNSF (99 Station)-Fresno South Below Grade E1

UPRR to BNSF (99 Station)-Fresno South Bypass E2

UPRR/SR-99 A4

West of R-99

Extensive reconstruction/relocation

Downtown San Jose Subsection

I-680/I-580 TV-1

Monterey Highway East of Caltrain/UPRR

Monterey Highway Subsection SR 87/85

UPRR East elevated through Fresno to BNSF B2
UPRR to BNSF/Separate East Side Alignment C6
UPRR to BNSF/Separate West Side Alignment C5
UPRR to BNSF/Shared ROW C4

Impact on endangered species/bisection of wilderness lands

Caltrain/UP Coast Subdivision/ UP Centreville Line EB-1
Caltrain/UP Coast Subdivision/South of Grimmer EB-2
Caltrain/UP Coast Subdivision/South of Grimmer EB-3
Diablo Range-Northern Tunnel
Murrieta/Temecula to SDIA via I-15 to Mira Mesa and LOSSAN Carroll Cyn
A2.1
Murrieta/Temecula to SDIA via I-15 to Mira Mesa and LOSSAN Rose Cyn
A2.3
Orange County to Oceanside I-5 and Foothill Corridor SR-241
San Joaquin Valley South of GEA
SR-84/South of Livermore
UP Centreville/Niles Junction/Niles Tunnel EBF-1

Impact to aquatic resources

Ave 24 to Road 11 Wye
Ave 24 to Road 12 Wye
Ave 24 to Road 13 Wye
LAUS to March Air Reserve Base BNSF Fullerton Line/SR-91
LAUS to March Air Reserve Base SR-60
Orange County to Oceanside I-5 and Foothill Corridor SR-241
San Bernardino/I-215 through Riverside via UC Riverside A1.3
Sand Canyon River Option
SR-152 (north) to Road 11 Wye
SR-152 (north) to Road 19 Wye
SR-152 (south) to Ave 21 to Road 19 Wye
SR-152 (south) to Ave 21 to SR-99 Wye

Local citizenry and elected official opposition

Ave 24 to Road 11 Wye
Ave 24 to Road 12 Wye

Ave 24 to Road 13 Wye

BNSF A1

Diablo Range-Tunnel under Coe Park & wilderness preserve

Golden State Blvd/Elevated/BNSF B3

Golden State Blvd/Elevated/UPRR B6

Golden State Blvd/Mixed At-Grade & Elevated/BNSF B9

Golden State Blvd/Mixed At-Grade & Elevated/UPRR B12

LAP1A Viaduct from At-Grade or Elevated LAUS

LAP1B West bank option

LAUS to Metro CMF LAPT1

Mulford Line

UPRR/SR-99 A4

New, difficult or intrusive tunnel construction required

Caltrain Corridor

Diablo Range-Direct Tunnel

LAUS to March Air Reserve Base I-215/I-15 long tunnel

LAUS to Metro CMF LAPT2

Morgan Hill to Pacheco Pass

Murrieta/Temecula to SDIA via SR I-15 and I-8 A4

San Joaquin Valley Henry Miller to SR 152

Soledad Canyon

SR14 South

Tehachapi Subsection T2

UPRR Fresno South Below Grade D1

UPRR to BNSF (99 Station)-Fresno South Below Grade E1

US-101

Warm Springs to San Jose

Noise/vibration

AV4

Golden State Blvd/Elevated/BNSF B3

Golden State Blvd/Mixed At-Grade & Elevated/BNSF B9

LAP1A Viaduct from At-Grade or Elevated LAUS

LAP1B West bank option

LAUS to Metro CMF LAPT2

Metrolink CMF to SR2 Pacoima Wash PWS

Sand Canyon River Option

SJ Station Approach Subsection-Refined program alignment

SJ Station Approach Subsection-So. Of Caltrain Tracks

Soledad Canyon

UPRR East/Mixed At-Grade & Elevated/BNSF B8

UPRR West/Mixed At-Grade & Elevated/BNSF B7

Seismic concerns

Aqueduct/Soledad Canyon

Aqueduct/SR-14

Diablo Range-Direct Tunnel

Diablo Range-Northern Tunnel

Hayward/Tunnel/Mulford

I-5 (2.5% grade)

I-5 via Comanche Point

Metrolink CMF to SR2 Pacoima Wash PWS

Morgan Hill to Pacheco Pass

Soledad Canyon

SR-138

SR-138/SR-14

SR-58/Soledad Canyon (2.5% grade)

Tunnel Under Fremont Central Park

WPRR/Tunnel/Mulford

Visual impact/scenic resources

Caltrain Corridor

Caltrain/Morgan Hill/Foothill/Pacheco Pass

Caltrain/UP Coast Subdivision/ UP Centreville Line EB-1

Coastal Corridor

Gilroy station loop

I-280 Alignment

I-5

LAP1A Viaduct from At-Grade or Elevated LAUS

LAP1B West bank option

LAUS to March Air Reserve Base BNSF Fullerton Line/SR-91

LAUS to Metro CMF LAPT1

LAUS to Metro CMF LAPT2

Metrolink CMF to SR2 Pacoima Wash PWS

Mulford Line

Mulford Line Oakland to Newark only

Oceanside to San Diego LOSSAN Corridor

Orange County to Oceanside LOSSAN south of Irvine

San Bernardino/I-215 through Riverside via Iowa Ave A1.2

San Bernardino/I-215 through Riverside via UC Riverside A1.3

San Jose Subsection approach downtown aerial

Sand Canyon River Option

SJ Station Approach Subsection-Refined program alignment

SJ Station Approach Subsection-So. Of Caltrain Tracks

Soledad Canyon

UP Niles/Niles Tunnel EBUC-1

US-101

WPRR/Hayward/I-880

Will not follow existing transportation corridors/ROWs

Diablo Range-Northern Tunnel

East of R-99

Hayward/Tunnel/Mulford

Morgan Hill/Caltrain/Pacheco Pass

West of R-99

WPRR/Tunnel/Mulford

Again, Refined E-2 is the worst of the worst. Based on the Authority's own documents over the last 10 years, the fact is that other alignments were eliminated up and down the state for political and other reasons that had far less environmental, financial, and community issues and opposition than Refined E-2.

Refined E-2 should be withdrawn—yet, for some unknown reason your agency has decided to hold the foothill communities of the San Fernando Valley to a different standard than the rest of the state. There is *no* legitimate reason to keep Refined E-2 in the environmental studies. It is unjustly punitive to hold the communities of Sunland, Lake View Terrace, Shadow Hills, La Tuna Canyon, and Sun Valley hostage over the next 3-5 years while the environmental studies continue³. The tangible negative impacts that our communities are experiencing include either flat

³ While the Authority claims the draft EIR/EIS will be completed by Spring 2017, we firmly believe this is an unrealistically short timeline and that the studies will take a significantly longer time to complete.

or declining property values, deferred maintenance/home improvements resulting in loss of income (and ultimate loss of revenue to the State of California and local government agencies) to local contractors, loss of new businesses, diversion of community resources from local community projects to dealing with high speed train issues, and so on. The intangible negative impact is almost as bad: The unrelenting stress to the affected residents and businesses caused by Refined E-2 remaining in the EIR/EIS.

Based on the foregoing and appealing to your sense of decency, once again I strongly urge the Authority to remove Refined E-2 immediately from further study. It is the sensible and right thing to do.

Very truly yours,

/s/

Cindy Bloom

2016 Business Plan RECORD DETAIL

Submission Date : 4/24/2016

Submission Method : Project Email

First Name : Steve

Last Name : Vaccaro

Stakeholder Comments/Issues : I have traveled all over Japan multiple times and very familiar with their Shinkansen. I am glad you are recommending the inclusion of service to 4th and King in San Francisco. The commute and leisure possibilities for the section between San Francisco and San Jose would add to your revenue and ridership and even more so between the Central Valley and San Francisco. The possibility of people living in the Central Valley and commuting to Silicon Valley or SF becomes a reality as I saw the same in Japan. I urge you to move forward with this plan.

Steve Vaccaro
426A Elizabeth
San Francisco, Calif. 94114

Notes :

2016 Business Plan RECORD DETAIL

Submission Date : 4/24/2016
Submission Method : Project Email
First Name : Harvey
Last Name : Sherback
Stakeholder Comments/Issues : California High-Speed Rail Authority
CHSRA Board of Directors
Dan Richard, Chairman

April 24, 2016

Hello Chairman Richard, CHSRA Board of Directors and Staff,

With the relentless changes brought on by climate destabilization it's time to comprehensibly redirect our water, energy and transportation policies towards more sustainable systems. The CHSRA states, "The Authority has committed to using 100 percent renewable energy for powering the system." I propose that California's Hi-Speed Rail can achieve its goal by using clean, renewable electricity generated by the Central Valley's "Photovoltaic Aqueduct System."

Water scarcity still threatens to disrupt California's economy. The State Water Project cannot satisfy demand. Even worse, our invisible underground water supplies are being consumed at an unsustainable rate. Because the sea level is rising and the Delta levees are sinking, salty water is slowly infiltrating the Delta, which is the source of the canal system's water. Worse again, the rising sea is pressuring ever more salty water into our depleted underground aquifers. In response, California might renovate its water infrastructure in conjunction with the development of the Hi-Speed Rail project. I have developed a simple model called the "Photovoltaic Aqueduct System."

California can repair and improve its vital water system while producing new revenues for government, income for developers and clean electricity for the nearby Hi-Speed Rail line. I have formulated the following model: shading selected portions of California's canals with photovoltaic generators. This project will help our utilities meet government mandates to provide renewable electricity. Depending on location and the developer's resources, these electricity-generating structures might span the canal like a canopy, shade the canal like an awning or float on the canal like a barge. The reasons we recommend money-generating, water-saving, photovoltaic canal shields are listed below:

Perfect Location: Following the same general path as the proposed Hi-Speed Rail lines, California's canals run for hundreds of miles through desert-like conditions, ideal for the development of solar power. They are situated on secure public property, mostly government-controlled. Additionally, the canals frequently adjoin major high-voltage transmission line corridors. More than just increasing efficiency, producing photovoltaic power near the grid benefits our utility companies, who must fulfill California's strict renewable energy mandate. The Renewable Portfolio Standard (RPS) requires utility companies to purchase one-third of their electricity from renewable sources by 2020. By law, most of this new power must connect to the grid.

Conserving Water: A shield over the canal would help keep the water cool and clean. Blocking the sunlight, a covering would help keep the canal free from unwanted vegetation and immune to blooms of toxic algae. In addition to slowing evaporation, the electricity-generating shield will protect the canal water from absorbing agricultural chemicals and airborne pollutants like soot, soil and sand.

Ideal Timing: According to the US Interior Department, the California Aqueduct system is inadequate, antiquated and dangerously vulnerable to drought, flood and earthquake emergencies, much less the effects of rising sea levels. Our canal system needs immediate overhaul. Fortunately, interest rates are low, and the Obama administration is seeking to significantly

expand the development of clean energy projects on federal lands. California has already approved this concept. In 2005, a bill was passed approving the leasing of the space above and adjacent to the State Water Project for the production of photovoltaic electricity (AB 515, Richman R, signed by Gov. Schwarzenegger).

Photovoltaic Technology: Power generation is agriculture's biggest competitor for water. In contrast, once installed, photovoltaic generators consume no water, except for occasional cleaning. Having no moving parts, they require minimal maintenance, make no noise and create no emissions. Long-lived photovoltaic technology also provides architectural flexibility.

"Net Zero" Hi-Speed Rail is achievable in California. Governor Brown, in his 2012 State of the State address, declared that High-Speed Rail was a top priority for his Administration. Likewise, we must preserve the Central Valley as an agricultural resource. The simultaneous development of the Photovoltaic Aqueduct System with Hi-Speed Rail will help to address our water crisis and meet our transportation goals.

Harvey Sherback
Berkeley, California

Notes :

2016 Business Plan RECORD DETAIL

Submission Date : 4/25/2016

Submission Method : Telephone

First Name : Tracey

Last Name : Adams

Stakeholder Comments/Issues :

Notes : Original voicemail files available upon request.

Attachments : voice_msg_458072396_1461517197.wav (76 kb)
Voicemail_042516_Biz_Plan_Adams.pdf (41 kb)

Hi my name is Tracey Adams and I live in the proposed area of E2 in Southern California, and I am calling to oppose that, the above ground comes near my home and I do not want it near my home, I don't want it near my children, I do not want it near my animals and its going through the wash, which is an area that is highly used by horse riders, hikers, cyclists and walkers. It's not a good area to be above ground, it's within six-tenths of a mile of two schools, I just don't agree with it. I am really hoping that this does not go through here, it would be very dissapointing

2016 Business Plan RECORD DETAIL

Submission Date : 4/23/2016

Submission Method : Project Email

First Name : Robert

Last Name : Allen

Stakeholder Comments/Issues : Two major surface 65 mph routes along the Peninsula are grade separated with no cross traffic: US 101 and I-280. Trains take much longer to stop than rubber-tired vehicles, yet CPUC lets them go 79 mph across roads - even in push mode? ACE's experience with push mode in Niles Canyon - no locomotive in front - casts a shadow on the 79 mph maximum. Caltrain has been blessed by good fortune in that its push mode accidents weren't at 79 mph with packed trains. CPUC could well reduce the allowed 79 mph speed limit, rather than raise it to 110 mph as proposed until Caltrain is totally grade separated and has platform safety screens at its stations.

CPUC aggressively enforces its safety oversight. It ordered BART's trans-Bay line closed for 3 1/2 months in 1979 until its every demand was met. CPUC forced BART to end "Simple Approval" - a common practice on railroads through the ages - when two experienced track workers violated the rules and paid the consequence with their lives.

Since 9/11/01 we have lived under the cloud of secretive terrorism. I will say no more here, but this is my major reason for opposing grade crossings on tracks used by high speed trains. Even 79 mph is too fast, as Bourbonnais shows.

On Sat, Apr 23, 2016 at 1:14 PM, Robert Allen <robertseeallen@gmail.com> wrote:

> **"Safe, Reliable"**

>

> The first two words in the title of 2008 Prop. 1A. The heart of my
> comments emailed to CHSRA March 9 and of my repeated appeals at
> meetings of
> the Board.

>

> As I noted there, the draft business plan hardly mentions these major
> premises of what the voters approved nearly eight years ago. The CPUC,
> which has safety oversight responsibility for railroads, gets no
> mention. I see no mention of "safe", "reliable", CPUC, or "grade
> separation" in your "Staff Recommended Edits".

>

>

> High speed rail operations over grade crossings are highly vulnerable to
> obstructions. A train even at 79 mph will likely de-rail if it hits a
> heavy truck, as happened at Bourbonnais, Illinois. Even suicides or
> automobile collisions can cause major delays to operations.

>

> Caltrain tracks, which you plan to use between San Jose and San
> Francisco,
> have several dozen grade crossings. High speed operation through their
> stations adds another peril.

>

> Please consider ending your operations at San Jose Diridon. Let Caltrain
> handle the equipment north from there as part of their operation.

>

> Robert S. Allen

> BART Director, District 5, 1974-1988

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

>

Notes :

2016 Business Plan RECORD DETAIL

Submission Date : 4/23/2016
Submission Method : Project Email
First Name : Robert
Last Name : Allen
Stakeholder Comments/Issues : *"Safe, Reliable"*

The first two words in the title of 2008 Prop. 1A. The heart of my comments emailed to CHSRA March 9 and of my repeated appeals at meetings of the Board.

As I noted there, the draft business plan hardly mentions these major premises of what the voters approved nearly eight years ago. The CPUC, which has safety oversight responsibility for railroads, gets no mention. I see no mention of "safe", "reliable", CPUC, or "grade separation" in your "Staff Recommended Edits".

High speed rail operations over grade crossings are highly vulnerable to obstructions. A train even at 79 mph will likely de-rail if it hits a heavy truck, as happened at Bourbonnais, Illinois. Even suicides or automobile collisions can cause major delays to operations.

Caltrain tracks, which you plan to use between San Jose and San Francisco, have several dozen grade crossings. High speed operation through their stations adds another peril.

Please consider ending your operations at San Jose Diridon. Let Caltrain handle the equipment north from there as part of their operation.

Robert S. Allen
BART Director, District 5, 1974-1988
Retired, SP (now UP) Western Division, Engineering/Operations

Notes :

2016 Business Plan RECORD DETAIL

Submission Date : 4/23/2016

Submission Method : Project Email

First Name : Stuart

Last Name : Flashman

Stakeholder Comments/Issues : Please see the attached letter protesting both the procedural violations in adopting the staff revisions and the revisions' substnative violations of proposition 1A.

Environmental, Land Use, and Elections Law
Serving public interest and private clients since 1990

Stuart Flashman
Attorney

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Notes :

Attachments : 2016 BP revisions comment letter.pdf (118 kb)

Stuart M. Flashman
5626 Ocean View Drive
Oakland, CA 94618-1533
(510) 652-5373 (voice & FAX)
e-mail: stu@stufash.com

April 23, 2016

Attn: Draft 2016 Business Plan
California High-Speed Rail Authority
770 L Street, Suite 620 MS-1
Sacramento, CA 95814

Re: Staff Proposed Revisions to CHSRA Draft 2016 Business Plan

Dear California High Speed Rail Authority Board Members:

This letter contains supplemental comments on the above-referenced document. The Authority, with virtually no public notice, very limited time for public comments, and NO opportunity for public comment at the ONLY public board meeting where these major revisions are proposed to be both presented and given final approval, proposes to alter the 2016 Business Plan in ways that directly violate Proposition 1A. Procedurally, these arrangements fly in the face of both the spirit and letter of California's open meeting laws. Substantively, the Board should not and must not accept the proposed changes, which would make it illegal for the Authority to use Proposition 1A funds to build this revised proposed system.

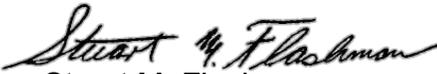
Perhaps the most egregious violation is the staff proposal to add a station at Madera on the newly-proposed segment from San Jose to Merced. (See Revision #37 – revisions to Page 52, located on page 125 of the staff-proposed revisions.) The language of Proposition 1A clearly and explicitly prohibits this action. Subsection (d) of Streets & Highways Code §2704.09, approved by the voters as part of Proposition 1A, specifically states, "There shall be no station between the Gilroy station and the Merced station." This revision to the 2016 BP is in direct violation of that prohibition. If the Authority moves ahead with approving this, it is implicitly forfeiting the use of Proposition 1A bond funds to construct any portion of the proposed system.

An additional potential violation of that same subsection comes with the proliferation of stations as the Authority's plans move forward. In addition to the Madera station, the Authority now plans to add a station at Wasco, as well as a station at 4th and King Streets in San Francisco. The Authority has also indicated that it intends to add a station at Morgan Hill. Yet Proposition 1A limits the total number of stations in the entire system to no more than 24. The Authority needs to clarify how it will satisfy this requirement, either by explicitly committing to the closure of the proposed "interim" stations as system expansion progresses, or identifying which other stations will be eliminated to meet the requirement.

It should also be noted that the proposed expansions of the system to include stops at Madera and Wasco was not contemplated in the 2005 system-wide program EIR/EIS. Nor was the Madera station contemplated in the 2008 Program EIR/EIS, and the proposed Wasco station was not considered in the project-level Fresno to

Bakersfield EIR/EIS. All these environmental review documents will need to be reopened to consider the potential impacts, and especially the growth-inducing, vehicle-miles-traveled, and sprawl-inducing impacts of these two new stations by stimulating long-range commutes to and from Silicon Valley and San Francisco. Both program and project-level environmental reviews need to be completed before any approvals are given to extending construction to include these stations.

Most sincerely



Stuart M. Flashman

2016 Business Plan RECORD DETAIL

Submission Date : 4/22/2016

Submission Method : Project Email

First Name : Stan

Last Name : Hutchings

Stakeholder Comments/Issues : The HSR is a project that should be scrapped. It will waste billions that the State need for other, more worthwhile, projects: education, infrastructure, drought relief projects, etc.

I do not believe any of the very optimistic predictions for the profitability, the completion date, or the final cost. I believe they are wildly optimistic and not based on reality. Funding for the HSR should be immediately frozen. All employees should be laid off and all assets put up for sale.

I strongly oppose the High Speed Rail. It is too little, too late and too expensive. It will not serve the bulk of Californians at all, and will only serve a small portion of the travelers between its too few destinations.

In addition to education, infrastructure and California's water supply, the funds would be better spent developing an autonomous vehicle system: all vehicles, smart roads and highways, incentives to companies and vehicle purchasers to research, develop and manufacture autonomous vehicles and the infrastructure to support a state-wide system.

Autonomous vehicles would benefit ALL Californians by reducing traffic congestion, improve safety dramatically, lower fossil fuel consumption by using renewable fuels or solar electricity, serve younger as well as older citizens, and make cheap point-to-point transportation a reality for all.

California has the manpower, technology and manufacturing capability to set an example for the rest of the country and the world.

Notes :

2016 Business Plan RECORD DETAIL

Submission Date : 4/22/2016

Submission Method : Project Email

First Name : Patrick

Last Name : Haggarty

Stakeholder Comments/Issues : California HSR developers: I have had several ideas on how to save millions or billions when the California HSR is being built, so here are my ideas again.

1. Since there have been railroad lines and companies active in California since the 1800s there must be some existing railroad track lines that have been abandoned so they could be re-developed for the HSR. Especially in the California Central Valley...

2. Now that there is a plan to build a HSR track from the Central Valley over to Los Angeles that will go through mountains and the first information released said that tunnels would be built... My suggestion, based on my trips on Japanese HSR trains is that rather than tunnels, it would be cheaper and safer in case of an earthquake if "canyons" were developed. In Japan there were very few underground tunnel passes and many "canyons" which were high wall separations from villages and traffic roads.

3. Final idea is that if a route plan is published before billions are spent, that California residents would support the new plans and perhaps even support another bond approval that would pay for the new HSR.

Thanks
Pat Haggarty
the retired Oakland Librarian
and Japanese tour traveler

Notes :

2016 Business Plan RECORD DETAIL

Submission Date : 4/22/2016

Submission Method : Project Email

First Name : Carol

Last Name : Dell'Amico

Stakeholder Comments/Issues : About the News Release of April 21:

No way! Wow! Great! Super!

Now can you actually start BUILDING the thing?

When are you going to start BUILDING the thing?

Is there ever going to be any BUILDING?

Oh, yeah, and try to prevent as many taxpayer ripoffs along the way as you can. I'm sure the sharks in fine form, expecting a big feeding season.

Carol Dell'Amico
Bakersfield, CA.

Notes :

2016 Business Plan RECORD DETAIL

Submission Date : 4/22/2016

Submission Method : Project Email

First Name : Marian

Last Name : Strauss

Stakeholder Comments/Issues : Route San Francisco + (San Jose) to Palmdale to Burbank to LA to Orange County should be done ASAP.

Connect to RR to Los Vegas should be done ASAP, there will be ample ridership for all destinations for both work and recreation to warrant expenses involved and more. The only other route addition should be to San Diego. More than enough work and recreation ridership will result.

We are so behind the times and the thought of continuing to handicap the economic viability of this state, as well not addressing the growing dangerous traffic congestion, sky and airport congestion, which is detrimental to the health and welfare of our citizens is criminal.

Marian Strauss

Notes :

2016 Business Plan RECORD DETAIL

Submission Date : 4/22/2016

Submission Method : Project Email

First Name : John

Last Name : Ball

Stakeholder Comments/Issues : I can't believe that the state of California is still pressing ahead with this project inspire of the already billions in anticipated cost overruns and the lack of public support. Yes, it did pass a voter referendum many years ago, in better times and when we were not having a water crisis. Spend the money building desalinization plants and water capture reservoirs so we never have to be at the mercy of Nature again for our water needs. Just once, do the common sense thing and focus on our most pressing needs rather than some pet project. And you "career establishment politicians" wonder what Trump's attraction is to so many voters! Ignore us at your own peril. We are mad as hell and not going to put up with it any longer!

John Ball
johnjball@dslextreme.com

Notes :

2016 Business Plan RECORD DETAIL

Submission Date : 4/21/2016

Submission Method : Project Email

First Name : Jack

Last Name : Moadell

Stakeholder Comments/Issues : To whom it may concern,

My name is Jack Moaddel and I am planning to move to Bakersfield with my family this summer. The only issue is that the drive to work will be very long. The railroad that could potentially go through Bakersfield will make it much easier on me and my family. I hope you will take my comment into strong consideration for the Business Plan in 2016. Please feel free to contact me with any further questions.

Thank you,
Jack Moaddel
Cell: (310) 490-5111

Notes :

2016 Business Plan RECORD DETAIL

Submission Date : 4/21/2016
Submission Method : Project Email
First Name : Marvin
Last Name : Dean
Stakeholder Comments/Issues : My name is Marvin Dean

I live in Bakersfield California @ 1510 Potomac Ave, this a Environmental Justice Neighborhood I am a long time supporter of the California High Speed Rail Authority project I wanted to comment on the CHSRA Staff draft Business Plan. My comment is on behalf of myself, Kern Minority Contractors Association & San Joaquin Valley High Speed Rail Association

We supported and wanted to see the High Speed Rail 1st IOS plan go Bakersfield south to Palmdale to Burbank

We continue to support the CHSRA project after reviewing staff propose recommended draft business plan to change high speed rail 1st IOS to go north from Bakersfield to San Jose

Our comment are the following:

- We request that the high speed rail project come into Downtown Bakersfield & do not stop north of City of Shafter so Bakersfield residents will have easy access to board train going north
- In making decision for selection of HSR maintenace yard request you consider best location for HSR statewide project Kern County is center of state the project come into Bakersfield south from Palmdale & north from Fresno Kern County ideal site location
- We believe that the current or past HSR business plan do not fully address the project impact to San Joaquin Valley Environmental Justice Community; we request that CHSRA create a EJ Program that provide opporunity for EJ residents & business to be included in the project construction contracting & jobs

Sincirely, Date: April 20, 2016

Notes :

2016 Business Plan RECORD DETAIL

Submission Date : 4/21/2016

Submission Method : Project Email

First Name : Russel

Last Name : Monroe

Stakeholder Comments/Issues : I have not seen any proposed design for the Palmdale Station, I want to make my input as to what should be considered in its design and future use. I hope to impress upon those in charge of the design concept that this station should be designed with the thought that this station has the potential as a MAJOR point for the termination of the "Desert High Speed" rail to and from Las Vegas. Also with the Palmdale Airport having the potential of being an "International Airport" in the future the increased ridership must not be ignored in the sizing of this station.

Sent from my iPhone
Russel Monroe
Orange, California 92867

Notes :

2016 Business Plan RECORD DETAIL

Submission Date : 4/21/2016

Submission Method : Project Email

First Name : Tracey

Last Name : Chaney

Stakeholder Comments/Issues :

Notes : Original voicemail files available upon request.

Attachments : voice_msg_458025504_1461284406.wav (189 kb)
Voicemail_042516_Biz_Plan_Chaney.pdf (45 kb)

Yes my name is Tracey Chaney, I live at Lakeview Terrance in Southern California where the proposals have come, it's not what voters voted on in 2008 then with the big initiative and of course we do not want it coming through our neighborhood with umpteen billion truckloads going for five years, a sonic boom when the train comes out in horse country. So I oppose the fact that you have moved this from what voters approved and two, you don't have the money in the bank, and I have just seen too many projects get going and run out of money. And you know that the degradation to the environment that will occur and then everything stops because there's not money, will be irreversible. I think the smart thing is if you want something like this is to try it from San Jose to San Francisco it makes a lot of sense, start that corridor, but you don't have this worked out, you know, in our area and I just don't approve of starting something without the money and without really knowing, wow how are you going to build across, underground across the San Andreas fault. I believe that you should take some kind of transit and go catch this up at Palmdale, where we already have an existing transportation corridor, and, you know, it could be that we have non-polluting transportation by the time this thing is built anyway. I think this is going to be old technology. So also your links don't work on the email that was sent out, I have tried them all and none of them work so I think you need to check those. Thank you, bye bye.

2016 Business Plan RECORD DETAIL

Submission Date : 4/21/2016

Submission Method : Project Email

First Name : Patrick

Last Name : Hsu

Stakeholder Comments/Issues : There are two options for HSR to stop at Gilroy.

The preferred one under study is the existing old Caltrain station. I'm afraid this option has a potential to ruin this homogenous and rustic downtown and whole community due to the compatibility of high speed rail going thru whole city either above ground or tunneling from one end to the other end with a much higher DBE lever and distractions.

All of retrofit work seems a huge cost to me in comparing with a new alignment at extreme west side of city boundary.

Please give City of Gilroy a chance to perpetuate her tradition and own life style instead of ruining something treasure to most of citizen where they choose the existing environment to live for generations.

Patrick Hsu

Sent from my iPhone

Notes :

2016 Business Plan RECORD DETAIL

Submission Date : 4/21/2016

Submission Method : Project Email

First Name : Janice

Last Name : Hildago

Stakeholder Comments/Issues : To whom it may concern,

I am against the proposed High Speed Rail project. I do not approve any funds being spent on this project.

Janice Hidalgo
Elk Grove, California
916-849-4023

Notes :

2016 Business Plan RECORD DETAIL

Submission Date : 4/25/2016

Submission Method : Telephone

First Name : Daniel

Last Name : Amachero

Stakeholder Comments/Issues :

Notes : Original voicemail files available upon request.

Attachments : voice_msg_458022204_1461277756.wav (51 kb)
Voicemail_042516_Biz_Plan_Amachero.pdf (39 kb)

Yeah my name is Daniel Amachero and I felt it imperative to call you guys. I usually don't do this and I know that this is probably going to fall on deaf ears but I really believe that this rail program is a scam, the people involved know it. The only people that are going to benefit this are not the riders, the few riders that will be using this but the people that build the rail, manufacture the cars and the labor and that kind of stuff, but that's basically my comment and that's it. Thank you

2016 Business Plan RECORD DETAIL

Submission Date : 4/25/2016

Submission Method : Telephone

First Name : Unknown

Last Name : Unknown

Stakeholder Comments/Issues :

Notes : Caller did not submit name. Original voicemail files available upon request.

Attachments : voice_msg_458022179_1461276373.wav (34 kb)
Voicemail_042516_Biz_Plan_Unknown.pdf (39 kb)

Yes, I'm an Anaheim resident and I have one comment about the early investments in the Burbank to Los Angeles/Anaheim corridor as part of the project to further study that and I wholeheartedly endorse that. It would wonderful to have that sooner rather than later. Thank you.

2016 Business Plan RECORD DETAIL

Submission Date : 4/25/2016

Submission Method : Website

First Name : p

Last Name : b

Stakeholder Comments/Issues : To Whom It May Concern:

This appears to an absolutely horrendous project from the start. It's nothing near where we the people have voted for and raised our voices repeatedly for now against present plans. It so far featured horrendous planning with now routes changed on a whim just by a single celebrity voice of Acton on the original routes that have now forced the project to tunnel thru our forests (at 11 mile plus lengths and potentially coming out of the nature area of the Tujunga wash) along with likely impact to the region water tables as well as our precious ecosystems. Then budgeting for this seems to be a farce with with now talk of \$1billion added already for the very all the while your projected ridership continues to plummet? Fascinating.

I implore you to listen to the taxpayers, for once, and just let this fiasco is stopped before it ever gets to So California and let's refocus on water needs!

Thanks for the opportunity to share my thoughts and just hoping someone is listening.

Notes :

2016 Business Plan RECORD DETAIL

Submission Date : 4/25/2016

Submission Method : Website

First Name : Dr. Clyde T.

Last Name : Williams

Stakeholder Comments/Issues : CHSRA removal of E-3 avoids any reasoning other than it is too deep.. This reflect the use of road engineers for design, review and directions rather than experienced hard rock tunnel engineer, such as those doing Alps Tunnels of 30+ mi... Standard approach for tunnel...dead straight line from Palmdale-Burbank stations...changing from dead straight-uniform slope line only due to higher costs or increased ridership (not an issue here). Crossing even the SAFault can be and should be underground as seismic responses and constraints are technically easier to deal with underground than above ground where no lateral or upward constraints are available... Also the Burbank Station must be underground and connected with the tunnel under the Hollywood Way/Cabrini ridge which offers good bedrock even beneath the BAP parking structures. A part of the P-BSegment, the rising tunnel to surface south of Burbank Station represents a pre-emption of continuing the HSR tunnel from Burbank to LAUS and thereby may be the subject of litigation...terminate the PB segment underground and allow the next egment to determine whether to come above or tay below ground...

Notes :

2016 Business Plan RECORD DETAIL

Submission Date : 4/25/2016

Submission Method : Website

First Name : Laura

Last Name : Leganza Reynolds

Stakeholder Comments/Issues : The 2016 Business Plan, and staff recommendations, completely ignores input from individuals and communities who submitted comments and concerns emanating from the Palmdale to Burbank project section. We submitted comments in writing and in testimony at the CHSRA board meeting in Anaheim in April 2016. Nowhere are comments from the northeast San Fernando Valley referenced in either the Business Plan or staff recommendations. For what it's worth, I reiterate my opposition to HSR. Clearly, support is waning and your oversight is lacking.

Notes :

2016 Business Plan RECORD DETAIL

Submission Date : 4/25/2016

Submission Method : Project Email

First Name : Lindsay and Dave

Last Name : McMenamin

Stakeholder Comments/Issues : My husband and I oppose the 2016 High Speed Train Business plan and the entire high speed rail proposal due to the lack of funding, the insane routes that are planned (including under the San Gabriel Mountains and across major faults), and the plan to have one track in some places and/or continue to share tracks with freight negating the whole idea of "high speed". Finally, there is no support that this system will ever be profitable or used.

The only high speed rail system that would have a chance of working and be profitable is Los Angeles union station to Las Vegas. Let's put the planning and money where it belongs.

Lindsay and Dave McMenamin

Notes :

2016 Business Plan RECORD DETAIL

Submission Date : 4/25/2016

Submission Method : Website

First Name : Michael

Last Name : Healy

Stakeholder Comments/Issues : It is not reasonable to the burden the densely packed communities on the SF Peninsula with and additional rail coverage.

Any rail expansion should take place in the East Bay Area.

Notes :

2016 Business Plan RECORD DETAIL

Submission Date : 4/25/2016

Submission Method : Website

First Name : Brian

Last Name : Brooks

Stakeholder Comments/Issues : I am 100% in favor of this project. Please note my support this in every form. I would also like to see this receive more funding from Federal and State agencies. I can't stress more the need for alternative travel options for trips within the great state of California.

Thank you,
Brian Brooks

Notes :

2016 Business Plan RECORD DETAIL

Submission Date : 4/25/2016

Submission Method : Website

First Name : Grisel

Last Name : Parrino

Stakeholder Comments/Issues : I oppose the 2016 Business Plan in its entirety due to the lack of funding, lack of planning, lack of reliable ridership and operational data, lack of environmental approvals, lack of credible GHG emissions benefits data, and lack of entitlements needed to proceed. In fact, there has been no study of what the changes in the IOS mean relative to GHG emissions, thus, the entire premise of GHG benefits is suspect at this point given the increasing likelihood of delays and even cancellation of the southern California segment.

Notes :

2016 Business Plan RECORD DETAIL

Submission Date : 4/25/2016

Submission Method : Website

First Name : Vincent

Last Name : Donovan

Stakeholder Comments/Issues : I'm a native Californian and a long-time homeowner and taxpayer, and I say BUILD THE THING ALREADY!

Traffic is not going to get any better. We've got to do this for economic growth.

Notes :

2016 Business Plan RECORD DETAIL

Submission Date : 4/25/2016

Submission Method : Website

First Name : Christopher

Last Name : Parrino

Stakeholder Comments/Issues : I oppose the 2016 Business Plan because it still includes a seriously flawed SAA Report for the Burbank to Palmdale project section that includes above ground, damaging route alternatives that are universally opposed by all impacted communities and all local elected officials. CHSRA has ignored public input for nearly two years related to E2 and the deficiencies in the SAA Report are not addressed in either the 2016 Business Plan or staff's recommendations. The rationales used for retaining and/or eliminating route alternatives are ambiguous, conflicting and lacking in sound environmental, technical, financial and operational reasoning. For example, as referenced in several letters to CHSRA, and testimony at its Anaheim board meeting, reasons cited by CHSRA for eliminating the former E3 route were ignored in retaining the E2 route. Furthermore, the 2016 Business Plan, and staff recommendations, completely ignores input from individuals and communities who submitted comments and concerns emanating from the Palmdale to Burbank project section. We submitted comments in writing and in testimony at the CHSRA board meeting in Anaheim in April 2016. Nowhere are comments from the northeast San Fernando Valley referenced in either the Business Plan or staff recommendations.

Notes :

2016 Business Plan RECORD DETAIL

Submission Date : 4/25/2016

Submission Method : Website

First Name : Deanne

Last Name : Brooks

Stakeholder Comments/Issues : I support the construction of the California high-speed rail. As a San Francisco resident I believe it is long overdue option for travel within California.

Notes :

2016 Business Plan RECORD DETAIL

Submission Date : 4/25/2016
Submission Method : Website
First Name : Troy
Last Name : Hightower
Stakeholder Comments/Issues : Hello,

In the interest of clarity I recommend that you put more emphasis on the fact that the plan is still Phase I - Bay to LA/Anaheim. The draft business plan puts too much emphasis on what alignments and stations/interim stations make up an IOS.

Many people especially those that do not read the complete business plan now believe the plan has changed to building ONLY the IOS. This has led to the many comments that are critical to the selection and location of interim stations.

Suggest that you make it clear in the 2016 business plan that the Authority intends to continue developing Phase I just as it was described in the 2014, and previous business plans.

Also suggest you make mention if this repeatedly in the Introduction, Executive Summary, and the presentation materials.

In my opinion it is essential to stay focused on the "Big Picture".

Respectfully,

Troy D. Hightower
Transportation Consultant

Notes :

2016 Business Plan RECORD DETAIL

Submission Date : 4/25/2016

Submission Method : Website

First Name : Matthew

Last Name : Holtz

Stakeholder Comments/Issues : I fully support the building of California's high speed rail system as expeditiously as possible. If changes in the Plan can hasten completion of the system, they should be implemented. If additional funds are needed, the legislature should provide them.

Notes :

2016 Business Plan RECORD DETAIL

Submission Date : 4/25/2016

Submission Method : Website

First Name : Cindy

Last Name : Cleghorn

Stakeholder Comments/Issues : I believe environmental studies for all route alternatives in the Palmdale to Burbank project section should be terminated as CHSRA lacks the bandwidth to conduct the studies properly with such a strong focus on northern California. It is clear CHSRA will "go through the motions" and lack integrity and transparency in these environmental studies as proven by the lack of community outreach meetings since May 2015, and the cancellation of community outreach meetings in November/December 2015. In addition, since funding does not exist for the southern California route, it is premature and an abuse of discretion to conduct studies that damage our communities.

--Cindy Cleghorn
Business Owner / C&M Printing, Copying, Mailing
10034 Commerce Avenue
Tujunga, CA 91042

*Past President, Sunland-Tujunga Chamber of Commerce

*Past President, Sunland-Tujunga Neighborhood Council

Notes :

2016 Business Plan RECORD DETAIL

Submission Date : 4/25/2016

Submission Method : Website

First Name : Jessica

Last Name : Lewis

Stakeholder Comments/Issues :

- The 2016 Business Plan, and staff recommendations, completely ignores input from individuals and communities who submitted comments and concerns emanating from the Palmdale to Burbank project section. We submitted comments in writing and in testimony at the CHSRA board meeting in Anaheim in April 2016. Nowhere are comments from the northeast San Fernando Valley referenced in either the Business Plan or staff recommendations.
- I oppose the 2016 Business Plan in its entirety due to the lack of funding, lack of planning, lack of reliable ridership and operational data, lack of environmental approvals, lack of credible GHG emissions benefits data, and lack of entitlements needed to proceed. In fact, there has been no study of what the changes in the IOS mean relative to GHG emissions, thus, the entire premise of GHG benefits is suspect at this point given the increasing likelihood of delays and even cancellation of the southern California segment.

Notes :

2016 Business Plan RECORD DETAIL

Submission Date : 4/25/2016

Submission Method : Website

First Name : Kellie

Last Name : Lewis

Stakeholder Comments/Issues :

- I oppose the 2016 Business Plan because it provides no information about how CHSRA will communicate with Southern California communities as CHSRA focuses on a northern California IOS. It simply and inadequately states environmental studies will continue. Already, CHSRA ceased community outreach in the Burbank to Palmdale project section since May 2015, canceled community outreach meetings scheduled and committed to by CHSRA for November/December 2015, and did not complete upfront environmental studies related to water, tunneling, seismic and equine issues as promised to local elected officials and our communities. In addition, CHSRA acted improperly by hiring the Mineta Transportation Institute to conduct blatantly biased and incompetent equine and tunneling studies and then had the audacity to use those documents as basis for decision making in its SAA Report and 2016 Business Plan. CHSRA has a clear conflict of interest in using Mineta, which has as many as five Board of Trustees' members who are current/former Authority employees, highly paid contractors or board members.
- The 2016 Business Plan, and staff recommendations, completely ignores input from individuals and communities who submitted comments and concerns emanating from the Palmdale to Burbank project section. We submitted comments in writing and in testimony at the CHSRA board meeting in Anaheim in April 2016. Nowhere are comments from the northeast San Fernando Valley referenced in either the Business Plan or staff recommendations.
- I oppose the 2016 Business Plan in its entirety due to the lack of funding, lack of planning, lack of reliable ridership and operational data, lack of environmental approvals, lack of credible GHG emissions benefits data, and lack of entitlements needed to proceed. In fact, there has been no study of what the changes in the IOS mean relative to GHG emissions, thus, the entire premise of GHG benefits is suspect at this point given the increasing likelihood of delays and even cancellation of the southern California segment.

Notes :

2016 Business Plan RECORD DETAIL

Submission Date : 4/25/2016

Submission Method : Project Email

First Name : Laurie

Last Name : Hunter

Stakeholder Comments/Issues : At the Tuesday, April 12 CAHSRA Board Meeting in Anaheim, I presented comments on the proposed Business Plan relating to connectivity to High Desert Corridor (HDC) tracks from the Palmdale CAHSR Station connecting to the XpressWest Station and tracks to Las Vegas, Nevada.

This connectivity will enable the CAHSR to provide early, popular interstate HSR service-- first using blended Metrolink service to Burbank Airport, and later a one-seat ride with agreements among the XW and HDCJPA, or successor agency. And an interim low-cost blend with CAHSR operating via Metrolink-- later with exclusive CAHSRA right of way-- would be supported by substantial revenue-- the potential revenue soon to be validated by an investment grade study on Ridership and Revenue due to be finished in June, 2016.

Since those comments were not incorporated into the matrix, I have formatted the comments to fit into your matrix, and request they be inserted into the REVISED Business Plan Comments Matrix.

Thanks. If you have questions, please email or you can call me at 626-808-8668.

Laurie Hunter
626-808-8668

Number 5 - Investments should extend beyond Burbank north to improve the Antelope Valley line as an interim connection to the Palmdale and the Palmdale to Las Vegas HSR project underdevelopment which will enhance ridership for the CHSRA project when it moves south from Bakersfield.

Number 25 - High Speed Rail from Palmdale to Las Vegas will be a critical part of the Statewide Rail Plan, providing additional passengers and potential private funding for Palmdale to Los Angeles/Anaheim. It may also potentially be the first high speed rail service in California creating new enthusiasm for the completion of the CHSRA project.

No. 29 The high-speed rail system will also provide a much greater benefit to Southern California by connecting Los Angeles with high speed rail to Las Vegas and integrating the two services. .

Number 31 - second line after "partners" add "including the High Desert Corridor Joint Powers Authority and XpressWest"

Number 32 second paragraph This should also include interim improvements from Burbank to Palmdale on Metrolink's line.

No. 32 , fourth bullet from the bottom. Add: continued work with the HDCJPA on the investment grade ridership and revenue study for Los Angeles to Las Vegas, and coordination to facilitate the development of high speed rail from Palmdale to Las Vegas.

No 43 See prior comments.

Notes :

2016 Business Plan RECORD DETAIL

Submission Date : 4/25/2016

Submission Method : Letter

First Name : Rob

Last Name : Ball

Stakeholder Comments/Issues : Thank you for the opportunity to comment on the proposed changes to the Draft Business Plan.

Robert R. Ball, Planning Director
Kern Council of Governments - 661-861-2191

Notes :

Attachments : KernCOG_DraftHSRBP_2ndRnd_Comment_042516.pdf (564 kb)



**Kern Council
of Governments**

April 25, 2016

Chairman Dan Richard and Members of the Board of Directors
California High-Speed Rail Authority
770 L Street, Suite 620 MS-1
Sacramento, CA 95814

Re: Draft 2016 Business Plan 2nd Round Comments From Kern COG

Dear Mr. Richard and Members of the Board of Directors:

Thank you for the opportunity comments on the Authority's proposed changes to the draft 2016 Business Plan (Draft Business Plan). Please consider the following comments:

- 1) Thank you for proposing to move the interim station site to Wasco should one be needed.
- 2) Thank you for continuing your commitment to complete Construction Package (CP) 4 all the way south to Poplar Ave just North of Shafter.
- 3) Thank you for considering acquisition of right of way all the way into and through Bakersfield. It is important for hardship properties such as the Golden Empire Transit Facility, Bakersfield Homeless Shelter, and others to not be held in a prolonged period of limbo while the Authority is looking for funding for the segment. Please work closely with these property owners to make them whole.
- 4) Continue to make building track all the way to a station in Downtown Bakersfield a top priority. The segment from Wasco to Bakersfield could shave more than 40 minutes of a trip connecting Northern and Southern California, including the elimination of a 10 minute luggage transfer at an interim station.
- 5) Note that the April Operations Report shows that more than \$1.5 Billion in Federal ARRA funds to be obligated in less than 17 months. To ensure these funds are fully expended, Kern COG suggests an Alternative Technical Concept (ATC) change order to CP4 coordinated with the City of Shafter to build the segment from Poplar to 7th Standard Rd. This ATC could provide an important opportunity spend down Federal ARRA funds on an environmentally cleared portion of the system, while providing access to the only environmentally cleared HMF location where the property is being donated. If the hybrid alignment is altered South of Shafter, it can still be used as the connector track for the HMF to the mainline.

Kern COG staff looks forward to working with your staff to ensure that local concerns are addressed as the project develops.

Sincerely,

Ahron Hakimi,

2016 Business Plan RECORD DETAIL

Submission Date : 4/25/2016

Submission Method : Project Email

First Name : David

Last Name : Schonbrunn

Stakeholder Comments/Issues : Our comments on the proposed revisions:

1. It appears that trains from San Jose to Merced will have to reverse direction in Merced to travel south. This is not mentioned anywhere in the revisions.

2. The revisions purport to show a way forward for Phase 1: "There are two key sources of funding to help complete Phase 1: (1) the positive cash flow generated from selling tickets and operating the system..." This was evaluated as being worth ~\$5 Billion tops. No viable source here. "(2) additional public funds..." What's missing here is an appreciation of the sheer magnitude of the funding gap. It is clear to this observer that CHSRA has no clue how its project can be funded. That should be a warning siren, waking up the legislature that this project has run off the track.

3. The process for adopting the final Plan is the most outrageous abuse of public process we've ever seen.

--David Schonbrunn, President
Transportation Solutions Defense and Education Fund (TRANSDEF)
P.O. Box 151439
San Rafael, CA 94915-1439

415-331-1982

David@Schonbrunn.org
www.transdef.org

Notes :

2016 Business Plan RECORD DETAIL

Submission Date : 4/25/2016

Submission Method : Project Email

First Name : Monica

Last Name : Ratliff

Stakeholder Comments/Issues : Thank you for the opportunity to comment on the revisions to the Draft Business Plan ("DBP"). I appreciated the transparency of the agency publishing the public comments. I read the public comments and the revised DBP with great interest.

While I did see a number of public comments addressed in the revision, there were a number of public comments that were not addressed in the revisions. For example, a couple public commenters mentioned the California Public Utilities Commission and wanted to know about the plan for interaction with the CPUC but that question did not appear to be addressed in the DBP.

A number of public commenters wanted to know more details about the projected costs and revenues and those comments did not appear to be addressed. A comment that I read that I was hoping to see addressed included: If private investor(s) do provide equity to the project, in what proportion or priority do they recoup their investment? It seems that question could have been addressed. It seemed that there were a few comments seeking clarity regarding how public/private partnership would work with the HSR but those did not seem to be addressed with any sort of specificity.

Finally, a number of comments referenced concerns regarding routes. I did not see their concerns addressed in the revisions. Please direct me to where route concerns were addressed.

If the above issues were addressed in the DBP, please direct me to the relevant pages.

Thank you,

Monica Ratliff

Notes :

2016 Business Plan RECORD DETAIL

Submission Date : 4/25/2016
Submission Method : Letter
First Name : Elizabeth
Last Name : Goldstein Alexis
Stakeholder Comments/Issues : Please accept the following comments.

--
Elizabeth Goldstein Alexis
Co-founder Californians Advocating Responsible Rail Design (CARRD)
cell (650) 996-8018
www.calhsr.com

Notes :

Attachments : 2016_HSR_Releases_Recommended_Changes_to_Draft_2016_Business_Plan_042116.pdf (193 kb)
CARRD Comments on proposed changes to 2016 Business Plan.pdf (2 mb)



Press Release

CONTACT: Annie Parker
(916) 403-6931 (w)
(916) 203-2960 (c)
Annie.Parker@hsr.ca.gov

DATE: April 21, 2016

High-Speed Rail Authority Releases Recommended Changes to Draft 2016 Business Plan

SACRAMENTO, Calif. – Today, the California High-Speed Rail Authority Board of Directors considered staff recommended changes to the Draft 2016 Business Plan and sought additional public comment. The recommended changes were based on more than 200 public comments received during the required 60-day public comment period that closed on Monday, April 18.

Many comments the board received revolved around areas of the state that had been included in the 2014 Business Plan's Initial Operating Segment, but lie outside of the Silicon Valley to Central Valley line described in the Draft 2016 Business Plan.

To address these comments, staff has recommended several changes for consideration, including:

- Early Investments in the Burbank to Los Angeles/Anaheim Corridor
- Connections to Merced and the North San Joaquin Valley
- North of Bakersfield Station Location and Connections to Bakersfield
- Extending High-Speed Rail Service from San Jose to San Francisco

A full list of staff recommended changes can be found at:

http://www.hsr.ca.gov/about/business_plans/draft_2016_Business_Plan.html

The public has until Monday, April 25th at 5 p.m. to comment on today's staff recommended changes. The Board will review all comments received and adopt a final Business Plan on April 28. The Authority is required by law to prepare, publish, adopt and submit an updated Business Plan to the Legislature by May 1, 2016.

The Authority is providing four methods to submit comments on the staff recommended changes:

1. Online comment form through the Draft 2016 Business Plan website
at: http://www.hsr.ca.gov/About/Business_Plans/Draft_2016_Business_Plan_Comments.html
2. By email at: 2016businessplancomments@hsr.ca.gov
3. By U.S. mail to the Authority:
California High-Speed Rail Authority
Attn: Draft 2016 Business Plan
770 L Street, Suite 620 MS-1, Sacramento, CA 95814



4. Voice mail comment at: (916) 384-9516

The Draft 2016 Business Plan is a foundational document for implementing the California High-Speed Rail program. The Draft Business Plan reflects the transition from planning to construction to providing passenger service for the nation's first high-speed rail system. Overall capital costs are reduced from \$67.6 billion to \$64.2 billion. The plan also provides the path forward for the construction and operation of a section of the high-speed rail program, using existing funds, with a goal of generating revenue within the next decade.

#####

Process concerns

It is simply stunning that the Authority decided to drop a 22 page document on the public on the day of the second hearing of the draft 2016 business plan and then decided to limit public comment to only the new document AND allow only 4 days over a weekend to review the changes.

This is particularly outrageous since the proposed changes are significant departures from previous plans and discussions and are not even supported by any of the documentation that accompanies the plan. Furthermore, while the 22 page document of staff recommended changes is lengthy, they are notably absent of any changes to the supporting documentation that would presumably uphold the reason for these changes.

From a governance and procedural standpoint, why does the staff get to recommend significant changes like adding a new station in a venue where the board will not be able to deliberate on this new suggestion, and whereby the public can only send written comment and then watch the board deliberate at a future meeting - all with just 48 business hours to review the information? And how can comment be limited to just the 22 page document? Clearly, the changes warrant reviewing AND commenting on the supporting documents in a new way to confirm whether they support the changes. Given the sheer volume of the back up data, this is simply not possible in the given time frame.

We continue to remind the Authority that process and procedure are critical building blocks to the transparency necessary to garner the long term funding and support that will be needed for a project of this magnitude. These types of last minute changes and limits on public commentary erode that support at a crucial time

- There was no staff memo available prior to the meeting.
- Significant proposed changes like a new station in Madera were buried in the fine print. The CHSRA press release, attached to this email, did not even mention the possibility
- Promises and commitments have apparently been made to various regions. What exactly these entail is impossible to tease out of the generic language in the recommended changes.
- The changes that are discussed - a Madera station, single tracked branched service to Merced, and a shift in location of the Shafter/Wasco station - require detailed analysis of impacts on budgets, operations and regional transit. These may be items for consideration but should not be incorporated until the costs and benefits are fully vetted.

- The supporting documents for the business plan - ridership, operations, capital - would need to be updated for these last minute changes.

Madera

We have serious concerns that Authority staff and board members have been contemplating a station in Madera for awhile. There have been numerous occasions when the benefits and drawbacks of adding a Madera station could have been discussed. The extension of tracks to Madera that was approved last month would have been an opportunity. Ideally, the Authority would have held a public board meeting on the merits of a station in Madera in 2015, prior to moving forward with detailed planning.

The Madera station location is in a semi-rural location, northeast of the city. It is not on a highway or even a major road. It is surrounded by farmland, homes on large lots and a country club. While there is a need to connect the San Joaquin Amtrak service to the high speed rail line, there are many reasons to think that this may not be the right location.

There are obvious implications for inducing sprawl in an area that would seem extremely vulnerable to it. Even more important are the implications for the San Joaquin Amtrak service. There is a section in the San Joaquin Joint Powers Authority 2015 Business Plan that is worth noting [emphasis ours]:

“ SJJPA believes any integration of the San Joaquin service with the proposed High-Speed Rail service, ***must build upon that success, rather than just co-opt the San Joaquin ridership into the new HSR system; otherwise the State will have invested in two systems aimed at similar ridership markets.***

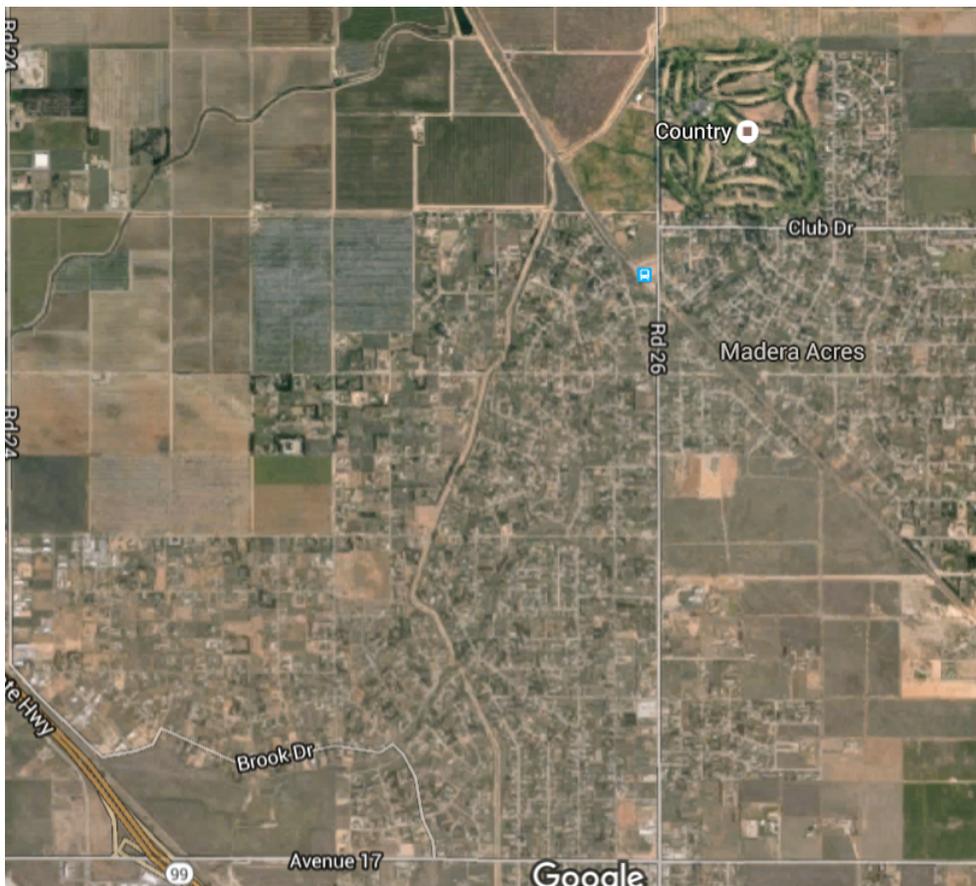
Successful HSR services throughout the world have extensive networks of conventional intercity and commuter rail networks that complement and provide critical “feeder” service to the HSR services at shared multimodal “hub” stations. ***To operate at a surplus, HSR services are focused on express, longer distance travel markets that include a large share of business travelers willing to pay for the shortened travel times which high-speed travel makes possible.*** Conventional rail services play an important role in providing a more local, multi-stop intercity service, serving shorter trips with additional stations in smaller markets and providing a lower cost transportation alternative for families and travelers who do not need or cannot afford the higher fares that are associated HSR. “

When the original initial service was going to extend to Los Angeles, connecting service would have offered 2 seat service from Sacramento and the northern San Joaquin Valley. Now, it will require 2 trains and a bus.

The discussion of a Madera stop should include a realistic schedule to understand the dynamics of how Amtrak and high speed rail would or could interact with each other, along with the impact on San Joaquin ridership.

There is a likelihood that San Joaquin trains would not operate south of Madera, if there is a transfer location here. There is also the possibility that transfers would be very difficult to effect, given the low reliability of Amtrak service and a high speed service which may have reserved seats or that current Amtrak passengers, 45% of whom are already also using Thruway buses, may prefer not to transfer because of the hassle and costs.¹

At this point, it is impossible to know the implications of adding a station here. We highly recommend that the Authority mention a possible station in Madera in this business plan, while preparing the type of required analysis for public discussion and debate before making a final decision.



¹ <http://www.sjipa.com/documents/SJJPA-Bus-Plan-2015-Final.pdf>



Wasco

The Authority is considering using the Wasco Amtrak station as the temporary terminus.

CP 4 should end where the terminus would be

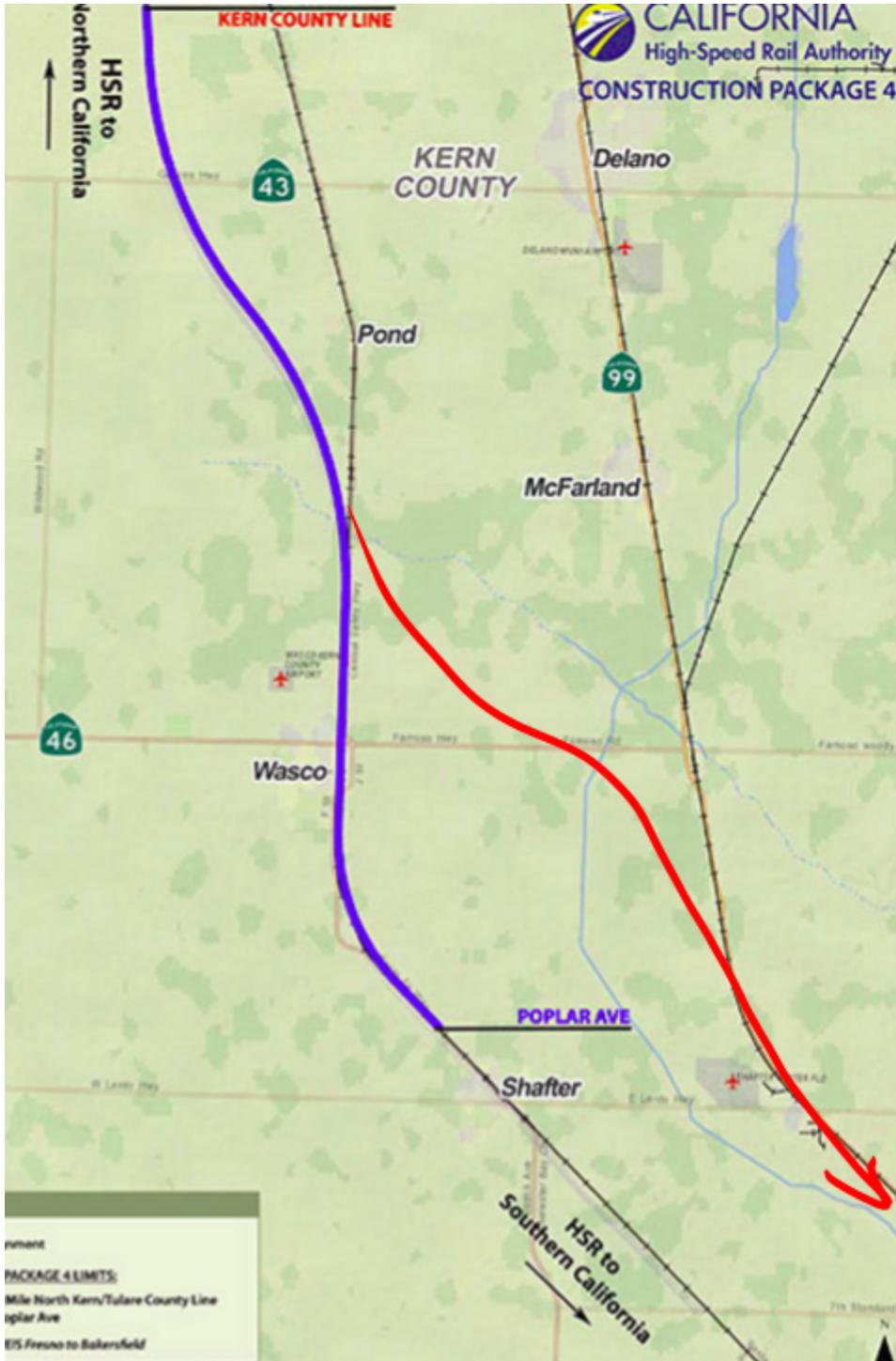
If this is the case, the Authority should modify the current CP 4 contract to end there.

What is the benefit of Wasco?

We are a little confused as to what would be gained by a station in Wasco, other than access to existing services like water and sewer. Wasco is even further from Bakersfield and also away from a major highway. It is unclear how a rail shuttle could operate to provide service to downtown Bakersfield, given limited access by current freight providers.

Why not extend the current BFSS analysis up towards Allensworth?

The new approach into Bakersfield has the alignment along the current UPRR / Highway 99 route. Previous environmental work assumed that UPRR would not allow this. If this is feasible, the Authority should consider cutting across to the UPRR/99 corridor much further north. This would avoid routes that go through two small towns, where speed limits may end up being enforced that would increase travel times. In addition, if there needed to be a temporary station, it would be along Highway 99.



http://www.hsr.ca.gov/Programs/Construction/about_construction_package_4.html

Merced

While we understand why Merced was very upset about the plans that would have delayed service to Merced, the idea of a small branch to Merced - particularly given that the Amtrak

station is across town from the proposed high speed rail station, never made any sense given the Authority's insistence on a routing through Los Banos and Gilroy. There simply is not enough demand to have all day service to the Bay Area from Merced. If the Authority can find the \$1 - 2 billion capital cost of adding service to Merced, this money would be better spent on extending the line to Bakersfield proper or San Francisco.

In addition, there are serious operational issues required to operate two separate lines. This cannot simply be added back to the project, without re-working all the supporting documents.

There are two possibilities. Either the Authority is leading Merced on again or the spur will be built but then not used, similar to the Bart to SFO project which built redundant infrastructure to the airport from San Bruno and Millbrae. The Millbrae line is now only in service at odd hours to satisfy federal requirements, the extra cost has seriously degraded San Mateo County bus service and transit to the airport is now worse for any passengers living south of San Bruno. This should be taken as a cautionary tale by all involved.

If the Authority is truly committed to Merced, it should re-consider an Altamont-type route to San Jose.

Additional comments

Change #12 details GHG emission offsets. The Business Plan should quantify the GHG impact of the steel and concrete used so far - the data is only for transportation related impacts.

Change #15, "the following page includes an update on five of these projects." Where is this page? How can the public review the updates and provide comment?

Change #16, "Insert new map." Where is the new map? How can the public review it?

Change #19, "a relatively small initial investment" to extend to 4th and King, and completing the system to the Transbay Transit Center. This update continues to ignore the multiple public comments asking how, exactly, will the TTC be funded. The cost is not included in the BP; despite public comment, it's still not addressed. How much, source of funds, and when will it be built? It IS part of Prop 1A; can't be put off indefinitely, and shouldn't. Ridership would increase dramatically, and, again, completing the TTC connection would lay additional tracks for new service rather than duplicating/cannibalizing existing local rail service.

2016 Business Plan RECORD DETAIL

Submission Date : 4/24/2016

Submission Method : Letter

First Name : Steve

Last Name : Massaro

Stakeholder Comments/Issues : Comment letter is attached.

Notes :

Attachments : Comment_letter_to_2016_business_plan_Massaro.pdf (69 kb)

April 24, 2016

California High-Speed Rail Authority
Attn: Draft 2016 Business Plan Comments
770 L Street, Suite 620 MS-1
Sacramento, CA 95814,

I would like to offer a comment on the proposed 2016 business plan and staff's suggested recommendations.

I have been involved in the high speed rail process for 8 years and it seems this new plan is another attempt to gain lost support for a project that has become bogged down by poor planning, design and execution caused by the need to expend Federal dollars.

The hypothetical reduction in cost does not make up for the current project being constructed in the wrong areas of the state. It should be the authority's goal to have a transportation system that will maximize ridership, revenue and travel efficiency as well provide a benefit to the communities that are impacted by rail alignments. The need to choose alignments that travel through predominantly agricultural areas of the state in order to meet a magical 220 mph speed eliminates those cities that would utilize and increase ridership of the High Speed Train.

Connecting the Bay area to Southern California by way of Gilroy, Los Banos, Chowchilla, Hanford and Shafter only shows that the authority is trying to build the most amount of track for the least amount of money regardless of its logic or efficiency. One example is the Authority's decision to study only one east / west rail alignment. That alignment passes through major ecological wetlands and some of the states most valued farmland.

An initial operating segment utilizing the Altamont Corridor Express to connect the Bay Area to Anaheim would make more sense. High Speed Rail could build north from Madera connecting to populated cities such as Merced, Modesto, Stockton and Sacramento. This alternative would also eliminate the need for the controversial central valley wye and it has a more realistic potential to garner the ridership numbers to make this project viable and somewhat palatable.

By reducing the projected cost and scope of work in each new business plan I believe that rail alignments will be limited to those that are the cheapest to construct and will only benefit the Rail Authority. Superior alignments that would offer multiple benefits to the people of the state will be eliminated because they will cost more to build "initially". An example would be routes in the wye section. Aligning to the major highway in this area would offer numerous benefits to the local communities as well as everyone who will travel Highway 152 to reach stations in Merced and Fresno by creating a much safer, single transportation corridor. However I fear this option will be eliminated because of the initial cost. Adding further to the injustice of alignment selection is the fact that environmental factors carry more weight in the selection of rail alignments than do the protection or benefits to people and their livelihood.

Wanting to bring a new transportation system into an area of the state that is a strategic producer of this nations food and fiber supply is irresponsible. The Central Valley's unique food producing characteristics are only found in 6 other places in the world, it needs to be respected and protected.

Governor Brown stated, "***we can help buildup the Central Valley where housing prices are lower and millions of people are going to move to.***" This statement alarms me!

The Central valley's infrastructures and resources are already being severely over-drafted, and over regulated. Bring millions of people to the Central Valley threatens our existence as the premium agricultural producing region. Shouldn't the state first repair the degraded infrastructures such as roads and bridges and build the water storage and conveyance systems to support these "millions of people"? This irresponsibility only further demonstrates that this project has more to do with union jobs and developer dollars than moving people efficiently!

Steve Massaro
20754 Road 16
Chowchilla, CA 93610

2016 Business Plan RECORD DETAIL

Submission Date : 4/25/2016

Submission Method : Project Email

First Name : Cynthia

Last Name : Despres

Stakeholder Comments/Issues : We oppose the 2016 Business Plan because the HSR message is that our comments and our community is disposable and the information we are being given is grossly misrepresented and inaccurate.

This project does not meet the basic terms of the Bullet Train Initiative. The projected construction and operational budgets are wildly optimistic and lack the private funding that is required prior to construction. Since there is a prohibition of public subsidies and neither Japan's or Europe's HSR operate without them, this is another example of a wildly optimistic assumption. They are falsifying or exaggerating ridership projections with no supporting data, unreliably assuming loans against future Cap & Trade funds, and not sufficiently addressing security issues nor handicap ridership accommodations.

The report does not adequately address the many concerns with the Palmdale to Burbank routes.

This project is a complete boondoggle and money pit and we are certain the tax payers are going to be blindsided with a hefty bill.

Sincerely,

Thomas & Cynthia Despres
10340 Valley Glow Drive
Shadow Hills, CA 91040

Notes :

2016 Business Plan RECORD DETAIL

Submission Date : 4/25/2016

Submission Method : Telephone

First Name : Edward

Last Name : Lake

Stakeholder Comments/Issues :

Notes : Original voicemail files available upon request.

Attachments : voice_msg_458117877_1461628359.wav (34 kb)
Lake_Biz_plan.pdf (38 kb)

Hi this is Edward Lake calling from San Francisco and wanting to call to express my support of the current business plan. I think it's time to get this project done and happy to voice my support

2016 Business Plan RECORD DETAIL

Submission Date : 4/25/2016

Submission Method : Telephone

First Name : Anna

Last Name : Fitz

Stakeholder Comments/Issues : Original voicemail files available upon request.

Notes :

Attachments : voice_msg_458119005_1461627982.wav (45 kb)
Fitz_Biz_Plan.pdf (38 kb)

My name is Anna Fitz and I live in San Francisco. I would like to say that I think it's important to get the high-speed rail finished and I would like everyone to figure out how to get it done. That's my comment, I look forward to riding the train one day. Thank you

2016 Business Plan RECORD DETAIL

Submission Date : 4/25/2016

Submission Method : Telephone

First Name : Dale

Last Name : Deadman

Stakeholder Comments/Issues :

Notes : Original voicemail files available upon request.

Attachments : voice_msg_458118744_1461627524.wav (191 kb)
Biz_Plan_2016_Voicemail_Deadman.pdf (45 kb)

My name is Dale Deadman. I live in Sunland, California, in the Shadowhills section of Sunland. I oppose the 2016 business plan because it still includes a seriously flawed SAA report to the Burbank to Palmdale project section that includes above ground, damaging route alternatives that are universally opposed by all impacted communities and all local elected officials. CHSRA has ignored public input for nearly 2 years related to E2 and the deficiencies in the SAA report are not addressed in either the 2016 business plan or staff's recommendations. The rationale used for retaining and/or eliminating route alternative are ambiguous, conflicting and lacking in sound environmental , technical, financial and operational reasoning. For example, as referenced in several letters to CHSRA and testimony at its Anaheim board meeting, reasons cited by CHSRA for eliminating the former E3 route were ignored in retaining the E2 route. I am against the E2 route, it should be eliminated, it goes through our precious Big Tujunga wash, it need to be eliminated, it's an environmental hazard and divides our communities, Lakeview Terrace splits in half, and it does not belong in the Big Tujunga wash and no E2. Thank you

2016 Business Plan RECORD DETAIL

Submission Date : 4/25/2016

Submission Method : Project Email

First Name : Margot

Last Name : Stone

Stakeholder Comments/Issues : To CHSRA,
We have given you our feed back, this plan is way over budget, not following the original route and ignoring our community concerns. This is unacceptable. It is time to listen and read the statement below. We won't give up the fight.

Margot Stone, Shadow Hills resident.

Notes :

Attachments : Screen shot 2016-04-25 at .36.27 PM.pdf (219 kb)
Screen shot 2016-04-25 at 4.30.53 PM.pdf (243 kb)

- I oppose the 2016 Business Plan because it provides no information about how CHSRA will communicate with Southern California communities as CHSRA focuses on a northern California IOS. It simply and inadequately states environmental studies will continue. Already, CHSRA ceased community outreach in the Burbank to Palmdale project section since May 2015, canceled community outreach meetings scheduled and committed to by CHSRA for November/December 2015, and did **not** complete upfront environmental studies related to water, tunneling, seismic and equine issues as promised to local elected officials and our communities. In addition, CHSRA acted improperly by hiring the Mineta Transportation Institute to conduct blatantly biased and incompetent equine and tunneling studies and then had the audacity to use those documents as basis for decisionmaking in its SAA Report and 2016 Business Plan. CHSRA has a clear conflict of interest in using Mineta, which has as many as five Board of Trustees' members who are current/former Authority employees, highly paid contractors or board members.
- I believe environmental studies for all route alternatives in the Palmdale to Burbank project section should be terminated as CHSRA lacks the bandwidth to conduct the studies properly with such a strong focus on northern California. It is clear CHSRA will "go through the motions" and lack integrity and transparency in these environmental studies as proven by the lack of community outreach meetings since May 2015, and the cancellation of community outreach meetings in November/December 2015. In additions, since funding does not exist for the southern California route, it is premature and an abuse of discretion to conduct studies that damage our communities.
- The early Phase 1 investments in southern California must be stopped for two reasons. First, there is no way to properly plan these bookend/connectivity investments given their last minute creation. Second, these payments are nothing more than "pork" and patronizing payoffs to assuage the feelings and politics of southern California leaders, labor unions and contractors. They are a non-transparent means of buying time for the Authority in southern California.

Related to 2016 High Speed Train Business Plan

- The 2016 Business Plan, and staff recommendations, completely ignores input from individuals and communities who submitted comments and concerns emanating from the Palmdale to Burbank project section. We submitted comments in writing and in testimony at the CHSRA board meeting in Anaheim in April 2016. Nowhere are comments from the northeast San Fernando Valley referenced in either the Business Plan or staff recommendations.
- I oppose the 2016 Business Plan in its entirety due to the lack of funding, lack of planning, lack of reliable ridership and operational data, lack of environmental approvals, lack of credible GHG emissions benefits data, and lack of entitlements needed to proceed. In fact, there has been no study of what the changes in the IOS mean relative to GHG emissions, thus, the entire premise of GHG benefits is suspect at this point given the increasing likelihood of delays and even cancellation of the southern California segment.
- I oppose the 2016 Business Plan because it still includes a seriously flawed SAA Report for the Burbank to Palmdale project section that includes above ground, damaging route alternatives that are universally opposed by all impacted communities and all local elected officials. CHSRA has ignored public input for nearly two years related to E2 and the deficiencies in the SAA Report are not addressed in either the 2016 Business Plan or staff's recommendations. The rationales used for retaining and/or eliminating route alternatives are ambiguous, conflicting and lacking in sound environmental, technical, financial and operational reasoning. For example, as referenced in several letters to CHSRA, and testimony at its Anaheim board meeting, reasons cited by CHSRA for eliminating the former E3 route were ignored in retaining the E2 route.
- I oppose the 2016 Business Plan because it leaves Southern California communities in the Burbank to Palmdale Project Section in limbo indefinitely. Property values, eminent domain, construction impacts and loss of our community character will be negatively affected for 3-5 years of environmental studies, 5-10 years of construction and possibly ongoing operations. CHSRA continuously issues incorrect timelines and schedules for completion of environmental studies to appease local elected officials, but normal industry standards and practice indicate the DEIR/DEIS for the 35-35 mile segment will take at least 4 years to complete, meaning 2020, not 2017 as CHSRA proclaims. One need only observe the nearby, 3-5 mile DEIR for the 710 Freeway Extension project which took four years from scoping to DEIR to draw a reasonable comparison and schedule.

2016 Business Plan RECORD DETAIL**Submission Date :** 4/25/2016**Submission Method :** Telephone**First Name :** Devon**Last Name :** Unknown**Stakeholder Comments/Issues :****Notes :** Caller did not submit full name. Original voicemail files available upon request.**Attachments :** voice_msg_458122320_1461627341.wav (169 kb)
Biz_Plan_2016_Voicemail_Devon.pdf (46 kb)

This is Devon, Shadow Hills, California. I oppose the 2016 business plan because it still includes a seriously flawed SAA report to the Burbank to Palmdale project section that includes above ground, damaging route alternatives that are universally opposed by all [unintelligible] communities and all local elected officials. CHSRA has ignored public input for nearly 2 years related to E2 and the deficiencies in the SAA report are not addressed in either the 2016 business plan or the staff recommendations. The rationale used for retaining and/or eliminating the route alternatives are ambiguous, conflicting and lacking in sound environmental, technical, financial and operational reasoning. For example, as referenced in several letters to CHSRA and testimony at its Anaheim board meeting recently, reasons cited by CHSRA for eliminating the former E3 route were ignored in retaining the E2 route. We ask that you get rid of our E2. Thank you. That divides our community. I also oppose the business plan because it due to the lack of funding, lack of planning, lack of reliable ridership projections and operational data, lack of environmental approvals, lack of credible GHG emissions benefits data and lack of entitlements needed to proceed. In fact, there has been no studies of what the changes to the IOS means relative to GHG emissions, thus, the entire premise of GHG benefits is suspect at this point given the increasing likelihood of delays and even cancellation of the southern California segment. Thank you

2016 Business Plan RECORD DETAIL

Submission Date : 4/25/2016
Submission Method : Letter
First Name : Patty
Last Name : Lopez
Stakeholder Comments/Issues : Good afternoon,

Please find attached a letter from the Office of Assemblywoman Patty López on the High Speed Rail project, specifically with regards to the Draft 2016 Business Plan.

Thank you very much for your time!

Caroline Woon
Press Secretary
Office of Assemblywoman Patty López
302 S Brand Blvd, Suite 212
San Fernando, CA 91340
Phone: (818) 365 - 2464
Fax: (818) 365 - 8083
[e943ecc8-5be2-4768-a17e-1b829b908afe]<facebook.com/assemblywomanpattylopez>[Color Seal_Asm_Lopez - Copy]<assembly.ca.gov/lopez>[calendar]<http://asmdc.org/members/a39/district/upcoming-events>[mailing]<https://lcmspubcontact.lc.ca.gov/PublicLCMS/NewsletterPopUp.php?district=AD39>

Assemblywoman Patty López represents the 39th Assembly District, which includes the communities of Agua Dulce, Arleta, Canyon Country, Lake View Terrace, Mission Hills, Newhall, North Hollywood, Northeast Granada Hills, Pacoima, San Fernando, Santa Clarita, Shadow Hills, Sun Valley, Sylmar and Sunland-Tujunga.

Notes :

Attachments : Office of ASM Patty Lopez - HSR letter on 2016 Draft Business Plan, 4-25-16.pdf (275 kb)

STATE CAPITOL
P.O. BOX 942849
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Assembly California Legislature



PATTY LÓPEZ
ASSEMBLYWOMAN, THIRTY-NINTH DISTRICT

COMMITTEES
AGING AND LONG-TERM CARE
ENVIRONMENTAL SAFETY
AND TOXIC MATERIALS
HOUSING AND COMMUNITY
DEVELOPMENT
HUMAN SERVICES
PUBLIC SAFETY
RULES
WATER, PARKS AND WILDLIFE

SELECT COMMITTEE
FOSTER CARE

April 25, 2016

California High Speed Rail Authority
770 L Street
Suite 1160
Sacramento, CA 95814

RE: 2016 Business Plan Feedback

Dear Chairman Richard and Board,

I thank you for the opportunity to submit feedback on the business plan before your 5 PM deadline of today, April 25, 2016.

Since the passing of Proposition 1A in 2008, the California High Speed Rail Service has been required, under California Law, Public Utility Code, Division 19.5., Chapter 3, Section 185033 (a) to "prepare, publish, adopt and submit a business plan." There is a requirement for explicit components to be included within the business plan listed in California Law, Public Utility Code, Division 19.5., Chapter 3, Section 185033 (b) (1).

The business plan the California High Speed Rail Service presented to the public, in 2016, does not fulfill the minimum obligations mandated in this section of the law.

Specifically, the plan has sixty nine (69) changes recommended to the Business Plan Errata Sheet, thirty (30) recommended changes to the technical memos, two (2) changes to the Service Planning Report, three (3) changes to the Operations & Maintenance Report, three (3) changes to the Ridership and Revenue Report and two (2) changes to the Risk Analysis Report. These changes recommended by staff include the current need to revise the data for about twenty of the tables and appendices for the conclusions presented in the business plan. In short, the business plan presented does not meet the mandated requirements of the code.

This basic tenet of accountability to voters and responsibility in process must be heeded immediately. Failure to comply with this basic obligation to the public endangers the trust and integrity of this project.



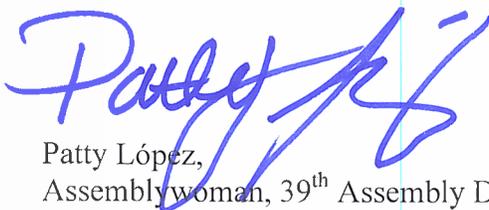
In addition, even with staff recommended changes, this plan continues to fail the public and constituents in my District in numerous aspects:

1. The plan does not address the continual demand from constituents in the 39th District to ensure that all proposed routes, and at this point particularly E2, are revised with the approval of the communities that they affect. The current business plan does not reflect any of the recommendations through comments presented at the Board meeting in Anaheim on April 12, 2016.
- 2) The finance plan does not provide the required details or an accurate and realistic forecast of how a portion of the cost of the project will be secured through investors. Thus, the risk analysis is based on unidentified factors. If such funders are identified, then the next challenge would be for such funders to release their investment in a schedule that will not result in “scope creep” and financial ambiguity.
- 3) The communities in the 39th District are still not properly engaged, and from the comments from April 12, this is also **happening** in other areas of California. We hear much about the engagement of a **specific stakeholder** group; however you should know that unless such stakeholder group is representative of all the communities and community leaders, which should include the **well-organized opposition** groups, this stakeholder group does not reflect the popular will. This is not the kind of inclusiveness or engagement that is needed for the biggest transportation project in our nation.
- 4) I am very concerned about allegations, presented by constituents, that studies done by the Mineta Transportation Institute have a conflict of interest, and as such, may have biased the results. An independent investigation should be conducted immediately to clarify this issue and ensure that accountability is unmistakable. California Law specifies the State Auditor can conduct an investigation to determine accountability of funds to the public.

This project represents the biggest investment to date for the State of California in the area of transportation. It is imperative that this project changes its methods and begins to create and maintain the public trust, facilitate engagement, enhance communication, and assure transparency throughout all phases of the proposal.

I continue to oppose this project and stand by the constituents who remain steadfast in their attempts to have a voice, seek accountability, and hold the project to higher standards.

Sincerely,



Patty López,
Assemblywoman, 39th Assembly District

2016 Business Plan RECORD DETAIL

Submission Date : 4/25/2016

Submission Method : Letter

First Name : Alan

Last Name : & Angela Scott

Stakeholder Comments/Issues :

Notes :

Attachments : 042516_ltr_to_CAHSR_comments_Scott.pdf (31 kb)

Alan Scott
1318 Whitmore Street
Hanford, CA 93230-2848
Email: a_scott1318@comcast.net

April 25, 2016

**CAHSR 2016 Business Plan Comments based on the
conditions outlined at the April 21, 2016 CAHSR Board
meeting San Jose, CA by the Chairman of the Board –
Email Submission**

California High-Speed Rail Authority
Attn: Draft 2016 Business Plan
770 L Street, Suite 620 MS-1
Sacramento, CA 95814

Re: Submission of Comments for the 2016 California High Speed Rail Business Plan

“If government were a product, selling it would be illegal.” P. J. O'Rourke

Gentlemen:

Please enter this letter for the record, as my negative opposition to the 2016 California High Speed Rail Business Plan per the instructions of the Chairman of the Board on April 21, 2016 at San Jose, California.

Furthermore, it is unbelievable that there was a request for comments regarding the 2016 Business Plan after so many distinguished highly regarded industry experts submitted evidence that now has been totally dismissed.

Now you are asking for more comments based on the presentation at last Thursday's board meeting only. Amazing! After reviewing your handout of the all comments to 2016 BP, it is very abundantly clear NOW that the political machine making sure the correct boxes are checked. Regardless of substance or strength recommendation, not the issue. The issue is, the Authority and the Board ensured they have the correct boxes checked and nothing else matters.

Moreover, your organization is fully transparent in only one respect, you are a POLITICAL machine with zero regard for the people, the financing, the disasters that have been created, and the ones you will create. Therefore, before moving on, I must state for the record that the Authorities annotated changes presented on April 21, 2016 are irrelevant, flawed, and without any substantive value to this project. Until, the comments of the entire responding experts are accepted; your current plan **does meet** the requirements for a CAHSR Business Plan. Their information is critical to the success of your project outcome.

Late in 2015, it became apparent that a potential shift in construction (to where we are at today) that sort of raised it head. In late November or early December, it resurfaced semi-officially. In March 2016, the Authority dramatically altered the statewide plan to a Shafter to San Jose alignment. The net result of that is you now have your minions scurrying around completely obfuscating the accuracies of these industry experts with conditional political PR nonsense and the same time mending major Snafu's created by mismanagement. More wasted money and time.

Authority and Board, by fiat have determined politically that those who were excluded must now be included. In doing this, you introduced more unstudied segments as if they have already achieved the proper clearances, especially the Anaheim / Los Angeles segment. Again, this was not a business decision determination; this was absolutely POLITICAL, as just about everything else with this project beginning with Governor Brown's convoluted machinations just after his election in 2011.

The choice of the alignment through the Pacheco Pass that has similar characteristics of the two southern mountain ranges that the Authority rejected due to construction and cost difficulties whether they went through or over these geographical areas. Question, "Where are the studies and clearances that this alignment requires?"

At this meeting, the alignment over the Pacheco Pass is the preferred routing; however, the more effective routing from cost and ease of construction would be departing San Jose connecting to Stockton. With this sensible and effective routing, you have brought in a significant increase in population that equals more ridership. Furthermore, this routing now put the focus on a pure Highway 99 HSR system that is almost pure straight line and at the same time connects to all the cities of growth.

The presentation by KMPG might require some more investigation as the Indiana Toll Road debacle is well known for its very poor managerial shortfalls.

Due a power outage that created a loss of data, this submission presented to ensure my displeasure with your project is noted.

Yours,

Alan Scott
1318 Whitmore Street
Hanford, CA 93230-2848

Email: a_scott11318@comcast.net

Pondering Quotes:

“The basis of effective government is public confidence.”

President John F. Kennedy

“It is dangerous to be right when the government is wrong.”

Voltaire

“Nothing is so permanent as a temporary government program.” Milton Friedman

“My reading of history convinces me that most bad government results from too much government.” (This comment was made over 200 years ago and he had it right then.)

President Thomas Jefferson

“Government's first duty is to protect the people, not run their lives.”

President Ronald Reagan

“We have the best government that money can buy.” Mark Twain

“No government ever voluntarily reduces itself in size. Government programs, once launched, never disappear. Actually, a government bureau is the nearest thing to eternal life we'll ever see on this earth!” President Ronald Reagan

Supportive links:

<http://www.latimes.com/opinion/editorials/la-ed-0417-high-speed-rail-20160418-story.html>

<http://www.bloomberg.com/news/articles/2016-04-15/derailed-bullet-train-shut-second-day-after-southern-japan-quake>

http://hanfordsentinel.com/news/opinion/todays_opinions/put-a-bullet-in-the-bullet-train/article_4eaa70d0-9273-504c-85d4-02ad8144c613.html

<http://www.sacbee.com/news/politics-government/capitol-alert/article71694367.html>

<http://www.masstransitmag.com/news/12194208/ca-its-unclear-what-would-be-condemned-in-oc-for-bullet-train>

<http://beforeitsnews.com/tea-party/2016/04/californias-high-speed-rail-authority-wins-dishonor-of-the-california-golden-fleece-award-2569950.html>

<http://scvnews.com/2016/04/13/bill-aiming-to-fund-water-infrastructure-projects-instead-of-high-speed-rail-fails-in-party-line-vote/>

<http://patch.com/california/lakeelsinore-wildomar/lake-elsinore-lawmaker-rejection-bill-pay-road-repairs-shameful>

<http://blog.independent.org/2016/04/13/californias-high-speed-rail-authority-wins-dishonor-of-the-california-golden-fleece-award/>

<http://www.signalscv.com/section/36/article/150991/>

<http://www.coreoo.eu/bullet-train-officials-hear-more-discontent-about-possible-social-routesp://www.latimes.com/local/california/la-me-rail-meeting-20160413-story.html>

<http://www.foxandhoundsdaily.com/2016/04/a-bid-for-transparency-turns-murky/>

<http://www.ocregister.com/articles/anaheim-711856-train-authority.html>

<http://www.courthousenews.com/2016/04/12/public-balks-at-latest-calif-bullet-train-plan.htm>

<http://sf.streetsblog.org/2016/04/12/facades-shakeups-and-loans-transbay-is-officially-off-track/>

<http://www.scpr.org/news/2016/04/12/59514/bullet-train-officials-hear-more-discontent-about/>

<https://sfbay.ca/2016/04/11/sf-floats-260-million-loan-for-transbay-terminal/>

<http://www.pe.com/articles/transportation-799590-california-infrastructure.html>

http://www.cahsrblog.com/2016/04/chsra-abandons-plans-for-tunnel-to-la-union-station/?utm_source=twitterfeed&utm_medium=twitter

http://hanfordsentinel.com/news/opinion/todays_opinions/put-a-bullet-in-the-bullet-train/article_4eaa70d0-9273-504c-85d4-02ad8144c613.html

http://hanfordsentinel.com/high-speed-rail-is-still-off-track/article_2d62c612-66f1-5b08-b328-48518e58d857.html

<http://www.ocregister.com/articles/beef-711408-state-billion.html>

http://hanfordsentinel.com/videos/former-owners-watch-house-on-ponderosa-street-demolished/youtube_5bccf69b-c548-517e-849d-bd43799e41c9.html

<http://www.dailynews.com/government-and-politics/20160409/assembly-candidates-square-off-over-northeast-san-fernando-valley-bullet-train-and-more>

<http://www.latimes.com/local/california/la-me-bullet-train-reports-20160409-story.html>

<http://www.foxandhoundsdaily.com/2016/04/lao-numbers-on-cap-n-trade-sure-make-it-feel-like-a-tax/>

<https://www.youtube.com/watch?v=OyB6UUaf6bY&nohtml5=False>

<https://www.youtube.com/watch?v=t9KEffvGG34&feature=em-uploademail>

<https://www.youtube.com/watch?v=-jYy0F2cevM&feature=em-uploademail>

<https://www.youtube.com/watch?v=QiHX1IGyXZY&feature=em-uploademail>

<https://www.youtube.com/watch?v=3Xuz0BvdLes&feature=em-uploademail>

<https://www.youtube.com/watch?v=J9DeiYsyxYE&feature=em-uploademail>

<http://www.kogo.com/articles/california-news-489209/ca-lawmakers-to-highspeed-rail-authority-14569298/>

<http://www.masstransitmag.com/news/12190430/senators-share-their-doubts-about-bullet-train-financing-with-rail-officials>

<http://www.mercedsunstar.com/news/local/article70276812.html>

<http://www.capoliticalreview.com/capoliticalnewsandviews/senators-ask-tough-questions-about-high-speed-rail/>

http://article.wn.com/view/2016/04/05/Senator_Gaines_Responds_To_Todays_High_Speed_Rail_Oversight/

<https://www.facebook.com/649997221772229/photos/a.654725444632740.1073741828.649997221772229/815101885261761/?type=3>

<http://www.foxandhoundsdaily.com/2016/04/legislative-consistency-not-with-minimum-wage-high-speed-rail-and-taxes/>

<http://www.foxandhoundsdaily.com/2016/04/high-speed-rail-around-the-world-requires-government-subsidies/>

2016 Business Plan RECORD DETAIL

Submission Date : 4/25/2016

Submission Method : Letter

First Name : Jason

Last Name : Holder

Stakeholder Comments/Issues : Please see the attached follow-up comment letter concerning staff's proposed revisions to the 2016 Business Plan.

We request that the Authority Board consider these comments when determining whether to adopt the 2016 Business Plan and when making findings regarding its adequacy and accuracy.

Thank you,
-Jason

> On Mon, Apr 18, 2016 at 3:12 PM, Jason Holder
<jason@holderecolaw.com> wrote:

> Please see the attached comment letter. Also attached are the documents referenced in the letter as Attachments A through J. Hard copies will follow by Overnight Mail.

>

> --

> Jason W. Holder

> Holder Law Group

>

> Important: This electronic mail message, including any attached files, is being sent by or on behalf of a lawyer; it is confidential and it may contain or constitute information protected by the attorney-client and/or the attorney work-product privileges. If the person actually receiving this message, or any other reader of this message, is not the named recipient, or the employee or agent responsible to deliver it to the named recipient, you are not authorized to retain, read, copy or disseminate this communication or any part of it. If you have received this communication in error, please immediately notify Holder Law Group at (510) 338-3759. Thank you

--

Jason W. Holder
Holder Law Group

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Notes :

Attachments : CC-HSR and CCHSRA Follow-up Comment Letter re DBP 042516.pdf (172 kb)



Holder Law Group

1736 Franklin Street, Suite 550
Oakland, CA 94612

holderecolaw.com

(510) 338-3759
jason@holderecolaw.com

April 25, 2016

VIA EMAIL ONLY

Dan Richard, Chairman CHSRA Board
Board of Directors
Jeff Morales, Chief Executive Officer
c/o Janice Neibel, Board Secretary
California High-Speed Rail Authority
770 L Street, Suite 1160
Sacramento, CA 95814
Email: 2016businessplancomments@hsr.ca.gov
boardmembers@hsr.ca.gov

Re: Follow-up Comments on Draft 2016 Business Plan

Dear Mr. Richard, Honorable Board Members, and Mr. Morales,

On behalf of Community Coalition on High-Speed Rail (“CC-HSR”) and Citizens for California High-Speed Rail Accountability (“CCHSRA”), we submit the following follow-up comments on the Draft 2016 Business Plan (the “DBP”) prepared by the California High-Speed Rail Authority (the “Authority”).

These comments address: (1) the implications to business plan requirements of pending legislation, AB 2847,¹ and the recent trend of increased scrutiny by the Legislature, and (2) revisions to the Draft Business Plan as reported in the “Staff Recommended Edits in Response to Public Comments” handout distributed at the public meeting on April 21, 2016. The comments herein supplement those submitted by CCHSRA and CC-HSR on April 18, 2016. For the reasons stated below and in the incorporated comments, the Authority should revise the seriously flawed DBP before considering it for approval and submitting the final 2016 Business Plan (FBP) to the Legislature.

The current draft of the 2016 Business Plan, as amended by staff in response to comments, shows that the program for successful implementation of the California High-Speed Train Project (the “Project”) has derailed.

¹ See current text of AB 2847, as amended April 11, 2016, available at: http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201520160AB2847 (accessed April 24, 2016).

A. The 2016 Business Plan Should be Revised to Add Detailed Information Concerning Project Phasing and Scope Changes and Their Cost Implications, Pursuant to Pending Legislation.

The writing is on the wall, AB 2847, if enacted by the Legislature, will require the Authority's business plans to "identify any significant changes in scope for segments of the high-speed rail system identified in the previous version of each report and to provide an explanation of adjustments in cost and schedule attributable to the changes." More specifically, it would require business plans to: "identify any significant changes in scope for segments identified in the previous version of each report and ... provide an explanation of adjustments in cost and schedule attributable to these changes."²

The legislative committee that approved this amendment to Public Utilities Code, section 185033.6 seeks more information about the changes in scope to the HSR project and the implications for completion cost and schedule. According to a recent Orange County Register Editorial:

AB2847 is a response to the independent Legislative Analyst's Office's March 17 report on the California High-Speed Rail Authority's 2016 Draft Business Plan. The LAO found, "[I]n order for the Legislature to maintain oversight of the project, it needs detailed information about the cost, scope and schedule of each segment HSRA is planning to construct in order to easily track changes over time.

[...]

Mr. Patterson, AB2847's author, explained, "Time and again, we have demanded more scrutiny and oversight, and I think the fact that this bill was approved [unanimously] in the Transportation Committee means we are closer than ever to getting it."³

CCHSRA and CC-HSR's comments on the DBP echo those of the LAO. Everyone not connected with the Project or beneficially interested in it sees that increased oversight and scrutiny of the Authority's cost projections and its spending is prudent.

Therefore, the Authority should again revise the 2016 Business Plan to provide the detailed information concerning Project costs and phasing requested by commenters and that may soon be required by the Legislature.

² See *id.* at p. 3.

³ See Orange County Register, Editorial: [Open the books on the bullet train](http://www.ocregister.com/articles/project-713206-authority-speed.html), dated April 24, 2016, available at: <http://www.ocregister.com/articles/project-713206-authority-speed.html> (accessed April 24, 2016), emphasis added.

B. Revisions to the Business Plan Do Not Correct Identified Flaws but Instead Introduce New Problematic Issues.

The edits to the DBP proposed by staff do not fill the major informational gaps in the DBP or provide answers to the vexing problems that have hounded the Project for years. Instead, the Authority’s marketing department went to work to add more window more dressing to the brochure.

The following table identifies the change to the Business Plan identified in the Staff Recommended Edits document and addresses that proposed change.

Change #s	Description	Comment
2, 18	Introduction of interim station at Wasco Amtrak station.	New Project feature not addressed in F-B EIR/S – triggers supplemental environmental review pursuant to CEQA and NEPA.
3, 19	Clarification that future extension of the IOS from San Jose to San Francisco will be to the 4 th and King Station.	The approved northern terminus of Phase 1 of the Project is to the Transbay Transit Center (“TTC”). The Business Plan must assume that the extension will be to the TTC and must conservatively report the cost of the extension to the TTC, including the Downtown Extension (“DTX”).
4, 28	Clarification that Phase 1 will include a connection to Merced and “full buildout of the ‘wye.’”	Do the cost projections for Phase 1 include the costs of constructing the wye? According to the Capital Cost Basis of Estimate Report, the wye legs will cost approximately \$3 Billion to construct. ⁴
6	Explanation re Project funding	The inserted text includes the claim: “[a]s segments of the program are delivered, they are projected to generate significant revenues and positive cash flow.” Will the SOS line, which will have lower ridership than the full Phase 1 line, generate a profit or will it require a subsidy? According to some articles and studies, almost all HSR systems in the world require subsidies and this one will likely also. ⁵ Why will this Project be different?

⁴ See DBP, Technical Supporting Document: Capital Cost Basis of Estimate Report, pp. 34-36.

⁵ See Reason, Baruch Feigenbaum, High-Speed Rail in Europe and Asia: Lessons for the United States, dated May 2013, available at: http://reason.org/files/high_speed_rail_lessons.pdf (accessed April 24, 2016); see also The

Change #s	Description	Comment
9	Clarification the Authority will continue to plan Phase 2	<p>This clarification does not provide the essential required information:</p> <ul style="list-style-type: none">• What does the Authority expect the Phase 2 segments to cost?• How does the Authority expect to fund construction of the Merced to Sacramento and Los Angeles to San Diego segments?• When will they be completed?

You can contact me at 510-338-3759 or at jason@holderecolaw.com if you have any questions regarding the above comments.

Very truly yours,



Jason W. Holder

cc: (via email only)
Client representatives

2016 Business Plan RECORD DETAIL

Submission Date : 4/25/2016

Submission Method : Project Email

First Name : Gerri

Last Name : Summe

Stakeholder Comments/Issues : Dear CHSRA,
The 2016 Business Plan, with its "switching of gears" from a southern California focus, to a "San-Jose-to-agricultural-field-somewhere-near-Shafter" focus, sounds like a desperate attempt to get ground broken somewhere, anywhere, before the entire project falls from its own weight.

On Page 11, the document references "we will be in a position to attract private investment and unlock additional capital to help move the rest of the system forward." What makes you think that wasting taxpayers' money on this initial leg, will definitely result in a greater interest from private investors? Perhaps the securing of funding is a function that should occur *before* you break ground, ruin farms, take people's property, etc. I am not convinced that ridership on a segment with a final destination of Shafter (no offense, Shafter residents) will be sufficient to convince anyone in the private sector that this is anything more than a grossly mismanaged project.

Page 11 also mentions that based on "newer estimates," that you have reduced anticipated costs by \$5.5B. Then you state "As a result, we now propose to reinvest some of these savings to enhance service levels in the vital Los Angeles to Anaheim segment." I'm sorry, but you are discussing "reinvesting" money you never had. You are "funding" these improvements from savings in a non-existent budget. This is Bernie Madoff financing at its best! Stating that you are funding it from savings of a budget for which the funds have not yet been found, is the equivalent of stating that you are spending money you don't have. And if you are spending those "savings" up front, then they are no longer saved! So this reduces the total estimated cost savings to \$3.4B.

I have heard CHSRA personnel say they plan to invest in So-Cal *now*, so where is this money coming from, *now*?

Again on the subject of finances, the document repeatedly references "continued anticipated Cap and Trade proceeds." My understanding is that the Cap and Trade tax expires in 2020, and must be re-voted on. Your assumption that these funds will be there, and will be usable by the HSR project beyond 2020 is presumptuous at best (let alone "borrowing" from future Cap and Trade amounts until 2050, as Dan Richard suggested at a recent Council of Governments meeting in Van Nuys).

The document goes on to state that you *really* want to get not just from San Jose to Shafter, but from San Francisco to Bakersfield, and that *this* will require an additional \$2.9B, which of course is in excess of the amount you have justified is somehow available to fund the San Jose to Shafter segment.

So between the L.A. to Anaheim improvement promises (\$2.1B), and the additional amount to extend to San Francisco and Bakersfield (\$2.9B), there is a clear \$5B described up front that, while left out of the current total for San Jose to Shafter, is still a current need. And that total amount of money is coming from ?????

While it is stated that "New job markets will be opened up for people living in the Central Valley and creating a high-speed connection to the Central Valley would help address the affordable housing crisis in the Bay Area," the potential for the reverse to occur seems more likely. If a significant number of tech specialists begin moving toward the Central

Valley, the likelihood that housing prices will escalate enough to push out the multitudes of people there who live on a minimum wage, is something that should be seriously studied. The effects of Silicon Valley on housing prices in the surrounding regions is far-reaching, and as more companies provide their own buses to bring people in, housing prices have escalated many miles away, from Marin to Sonoma to Livermore. So where will the farm hands go? Those, of course, who were not already displaced by the path of the train itself.

I am out of time and out of patience, but would like to summarize a few points, in closing:

- The 2016 Business Plan, and staff recommendations, completely ignores input from individuals and communities who submitted comments and concerns emanating from the Palmdale to Burbank project section.
- I oppose the 2016 Business Plan in its entirety due to the lack of funding, lack of planning, lack of reliable ridership and operational data, lack of environmental approvals, lack of credible GHG emissions benefits data, and lack of entitlements needed to proceed.
- I oppose the 2016 Business Plan because it still includes a seriously flawed SAA Report for the Burbank to Palmdale project section that includes above ground, damaging route alternatives that are universally opposed by all impacted communities and all local elected officials.
- I oppose the 2016 Business Plan because it provides no information about how CHSRA will communicate with Southern California communities as CHSRA focuses on a northern California IOS. It simply and inadequately states environmental studies will continue.
- I believe environmental studies for all route alternatives in the Palmdale to Burbank project section should be terminated as CHSRA lacks the bandwidth to conduct the studies properly with such a strong focus on northern California.
- The early Phase 1 investments in southern California must be stopped, as funding them from "saved cost estimates" is a fictitious form of Bernie Madoff-type funding.

Thank you.
Sincerely,
Gerri Summe
SAFE Volunteer
Resident, Shadow Hills

Notes :

2016 Business Plan RECORD DETAIL

Submission Date : 4/25/2016

Submission Method : Project Email

First Name : Suzanne

Last Name : Habbershaw

Stakeholder Comments/Issues : I could not get on your online site so am sending my comments to you about the 2016 HSR Business Plan via this email site. I oppose the 2016 Business Plan completely. The 2016 Business Plan, and staff recommendations, completely ignores input from individuals and communities who submitted comments and concerns emanating from the Palmdale to Burbank project section. We submitted comments in writing and in testimony at the CHSRA board meeting in Anaheim in April 2016. Nowhere are comments from the northeast San Fernando Valley referenced in either the Business Plan or staff recommendations.

Furthermore your Plan also includes the damaging aboveground route – E2 - for the Burbank to Palmdale project section that is universally opposed by all impacted communities and all local elected officials. CHSRA has ignored public input for nearly two years related to E2.

The rationales used for retaining and/or eliminating route alternatives are ambiguous, conflicting and lacking in sound environmental, technical, financial and operational reasoning.

In addition, CHSRA acted improperly by hiring the Mineta Transportation Institute to conduct blatantly biased and incompetent equine and tunneling studies and then had the audacity to use those documents as basis for decision making in its SAA Report and 2016 Business Plan. CHSRA has a clear conflict of interest in using Mineta, which has as many as five Board of Trustees' members who are current/former Authority employees, highly paid contractors or board members.

By jumping to Northern California, you are leaving all of us in the southern communities in limbo with regard to property values, eminent domain, and possible construction impacts, and have imposed a negative pall on our rural equine community character. And of course, this was not the Measure voted upon in 2008, which should make all your proposed route changes invalid.. I hope you won't ignore my comments as you've routinely ignore comments given by our community, but take into full consideration what I, as a Californian and taxpayer say.

Sincerely, Suzanne Habbershaw Homeowner, Taxpayer and Registered Voter Shadow Hills, CA

Notes :

2016 Business Plan RECORD DETAIL

Submission Date : 4/25/2016

Submission Method : Project Email

First Name : Elaine

Last Name : Brown

- Stakeholder Comments/Issues :**
- I oppose the 2016 Business Plan in its entirety due to the lack of funding, lack of planning, lack of reliable ridership and operational data, lack of environmental approvals, lack of credible GHG emissions benefits data, and lack of entitlements needed to proceed. In fact, there has been no study of what the changes in the IOS mean relative to GHG emissions, thus, the entire premise of GHG benefits is suspect at this point given the increasing likelihood of delays and even cancellation of the southern California segment.
 - I oppose the 2016 Business Plan because it still includes a seriously flawed SAA Report for the Burbank to Palmdale project section that includes above ground, damaging route alternatives that are universally opposed by all impacted communities and all local elected officials. CHSRA has ignored public input for nearly two years related to E2 and the deficiencies in the SAA Report are not addressed in either the 2016 Business Plan or staff's recommendations. The rationales used for retaining and/or eliminating route alternatives are ambiguous, conflicting and lacking in sound environmental, technical, financial and operational reasoning. For example, as referenced in several letters to CHSRA, and testimony at its Anaheim board meeting, reasons cited by CHSRA for eliminating the former E3 route were ignored in retaining the E2 route.
 - I oppose the 2016 Business Plan because it leaves Southern California communities in the Burbank to Palmdale Project Section in limbo indefinitely. Property values, eminent domain, construction impacts and loss of our community character will be negatively affected for 3-5 years of environmental studies, 5-10 years of construction and possibly ongoing operations. CHSRA continuously issues incorrect timelines and schedules for completion of environmental studies to appease local elected officials, but normal industry standards and practice indicate the DEIR/DEIS for the 35-35 mile segment will take at least 4 years to complete, meaning 2020, not 2017 as CHSRA proclaims. One need only observe the nearby, 3-5 mile DEIR for the 710 Freeway Extension project which took four years from scoping to DEIR to draw a reasonable comparison and schedule.
 - I oppose the 2016 Business Plan because it provides no information about how CHSRA will communicate with Southern California communities as CHSRA focuses on a northern California IOS. It simply and inadequately states environmental studies will continue. Already, CHSRA ceased community outreach in the Burbank to Palmdale project section since May 2015, canceled community outreach meetings scheduled and committed to by CHSRA for November/December 2015, and did not complete upfront environmental studies related to water, tunneling, seismic and equine issues as promised to local elected officials and our communities. In addition, CHSRA acted improperly by hiring the Mineta Transportation Institute to conduct blatantly biased and incompetent equine and tunneling studies and then had the audacity to use those documents as basis for decision making in its SAA Report and 2016 Business Plan. CHSRA has a clear conflict of interest in using Mineta, which has as many as five Board of Trustees' members who are current/former Authority employees, highly paid contractors or board members.
 - I believe environmental studies for all route alternatives in the Palmdale to Burbank project section should be terminated as CHSRA lacks the bandwidth to conduct the studies properly with such a strong focus on northern California. It is clear CHSRA will "go through the motions" and lack integrity and transparency in these environmental studies as proven by the lack of community outreach meetings since May 2015, and the cancellation of community outreach meetings in November/December 2015. In additions, since funding does not exist for the southern California route, it is premature

and an abuse of discretion to conduct studies that damage our communities.

- The early Phase 1 investments in southern California must be stopped for two reasons. First, there is no way to properly plan these bookend/connectivity investments given their last minute creation. Second, these payments are nothing more than “pork” and patronizing payoffs to assuage the feelings and politics of southern California leaders, labor unions and contractors. They are a non-transparent means of buying time for the Authority in southern California.

Elaine Brown, 11445 Skyland Rd, Sunland, CA 91040

Lloyd Moore, 11445 Skyland Rd, Sunland, CA 91040

Notes :

2016 Business Plan RECORD DETAIL

Submission Date : 4/25/2016
Submission Method : Project Email
First Name : Liliana
Last Name : Sanchez
Stakeholder Comments/Issues : ATTN: HSR
Re: 2016 Business Plan and Staff Recommendations

Thank you for accepting my comments regarding the high speed train project. As a stakeholder from Sunland -Tujunga I am apposed to the above ground routes/segments and agree that the route from Palmdale to Burbank should be

completely eliminated immediately.

I am apposed to the above ground routes/elements of the high speed train project because the E3 route, in particular, would destroy both the Big Tujunga Wash and our community's character.

I am apposed to the HSR entirely because the CA voters did not vote for what HSR authority has created or the financial burden this project has brought to our state.

Regards,
Liliana Sanchez
11608 Shelly Vista Dr.
Tujunga, CA 91042

Notes :

2016 Business Plan RECORD DETAIL

Submission Date : 4/25/2016
Submission Method : Project Email
First Name : Jerry
Last Name : Perezchica - Marine Life Studies
Stakeholder Comments/Issues : Hello CAHSR Board of Directors,

It is with high anticipation that I follow the iterations of the CAHSR Business Plan advancing its due diligence to optimize a service that will enhance the quality of life in California. I have been fortunate to be able watch B.A.R.T. come into being as well as participate in the improvement of service along the CalTrain corridor, so I am very familiar with the time needed for a project like this to come into being.

Putting Merced back in Phase I is a strategic revenue generating move because Merced offers a geographic advantage as a cross platform intermodal hub for A.C.E., Amtrak-San Joaquins and California High Speed Rail. Merced offers the least disruptive and most cost efficient opportunity to provide intermodal cross platform commuter rail service by re-directing The San Joaquins off BNSF through Merced from the NW and NE for a 5 mile parallel run along the Union Pacific line.

- The NW separation distance between the Burlington Northern/Santa Fe and the Union Pacific ROW is only 1.207km (3/4 mile)
- The NE separation distance between the Burlington Northern/Santa Fe and the Union Pacific ROW is only 1.609km (1 mile)

The A.C.E. and San Joaquins acting as feeder lines will sustain the revenue stream. To kick the revenue stream up a notch or two, start planning to reinstate light rail service between Merced and Yosemite; this is a revenue stream waiting to be tapped. This network could ultimately connect OAK, SFO, SJC and FAT to Merced - Yosemite.

Looking forward to reclaiming the title...Great State of California.

Jerry Perezchica
Director, Ocean Literacy Series
Marine Life Studies
Monterey Bay, California
www.marinelifestudies.org
831.239.8608

Notes :

2016 Business Plan RECORD DETAIL

Submission Date : 4/25/2016

Submission Method : Telephone

First Name : Unknown

Last Name : Unknown

Stakeholder Comments/Issues : Caller did not submit name. Original voicemail files available upon request.

Notes :

Attachments : voice_msg_458116671_1461623528.wav (70 kb)
Biz_Plan_2016_Voicemail_Unknown.pdf (39 kb)

Hi [unintelligible] would like to write my comment. I think the current timeline is [unintelligible], incomplete, lacks transparency, details, is inoperable, impractical and incomprehensible. So it's time to go back to the drawing board or just forget the whole thing and maybe use some of that money to strengthen our highways, maybe to rail systems such as Metrolink in Los Angeles, things like that, so we can have convenience and different ways to get around. Thank you.

2016 Business Plan RECORD DETAIL

Submission Date : 4/25/2016

Submission Method : Telephone

First Name : Unknown

Last Name : Unknown

Stakeholder Comments/Issues :

Notes : Caller did not submit name. Original voicemail files available upon request.

Attachments : voice_msg_458115787_1461622727.wav (146 kb)
Biz_Plan_2016_Voicemail_Unknown.pdf (44 kb)

I oppose the 2016 Business Plan because it still includes a seriously flawed SAA report for the Burbank to Palmdale project section that includes above ground, damaging route alternatives that are universally opposed by all impacted communities and all local elected officials. CHSRA has ignored public input for nearly 2 years related to E2 and with efficiencies in the SAA report are not addressed in either the 2016 business plan or staff recommendations. The rationale used for retaining and/or eliminating route alternatives are ambiguous, conflicting and lacking in sound environmental, technical, financial and operational reasoning. For example, as referenced in several letters to CHSRA, and testimony at its Anaheim board meeting, reasons cited by CHSRA for eliminating the former E3 route were ignored in retaining the E2 route. The E2 route needs to be eliminated through the Big Tujunga wash. Thank you.

2016 Business Plan RECORD DETAIL

Submission Date : 4/25/2016

Submission Method : Project Email

First Name : Kathy

Last Name : Hamilton

Stakeholder Comments/Issues : Hello, here is another comment in form of feasibility of funding for all of the following items discussed at the Board Meeting last week.

- Early Investments in the Burbank to Los Angeles/Anaheim Corridor
- Connections to Merced and the North San Joaquin Valley
- North of Bakersfield Station Location and Connections to Bakersfield

- Extending High-Speed Rail Service from San Jose to San Francisco

On April 19, 2016, the Leg Counsel published it's opinion requested by Senator Jean Fuller who asked several questions about cap-and-trade funds. In particular what is the executive branches power on this issue in particular post 2020. This was also part of a discussion between Dan Richard and Mayor Pat Burt at a Local Policy Makers Group Meeting on March 24, 2016. Richard said the administration told the rail authority, it was ok to include the cap-and-trade dollars beyond 2020.

In essence, The Leg Counsel says no the Governor may not on his own extend the laws regarding cap-and-trade beyond 2020. That is in the jurisdiction of the Legislature only. This is an important issue to be reviewed by the Board before it makes a decision regarding the Business Plan.

Thank you, Kathy Hamilton Kathy@thehamiltonreport.com

> The letter can be downloaded also from the Republican Caucus website:
>
> see: <http://cssrc.us/content/implementation-california-global-warming-solutions-act-2006>
>
>
>
> You can download or view from
>
> <https://drive.google.com/open?id=0B9m407yyFerMeU9sX3I1QVZIZmM>
>
>
>

Notes :

2016 Business Plan RECORD DETAIL

Submission Date : 4/25/2016

Submission Method : Letter

First Name : Marty

Last Name : Wachs

Stakeholder Comments/Issues : On behalf of Lou Thompson, Chairman, and members Stacey Mortensen, Gary Gallegos, and myself, I hereby submit the attached comment on the proposed revisions to the 2016 Business Plan in accordance with the instructions for doing so which appear on the Authority's web site.

Thank you very much for the opportunity to comment.

Martin Wachs
Department of Urban Planning
UCLA
Office Phone: 310-825-5892
Home Phone: 323-424-4075
Cell Phone: 310-922-0721
Return e-mail messages to: mwachs@ucla.edu

Notes :

Attachments : PRG_COMMENT_ON_REVISIED_2016_BP_for_HSR_042516.pdf (86 kb)

CALIFORNIA HIGH SPEED RAIL PEER REVIEW GROUP

Gary Gallegos Stacey Mortensen Lou Thompson, Chairman Martin Wachs

April 25, 2016

The California High Speed Rail Peer Review Group (PRG) was created by Proposition 1A (AB3034) to review and comment on the High Speed Rail Authority's Business Plans and related documents. Having recently commented on the Draft 2016 Business Planⁱ and having testified before the Assembly High Speed Rail Oversight Committeeⁱⁱ we reviewed our earlier statements in light of the Authority's proposed revisions to the 2016 Business Plan, have concluded that they remain valid, and offer this brief statement to complement recent statements based on our analyses.

The PRG recognizes the importance of linking the High Speed Rail Program with other state policies related to enhancing statewide mobility, environmental protection, and economic development. We welcome increased emphasis in the revised draft on integration of the High Speed Rail program with the state rail plan, increasing emphasis on financial partnerships in the improvement of rail operations in southern and northern California, and the increasing financial participation of the Authority in land use planning in the vicinity of planned station sites.

The 2016 Business Plan grapples with but does not resolve major financial challenges that continue to face the Authority if it is to deliver high speed rail operations to California. The Authority has the responsibility to deliver an operational project but has limited control over the potential revenues and financial mechanisms that will be needed to complete the project.

By shifting the Initial Operating Segment to the north and incorporating cost reductions through value engineering the 2016 Business Plan addresses the challenges of proceeding with construction in a world of highly constrained resources. It does so at the cost of deferring some of the most expensive elements of the construction program and accepts that their costs will likely rise in the future. These elements of the program, including crossing the Tehachapis, are also among the most beneficial to California and among the most essential to the completion of the entire project. Striving to complete an operating segment as encouragement to later private participation in financing and to strengthen the case for further investment of federal resources is understandable but very risky.

The assertion that the first IOS section can be financed depends critically on the Cap & Trade program continuing beyond 2020 and the legislature taking the actions necessary to enable Cap & Trade funds to be securitized.

Completing the connection from Bakersfield to downtown San Francisco depends on finding Federal funding from an as yet unidentified source in time for the project to proceed.

The 2016 Business Plan is predicated on private investment capital becoming more available after the start of early operations, but even if demand and revenue forecasts eventually are met, early operations are likely to see slow growth in patronage over a period of many years. It is not obvious that initial operations will attract willing investors of private capital.

The Authority should clearly lay out what can be accomplished, and the alternatives available, should the Legislature NOT act as the Authority assumes with respect to the future availability of Cap & Trade funds, if the Federal funding does not materialize, and if private investment capital is more difficult to access than is assumed in the 2016 Business Plan. The Authority should make clear that its business model - in which the State plans and builds the system, after which it will franchise or concession the system - also means that the entire cost of building the system, including rolling stock, must come from public sources. These most likely will include a combination of State, Federal and local sources. It is important to acknowledge that sources of public funding are yet to be identified. And, even if Authority's demand and revenue projections are valid, there likely will be a period of years between the time that the system is fully constructed and operating and the time when private money might be expected to be invested in its operation.

ⁱ <http://www.cahsrprg.com/files/25-March-letter-from-PRG.pdf>

ⁱⁱ <http://www.cahsrprg.com/files/Thompson-statement-March-28-2016.pdf>

2016 Business Plan RECORD DETAIL

Submission Date : 4/25/2016

Submission Method : Project Email

First Name : Nanette

Last Name : Wenger

Stakeholder Comments/Issues : To HSR:

Your plan and recommendations do not indicate that you have **ever** taken into account the input from communities who submitted comments in **WRITING,** or the reasons for their objections, which are valid and numerous!

- There is a major lack of funding
- No projected ridership data
- No **valid **environmental studies or approvals to date
- All above ground routes for the Burbank to Palmdale section are damaging and **fully* opposed by the communities as well as all local elected officials!!!!*

HSR is politically motivated as proved by payoffs to some labor unions and contractors which is simply a sneaky was of buying time.

This **GRAVY TRAIN **needs to stop now!

Sincerely,
Nanette Wenger
9700 Shadow Island Drive,
Shadow Hills CA 91040

Notes :

2016 Business Plan RECORD DETAIL

Submission Date : 4/25/2016
Submission Method : Project Email
First Name : Francesca
Last Name : Miller
Stakeholder Comments/Issues : To Rail Committee:

The High Speed Rail is ill-conceived on so many levels: Graft not the least, cost overruns, cumbersome design, intrusion into unique, irreplaceable residential communities, destruction of environmentally sensitive Angeles National Forest, and, Most importantly, WILL BE NOTHING MORE THAN A TOURIST ATTRACTION! Why would a Californian take ANY train to or from the Bay Area when he or she can fly, faster and LESS EXPENSIVELY? Billions and billions spent on a system which will carry no passengers.

To underscore the poorly thought out HSR plan, it is mystifying why in the world the Chinese model was not copied: earthquake safe, efficient, economical to build and TUNNEL-LESS! California High Speed Rail is not an improvement to California, it is simply a legacy project for a governor who has forgotten his roots.

Abandon this ridiculous, dangerous project!

Francesca Miller

9757 Sunland Blvd.

Shadow Hills. CA 91040-1441

fmler_equilife@msn.com<mailto:fmler_equilife@msn.com>

Notes :

2016 Business Plan RECORD DETAIL

Submission Date : 4/25/2016

Submission Method : Project Email

First Name : Marjorie

Last Name : Maxon

Stakeholder Comments/Issues : I oppose the 2016 Business Plan because it contains completely unrealistic cost projections. The complete lack of viability for this project is shown in CHSRA's constant changing of their plans and abrupt decision to go north first. I do support this move; hopefully the northern half of this project will be less useless than the ridiculous Palmdale to Burbank segment. Both these small cities are already serviced by Metrolink, which continues to downtown Los Angeles.

All environmental studies for all route alternatives in the Palmdale to Burbank project section should be terminated because CHSRA lacks the finances to conduct the studies properly, it doesn't even have enough money for the northern California segment. Not one private investor has put in two cents and the Congress will not give CHSRA any more money. It is clear that CHRSA is simply trying to spend as much money as possible before this entire ridiculous segment is cancelled. These payments are nothing more than "pork" and patronizing payoffs to assuage the feelings and politics of southern California leaders, labor unions and contractors. Since funding does not exist for the southern California route, it is premature and an abuse of discretion to conduct studies that damage our communities.

Please stop this horrendous abuse to taxpayers and citizens who are in the path of this monstrous project. This project bears no resemblance to the project the voters approved.

Sincerely,

Marjorie Maxon

Notes :

2016 Business Plan RECORD DETAIL

Submission Date : 4/25/2016

Submission Method : Project Email

First Name : Jean

Last Name : DelGrosso

Stakeholder Comments/Issues : I am a Shadow Hills property owner. This kind of railway system, as I see it, serves NO PURPOSE RUNNING THROUGH THIS QUIET, LAST VESTIGE OF RURAL FARMS AND HORSE-KEEPING PROPERTIES. It will only add dust, dirt, gravel detris and noise, not to mention air pollution, traffic and disturbance of what little underground water springs we have for our use here.

Surely there's another route that could be used where there are no close properties that will be ruined. Better yet, why have a rail at all. Who is going to use it? A plane is quicker and already established airports are easily accessed. Who do you expect will use this metro line? No one in this rural area, that's for sure, and it will only RUIN our properties and their values and our close, surrounding rural feeling that is quiet and family-like here.

PLEASE, DO NOT DO THIS. None of us property owners here want this. It will cost billions and will serve only a few, those few who, I am sure, could have other means to traverse. Most of us have no reason to go back and forth to San Francisco or the other cities and towns in the north, except may be to visit relatives or friends once in a while. We do NOT NEED A HIGH SPEED TRAIN to do this. Especially one that will totally upset the quality of life in this whole rural and quiet area, not to mention what it will do to the property values and air pollution, during the building and after. This kind of speed train does not come without its side effects of dust, dirt, noise and all other pollutions.

In short, WE DON'T WANT IT!

Jean DelGrosso
Shadow Hills, Property Owner

Notes :

2016 Business Plan RECORD DETAIL

Submission Date : 4/25/2016

Submission Method : Telephone

First Name : Julia

Last Name : Turnowsky

Stakeholder Comments/Issues :

Notes : Original voicemail files available upon request.

Attachments : voice_msg_458106781_1461612713.wav (285 kb)
Biz_Plan_2016_Voicemail_Turndowsky.pdf (47 kb)

Hi. My name is Julia Turnowsky. I live in the Tujunga area and my comment is I feel very strongly opposed to the 2015 business plan because it leaves Southern California communities in the Burbank to Palmdale project section in limbo indefinitely. Our property values, eminent domain, construction impacts and loss of our community character will be negatively affected for 3-5 years of environmental studies, also 5-10 years of construction impacts and possibly ongoing operations. The California High-Speed Rail Authority continuously issues incorrect timelines and schedules for completion of environmental studies to appease local elected officials but normal industry standards and practice indicate the VEIR/VEIS for the 35-mile segment will take at least 4 years to complete, meaning 2019 or 2020, not 2017 as the California high-speed rail Authority proclaims. One needs only to observe the nearby 3-5 mile EEIR or the 710 freeway extension project, which took 4 years of scoping to DEIR to draw a reasonable comparison and [unintelligible]. I also oppose the 2015 business plan because it provides no information about how the California high-speed rail will communicate with Southern California communities. As the California high-speed rail Authority focuses on Northern California IOS, it simply and inadequately states environmental studies were continued. Already, the high-speed rail Authority ceased community outreach in the Burbank to Palmdale project section since May 2015. It cancelled community outreach meetings scheduled and committed to by the high-speed rail by November and December 2015 and [unintelligible].

2016 Business Plan RECORD DETAIL

Submission Date : 4/25/2016

Submission Method : Project Email

First Name : Brian

Last Name : Dykes

Stakeholder Comments/Issues : Thank you for the opportunity to review the proposed staff changes to the CHSRA Draft 2016 Business Plan. The Transbay Joint Powers Authority (TJPA) is disappointed with the lack of response to our concerns on the document as provided in our letter dated April 12, 2016. We continue to have an interest in seeing clear references in the document that San Francisco terminus of the CHSRA system is the Transbay Transit Center as mandated by Proposition 1A.

Our specific comments on the staff recommendations are as follows:
#3 "between San Jose and the 4th and King Station" should read "between San Jose and the Transbay Transit Center (or the 4th and King Station as an interim station) in San Francisco".
15 The Transbay Transit Center should be included as a bookend project.
19 "between San Jose and the 4th and King Station in San Francisco" should read "between San Jose and an interim station at the 4th and King Station in San Francisco".

We look forward to the continuation of our joint cooperative efforts to bring high speed rail to the Transbay Transit Center and are available to discuss our comments at your convenience.

Brian Dykes
Principal Engineer
Transbay Joint Powers Authority
201 Mission Street, Suite 2100
San Francisco, CA 94105
415 597 4617 phone
415 597 4615 fax

[Description: Description: transbayTicon2]<<http://transbaycenter.org/>>
[Description: Description: t_small-b] <<http://twitter.com/TransbayCenter>>
[Description: Description: youtube_logo_offwhite10]
<<http://www.youtube.com/user/TransbayTransitCntr>> [Description: Description: fb_logo_4] <<http://www.facebook.com/pages/Transbay-Transit-Center-Project/211301050057>> [cid:image005.gif@01D19EEA.321CD020] <<http://instagram.com/thetransbayproject>> [Description: Description: rssicon4] <<http://transbaycenter.org/category/press/feed>>
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2016 Business Plan RECORD DETAIL

Submission Date : 4/25/2016

Submission Method : Project Email

First Name : Jerry

Last Name : Byrd

Stakeholder Comments/Issues : Dear CA HSR authority,
We strongly object to your only giving us a few days to review and comment on the 2016 business plan. This is yet another example of the HSR authority attempting to disregard community input. After discussion with community leaders, we have the following comments.
The 2016 Business Plan, and staff recommendations, completely ignores input from individuals and communities who submitted comments and concern emanating from the Palmdale to Burbank project section. We submitted comments in writing and in testimony at the CHSRA board meeting in Anaheim in April 2016. Nowhere are comments from the northeast San Fernando Valley referenced in either the Business Plan or staff recommendations. • I oppose the 2016 Business Plan in its entirety due to the lack of funding, lack of planning, lack of reliable ridership and operational data, lack of environmental approvals, lack of credible GHG emissions benefits data, and lack of entitlements needed to proceed. In fact, there has been no study of what the changes in the IOS mean relative to GHG emissions, thus, the entire premise of GHG benefits is suspect at this point given the increasing likelihood of delays and even cancellation of the southern California segment. • I oppose the 2016 Business Plan because it still includes a seriously flawed SAA Report for the Burbank to Palmdale project section that includes aboveground, damaging route alternatives that are universally opposed by all impacted communities and all local elected officials. CHSRA has ignored public input for nearly two years related to E2 and the deficiencies in the SAA Report are not addressed in either the 2016 Business Plan or staff's recommendations. The rationales used for retaining and/or eliminating route alternatives are ambiguous, conflicting and lacking in sound environmental, technical, financial and operational reasoning. For example, as referenced in several letters to CHSRA, and testimony at its Anaheim board meeting, reasons cited by CHSRA for eliminating the former E3 route were ignored in retaining the E2 route. • I oppose the 2016 Business Plan because it leaves Southern California communities in the Burbank to Palmdale Project Section in limbo indefinitely. Property values, eminent domain, construction impacts and loss of our community character will be negatively affected for 3-5 years of environmental studies, 5-10 years of construction and possibly ongoing operations. CHSRA continuously issues incorrect timelines and schedules for completion of environmental studies to appease local elected officials, but normal industry standards and practice indicate the DEIR/DEIS for the 35-35 mile segment will take at least 4 years to complete, meaning 2020, not 2017 as CHSRA proclaims. One need only observe the nearby, 3-5 mile DEIR for the 710 Freeway Extension project which took four years from scoping to DEIR to draw a reasonable comparison and schedule. • I oppose the 2016 Business Plan because it provides no information about how CHSRA will communicate with Southern California communities as CHSRA focuses on a northern California IOS. It simply and inadequately states environmental studies will continue. Already, CHSRA ceased community outreach in the Burbank to Palmdale project section since May 2015, canceled community outreach meetings scheduled and committed to by CHSRA for November/December 2015, and did not complete upfront environmental studies related to water, tunneling, seismic and equine issues as promised to local elected officials and our communities. In addition, CHSRA acted improperly by hiring the Mineta Transportation Institute to conduct blatantly biased and incompetent equine and tunneling studies and then had the audacity to use those documents as basis for decisionmaking in its SAA Report and 2016 Business Plan. CHSRA has a clear conflict of interest in using Mineta, which has as many as five Board of Trustees' members who are current/former Authority employees, highly paid contractors or board members. • I believe environmental studies for all route alternatives in the Palmdale to Burbank project section should be terminated as CHSRA lacks the bandwidth to conduct the studies properly with such a strong focus on

northern California. It is clear CHSRA will “go through the motions” and lack integrity and transparency in these environmental studies as proven by the lack of community outreach meetings since May 2015, and the cancellation of community outreach meetings in November/December 2015. In addition, since funding does not exist for the southern California route, it is premature and an abuse of discretion to conduct studies that damage our communities. • The early Phase 1 investments in southern California must be stopped for two reasons. First, there is no way to properly plan these bookend/connectivity investments given their last minute creation. Second, these payments are nothing more than “pork” and patronizing payoffs to assuage the feelings and politics of southern California leaders, labor unions and contractors. They are a non-transparent means of buying time for the Authority in southern California.

Best regards, Jerry and Marisa Byrd
9532 La Canada Way
Shadow Hills, CA
91040

Notes :

2016 Business Plan RECORD DETAIL

Submission Date : 4/25/2016
Submission Method : Project Email
First Name : Diane
Last Name : Gascoigne
Stakeholder Comments/Issues : Dear Sir/Madam,

Following are my comments and concerns regarding the 2016 High Speed Train business plan:

- The 2016 Business Plan, and staff recommendations, completely ignores input from individuals and communities who submitted comments and concerns emanating from the Palmdale to Burbank project section. We submitted comments in writing and in testimony at the CHSRA board meeting in Anaheim in April 2016. Nowhere are comments from the northeast San Fernando Valley referenced in either the Business Plan or staff recommendations.
- I oppose the 2016 Business Plan in its entirety due to the lack of funding, lack of planning, lack of reliable ridership and operational data, lack of environmental approvals, lack of credible GHG emissions benefits data and lack of entitlements needed to proceed.
- I oppose the 2016 Business Plan because it still includes a seriously flawed SAA Report for the Burbank to Palmdale project section that includes above ground, damaging route alternatives that are universally opposed by all impacted communities and all local elected officials. CHSRA has ignored public input for nearly two years related to E2 and the deficiencies in the SAA Report are not addressed in either the 2016 Business Plan or staff's recommendations. The rationales used for retaining and/or eliminating route alternatives are ambiguous, conflicting and lacking in sound environmental, technical, financial and operational reasoning. For example, as referenced in several letters to CHSRA, and testimony at its Anaheim board meeting, reasons cited by CHSRA for eliminating the former E3 route were ignored in retaining the E2 route.
- I oppose the 2016 Business Plan because it leaves Southern California communities in the Burbank to Palmdale Project Section in limbo indefinitely. Property values, eminent domain, construction impacts and loss of our community character will be negatively affected for 3-5 years of environmental studies, 5-10 years of construction and possibly ongoing operations.
- I oppose the 2016 Business Plan because it provides no information about how CHSRA will communicate with Southern California communities as CHSRA focuses on a Northern California IOS. It simply and inadequately states environmental studies will continue. Already, CHSRA ceased community outreach in the Burbank to Palmdale project section since May 2015, canceled community outreach meetings scheduled and committed to by CHSRA for November/December 2015, and did not complete upfront environmental studies related to water, tunneling, seismic and equine issues as promised to local elected officials and our communities. In addition, CHSRA acted improperly by hiring the Mineta Transportation Institute to conduct blatantly biased and incompetent equine and tunneling studies and then had the audacity to use those documents as basis for decisionmaking in its SAA Report and 2016 Business

Plan. CHSRA has a clear conflict of interest in using Mineta, which has as many as five Board of Trustees' members who are current/former Authority employees, highly paid contractors or board members.

- The early Phase 1 investments in Southern California must be stopped for two reasons. First, there is no way to properly plan these bookend/connectivity investments given their last minute creation. Second, these payments are nothing more than “pork” and patronizing payoffs to assuage the feelings and politics of southern California leaders, labor unions and contractors. They are a non-transparent means of buying time for the Authority in Southern California.

Thank you for taking the time to review the above comments and concerns.

Sincerely,

Diane Gascoigne
Shadow Hills, California

Notes :

2016 Business Plan RECORD DETAIL

Submission Date : 4/25/2016

Submission Method : Project Email

First Name : Ina

Last Name : Bosch

Stakeholder Comments/Issues : To Whom It May Concern

I strongly oppose the plan. Not only do you not have the funding for it, but you are demolishing our property values! If I had any stronger words I would have used my opposition to this useless plan.

Ina Bosch

Shadow Hills

This email has been checked for viruses by Avast antivirus software.
<https://www.avast.com/antivirus>

Notes :

2016 Business Plan RECORD DETAIL

Submission Date : 4/25/2016

Submission Method : Project Email

First Name : Fritz

Last Name : BRONNER

Stakeholder Comments/Issues : I oppose the California HSR Business Plan for 2016. It is rife with errors in accuracies and misleading statements. The fact that nearly half the document is full of bullish, self toting accomplishments of the out-reach process to the community is a false claim and outrage of hypocrisy. The continuation of this organization to claim transparency in any form, borders on lunacy. The sugar coated fantasy claims of secured funding for any portion of this choo-choo line is some of the most incompetent unprofessional, unethical claims ever made. No business working under these practices would ever survive. No honest government agency working under this pretext with little oversight should survive.

Which leads the public to interpret the fact that this boondoggle excessive spending agency survives in a corrupt nature and fashion like banana republics of the past.

I should also like to point out the clear ethical conflict of interest of former board members and active board members and officers of California high-speed rail and the Minetta Institute and they're clearly driven biased agenda regarding the equine study. When this same institute runs meet and greet seminars for jobs out reach on this same project it is clear what their driven agenda of self-fulfillment it is.

How our government at local, and our State Capital can continue to ignore and deny and be bought out for this treachery of taxpayer funds and blatant lies of a study is egregious and offensive to the public.

The business plans argument for the removal of route E3 is incomplete as much as the logic for keeping E2 in the consideration process. There are clearly showstoppers today that should impress any reasonable civic minded person for the removal of E2 immediately. This includes endangered species, sensitive environment, clean water, and environmental justice, and more that calls for just removal of the E2 today.

This agency continues to fail in their work in examining every potential route and solution and continues to churn and waste money to try to proclaim that too much has been spent for monstrosity project to be canceled.

The day will arrive, when the bright sunshine light glares on this festering group of cockroaches.

Fritz Bronner

Sent from my iPhone

Notes :