

CALIFORNIA HIGH-SPEED RAIL AUTHORITY
UNAPPROVED MEETING MINUTES
October 26, 2001
BURBANK, CALIFORNIA

The meeting of the California High-Speed Rail Authority was called to order on October 26, 2001 at 10:30 a.m. at Burbank City Hall, City Council Chambers, 275 East Olive Street, Burbank, California.

Members Present: Rod Diridon, Chairperson
 Ernest A. Bates
 Jerry Epstein
 John P. Fowler
 William E. Leonard
 T.J. Stapleton

Members Absent: Leland Wong, Vice Chairperson
 Edward Graveline
 Ben L. Hom

Opening Remarks

Chairperson Diridon opened with stating the meeting is strictly informational, with the purpose of receiving comments on the staff recommendations for alignments, station locations and high-speed train systems for further investigation, with a special focus on the Bakersfield area.

Executive Director's Report

Executive Director Morshed reported the Authority has applied for Proposition 116 funds (\$519,000) and this issue will be presented to the California Transportation Commission at the November 2001 Commission meeting. The Authority has also reached an agreement with Caltrans in terms of the Los Angeles-Orange County-San Diego corridor. In compliance with Section 28.5, the Authority must report to the Legislature and seek additional budgetary authorization in order to use the funds. A report was submitted to the Legislature October 12, 2001 and if the Authority does not receive objection from the Legislature, the funds can be spent as early as November 12, 2001. The Authority intends to use proposition 116 funds in extensive tunneling reviews. Executive Director Morshed stated the Authority would like to contract with an Australian firm who developed alignment optimization software that can help narrow the alternatives to be investigated. Use of this software will save both time and money. The results of the tunneling review and modified recommendations for the Santa Clarita-Bakersfield and Merced-San Jose corridors will be presented to the Board in January, 2002. Executive Director Morshed reported the Authority has submitted a "budget change proposal", to the Governor requesting an additional \$11 million funding for next fiscal year to continue the environmental process. To the extent the Board can appropriately reduce alternatives through the screening process, then it may also be able to reduce its budget needs for the remaining work. Executive Director Morshed reported most of the work that's been presented to the Board up to date has used last year's funds. Starting in January, 2002, the Authority will have difficulty paying for payroll and rent. There won't be funding to continue work in any of the corridors except the LOSSAN corridor.

Burbank Mayor Bob Kramer

Chairperson Diridon introduced Mayor Bob Kramer of Burbank, California. Mayor Kramer expressed his pleasure in California High-Speed Rail Authority holding a public meeting in Burbank.

CALIFORNIA HIGH-SPEED RAIL AUTHORITY
MEETING MINUTES
January 16, 2002
SACRAMENTO, CALIFORNIA

The meeting of the California High-Speed Rail Authority (Authority) was called to order on January 16, 2002 at 9:10 a.m. at Sacramento City Council Chambers, 915 I Street, Sacramento, California.

Members Present: Rod Diridon, Chairperson
 Leland Wong, Vice Chairperson
 Ernest A. Bates
 Ben L. Hom
 William E. Leonard
 Joseph E. Petrillo
 T.J. Stapleton

Members Absent: Jerry Epstein

Approval of Minutes for November 16, 2001 Meeting

Chairperson Diridon presented the minutes for approval. Member Stapleton moved to approve the November 16, 2001 meeting minutes. Member Wong seconded the motion. The minutes were approved 7-0.

Authority Members' Meetings for Compensation

Chairperson Diridon presented the list of meetings for compensation. Member Hom moved to approve the list. Member Leonard seconded the motion, which carried 7-0.

Members' Report

Chairperson Diridon reported on his activities during the month of January. Chairperson Diridon noted that David Valenstein of the Federal Railroad Administration (FRA) was present at the meeting. Mr. Valenstein read a January 14, 2002 letter from Mark E. Yachmetz, Associate Administrator for Railroad Development of the FRA. The letter was addressed to Executive Director Mehdi Morshed of the California High-Speed Rail Authority (Authority). The letter stated the fiscal year 2002/2003 U.S. Department of Transportation and Related Agencies Appropriations Act includes a total of \$5.9 million for high-speed rail corridor planning activities, including \$1.25 million earmarked specifically for the California Corridor. These funds are provided pursuant to the Swift Act (Title 49 U.S.C. Section 26101), which provides grants and requires a 50% state match. The letter further stated the FRA wishes to make these appropriated funds available to the Authority in a timely manner and directed attention to where the required grant application package can be found.

Chairperson Diridon reported that both Edward Jordan, Private Industry Rail Executive and former Chairperson of the Authority, and Paul Bartlett, a pioneer Broadcaster in the Central Valley and of the LA-Fresno-Bay Area-Sacramento High Speed Rail Corridor Study Group, passed away last month and therefore this meeting will be dedicated to them.

Public Comment

Assemblyman Phil Wyman

Assemblyman Wyman reported he had sent a letter to U.S. Transportation Secretary Mineta requesting his support for federal funds to complete the Authority's environmental studies. Assemblyman Wyman expressed his support for the proposed route through the Antelope Valley and submitted a letter stating the reasons for his support of the Antelope Valley alignment.

Steve Cohn, Sacramento City Councilmember

Councilmember Cohn expressed Sacramento's enthusiasm for the proposed high-speed rail project. He reported the Sacramento City Council passed a resolution of support for the high-speed rail environmental alternatives contained in the Authority's First Draft Screening Report Part 2 and the City Council's

preference for the downtown Sacramento intermodal station. The City of Sacramento is currently in the process of working with Union Pacific; Regional Transit; the Capitol Corridor Board; Amtrak; Caltrans and other stakeholders to develop an intermodal station proposal for the downtown Sacramento station location.

Supervisor Roger Dickinson

Sacramento County Supervisor Dickinson expressed his support for the UP Depot as the high-speed rail connection and multi-modal transportation hub in downtown Sacramento. Supervisor Dickinson submitted a letter stating his support.

Chairperson Diridon announced and introduced newly appointed Authority member, Mr. Joseph Petrillo. Member Petrillo was appointed by Governor Davis on January 4, 2002. Chairperson Diridon also announced Governor Gray Davis appointed Dr. Ernest Bates to serve as a member of the High-Speed Rail Authority. Member Bates served as a Senate appointed Board Member of the Authority prior to being appointed by Governor Gray Davis.

Executive Director's Report

Executive Director Mehdi Morshed welcomed and congratulated the two new Authority members appointed by Governor Davis, Dr. Ernest Bates and Mr. Joseph Petrillo. Executive Director Morshed reported on the Authority's budget. The Governor's proposed FY2002-2003 state budget provides \$7 million for the Authority to continue the environmental review process. Once the budget is passed by the Legislature and signed by the Governor, the funds will be made available to the Authority. In the interim, the Authority will refine the work program for the consultants to proceed. The Authority will work with FRA and the Department of Finance to acquire the \$1.25 million federal funds to use during this fiscal year. This fiscal year, the Authority's budget is about \$3.5 million, which includes a \$1 appropriation from legislature, \$2 million from Caltrans for work in the LOSSAN corridor, and \$.5 million from Proposition 116. Despite the fact that the Authority has not received all of the state funding it has requested to continue the environmental work, the project has not been delayed. Executive Director Morshed stated after the Board votes on the screening recommendations, staff will work with FRA to define all of the work program to complete the next phase, and then will meet with the consultants regarding the budget and report back to the board. Executive Director Morshed reported based on meetings with the Central Valley consultant, it seems the Central Valley team will be able to draw up a work plan and complete the work. Executive Director Morshed stated he will keep the Board informed as negotiations progress. The next Authority Board meeting is scheduled for February 20, in San Diego at SANDAG Headquarters. The following Board meeting is scheduled for March 20, in San Francisco. The annual meeting of High-Speed Ground Transportation Association (HSGTA) will be May 21-24 in Orlando, Florida. The Europe Expo is October 23-25 in Madrid, Spain. If any of the members wish to attend the HSGTA or the Europe Expo, please inform the staff and we will process your request. Executive Director Morshed also reported the Authority has received positive media coverage, noting the articles sent with the book items, including an article by George Skelton of the Los Angeles Times.

Adoption of Ethics Training Policy

Chairperson Diridon called upon Deputy Attorney General Christine Sproul. Deputy Attorney General Sproul reported Government Code section 11146 et seq., requires officials in public office take a brief ethics-training course and certify that they have done so. The policy is straightforward and currently requires such training every two years. Chairperson Diridon called upon Deputy Attorney General George Spanos. Deputy Attorney General Spanos stated he reviewed the policy drafted by staff. Member Stapleton moved to approve the adoption of the ethics training policy and Member Leonard seconded the motion, which carried 7-0.

Tunneling Summit Report

Chairperson Diridon called upon Deputy Director Dan Leavitt. Deputy Director Leavitt presented an overview of the staff and consultant technical conference hosted by the Authority on December 3-4, 2001. Kip Field, Parsons Brinckerhoff presented a summary of specific findings and conclusions that were drawn from the conference. The Tunneling Summit Report may be found on the Authority's website, www.cahighspeedrail.ca.gov.

Quantm Alignment Optimization Report

Kip Field, Parsons Brinckerhoff, and Dave Haycock, Quantm, presented a report summarizing the methodology used and results of the optimization task. The Quantm Alignment Optimization Report may be found on the Authority's website, www.cahighspeedrail.ca.gov.

Public Comment

Dan McNamara, Train Riders Association of California

Mr. McNamara concurred with the thought of avoiding tunneling at all costs. He further expressed he felt there was insufficient reason to research a 3.5% grade, because any partnership, whether with the French, Japanese or Spanish, would likely ask for a 5% grade. Therefore he requested the Authority to have Quantm conduct a study on a 5% grade.

Senator Jim Costa

Senator Costa congratulated Members Petrillo and Bates on their appointment to the Board. Senator Costa commended the Authority its work and expressed his support and commitment to the proposed high-speed rail project. He vowed to continue to work towards additional funding for the high-speed rail project.

First Screening Report – Part 2 (Draft)

Executive Director Morshed directed attention to Deputy Director Carrie Pourvahidi. Deputy Director Pourvahidi presented staff recommendations for alignments and station locations for the Sacramento-Bakersfield corridor to the Board for approval. A conditional revision is the elimination of the Camanche Point connector. This revision is conditional on the passing of agenda item #10. The First Screening Report – Part 2 (Draft) may be found on the Authority's website, www.cahighspeedrail.ca.gov.

Revisions to First Screening Report – Part 1 (Draft)

Chairperson Diridon directed attention to Deputy Director Leavitt. Deputy Director Leavitt presented staff recommendations for alignments, station locations and high-speed train systems for further investigation in the LA Union Station/Southeast LA County to LAX segment of the Los Angeles-Orange County-San Diego corridor to the Board for approval. A revision includes the elimination of the SR-163 alternative from Mira Mesa to San Diego. The First Screening Report – Part 1 (Draft) may be found on the Authority's website, www.cahighspeedrail.ca.gov.

Revisions to Mountain Crossing Recommendations (San Jose-to-Merced and Bakersfield-to-Sylmar segments)

Chairperson Diridon directed attention to Executive Director Morshed. Executive Director Morshed presented background information. Executive Director directed attention to Deputy Director Dan Leavitt. Deputy Director Leavitt presented a revised screening report for the San Jose-Merced segment of the Bay Area-to-Merced corridor. Deputy Director Pourvahidi presented a revised screening report for the Bakersfield-Sylmar segment of the Bakersfield-Los Angeles corridor. The Revisions to Mountain Crossing Recommendations (San Jose-to-Merced and Bakersfield-to-Sylmar segments) may be found on the Authority's website, www.cahighspeedrail.ca.gov.

Chairperson invited Deputy Attorney General Sproul and David Valenstein, FRA to comment on the staff recommendations. Mr. Valenstein offered a word of caution to stick to the principles of feasibility and not be swayed politically in order to accomplish an adequate draft EIR/EIS document. He stated using the Quantm technology has helped to further define alternatives and to provide further basis for screening decisions but he noted the FRA would not be comfortable with eliminating additional alternatives at this time. Deputy Attorney General Sproul concurred with Mr. Valenstein's comments, including the comment concerning further elimination of alternatives at this time. Chairperson Diridon inquired about the Authority's legal ability to eliminate either the Antelope Valley corridor or the I-5 corridor. Deputy Attorney General Sproul stated she does not see an appropriate basis for elimination. Mr. Valenstein stated it is not appropriate at this time to eliminate either of the two corridors.

Public Comment

Harvey L. Hall, Mayor of Bakersfield

Mayor Hall expressed his support of the high-speed rail project. Mayor Hall encouraged the Authority to work with Amtrak and stated his preference for the San Joaquin Valley corridor alignment. He stated he supports the Authority's decision to eliminate Maglev. Mayor Hall also expressed his support of a downtown Bakersfield station location.

James C. Ledford, Mayor of Palmdale

Mayor Ledford expressed his support of the Antelope Valley corridor alignment.

Rick Norris, Palmdale City Councilmember

Councilmember Norris expressed his support of the Antelope Valley corridor alignment.

Sheldon Sloan

Mr. Sloan expressed his support of the Antelope Valley corridor alignment.

Robert Schaevitz

Mr. Schaevitz, a consultant speaking on behalf of the City of Palmdale, expressed his support of the Antelope Valley corridor alignment.

Bob Madewell, City of Fresno

Mr. Madewell expressed support for the Panoche Pass alignment and a downtown Fresno station location along the Union Pacific corridor and an aqueduct alignment over the Tehachapis.

Dave Cross, Bakersfield Business Group

Mr. Cross expressed support for a downtown Bakersfield station location, near Amtrak.

Jason Hade, Kern Council of Governments

Mr. Hade expressed support for the Antelope Valley alignment.

Pat Moore, Sierra Club

Mr. Moore expressed support for a Stockton ACE station/express bypass track combination. He stated detours such as the Palmdale routing via the SR-58/SR-14/Soledad Canyon impose a time penalty on the majority of the proposed system users and threaten the system's economic viability. Furthermore providing direct service to Antelope Valley communities maybe unnecessary, since Metrolink offers rail service to Palmdale/Lancaster. Mr. Moore presented a resolution adopted by the Sierra Club. The resolution urges Governor Gray Davis, the California State Senate and Assembly and California House of Representatives members, Senators Feinstein and Boxer to fully fund the Authority to complete the EIR/EIS work and to purchase land for right-of-way preservation in the future.

Brian Stanke

Mr. Stanke commented on direct routing for tunnel alignments in the Bay Area to Merced corridor.

Marta Williamson, Oldtown Homeowners Group, Inc.

Ms. Williamson expressed her concern regarding the Palmdale station location. She stated the streets near the proposed site are always filled with children playing. Their safety and quality of life will be jeopardized with this project. The traffic has nowhere to go except through residential streets where children play and cross the street to reach a park. Ms. Williamson stated the Homeowners Group is not opposed to the high-speed rail project. However she urged the board to reconsider the Palmdale station location.

The Board discussed postponing the vote on items 8 through 10 and, as proposed in the draft Resolution, Determining Alternatives for Study in the Draft Program EIR/EIS for a Proposed California High-Speed Train System and Alternatives to be Eliminated from Further Study in the Draft Program EIR/EIS until Member Epstein could be present to vote. However, after receiving comments from FRA and the Attorney General's Office, the Board decided to proceed with a vote. Member Stapleton made a motion

to vote on items 8 through 10 as proposed in the draft resolution. Vice-Chairperson Wong seconded the motion, which carried 7-0.

Vice-Chairperson Wong moved to adopt the draft Resolution Determining Alternatives for Study in the Draft Program EIR/EIS for a Proposed California High-Speed Train System and Alternatives to be Eliminated from Further Study in the Draft Program EIR/EIS. The resolution reads as follows:

WHEREAS, the California High Speed Rail Authority has adopted a final Business Plan which describes a proposed high speed train system for California and describes general corridor alignments and general station locations, and has recommended that environmental review proceed for a proposed high speed train system for California;

WHEREAS, the California High Speed Rail Authority (the "Authority") has executed a Memorandum with the Federal Railroad Administration (the "FRA") which provides for the preparation of a Program EIR/EIS for a proposed California High Speed Train System;

WHEREAS, the Memorandum between the Authority and the FRA provides that the Authority will serve as the lead agency for purposes of the California Environmental Quality Act (CEQA) and the Federal Railroad Administration will serve as the lead agency for purposes of the National Environmental Policy Act (NEPA) in preparing the Program EIR/EIS;

WHEREAS, the Authority issued a Notice of Preparation in compliance with CEQA and the FRA issued a Notice of Intent in compliance with NEPA indicating that a Program EIR/EIS is being prepared for a proposed California High Speed Train System and requesting comment from the public and public agencies;

WHEREAS, the Authority with the participation of the FRA has conducted a series of scoping meetings to receive comments from public agencies and the public, and has consulted with numerous public agencies, to help identify issues of concern, potential environmental impacts, and potential alternatives for study in the draft Program EIR/EIS for the proposed California High Speed Train System;

WHEREAS, the Authority has caused screening evaluation studies to be prepared which summarize information concerning potential alternatives for study in the draft Program EIR/EIS in comparison to the screening evaluation criteria and the performance criteria previously set forth by the Authority for a proposed California High Speed Train System;

WHEREAS on November 14, 2001, the Authority adopted a Resolution approving (with the exception of reserved portions) the First Screening Report, Part 1, s presented on November 14, 2001, and making initial determinations as to the corridors, stations and technologies to be considered as alternatives to be studied in the Draft EIR/EIS and those to be eliminated from further study in the Draft EIR/EIS;

WHEREAS, the Authority has reviewed the screening evaluation studies, the staff recommendations, and public and public agency comment on the Draft First Screening Report, Part 2, and the revised portions of the Draft First Screening Report, Part 1, and finds that they provide an appropriate basis for making additional screening decisions and determining appropriate alternatives to be studied in the draft Program EIR/EIS;

NOW, THEREFORE, BE IT RESOLVED THAT THE California High Speed Rail Authority hereby takes the following actions:

- (1) approves the recommended general corridors and station locations as alternatives to be studied in the draft Program EIR/EIS for the proposed California High Speed Train System, reflected in the revised portions of the First Screening Report, Part 1, and presented January 16, 2002;*
- (2) approves the recommended general corridors and station locations as alternatives to be studied in the draft Program EIR/EIS for the proposed California High Speed Train System, reflected in the First Screening Report, Part 2, and presented January 16, 2002, concerning the segment from Sacramento to Bakersfield; and
- (3) concurs in the recommended elimination of certain alternatives from further consideration for reasons of (a) inability to meet most of the basic project objectives or to meet the need for and purposes of the project; (b) infeasibility due to economic, technical or engineering, or environmental concerns; (c) inability to avoid significant environmental impacts; or (d) a combination of these factors, as reflected in the approved Screening Reports; **
- (4) approves the First Screening Report, Parts 1 and 2, including Appendix A, and directs staff to proceed with the environmental review work for the proposed California High Speed Train System in accordance with the Authority's screening decisions; and
- (5) directs staff to forward to the FRA for its consideration and concurrence the Authority's additional screening decisions as presented in this Resolution.

*Concerning the mountain crossings in Northern California (San Jose to Merced segment) and in Southern California (Bakersfield to Sylmar segment via Hwy I-5 and via SR58/Soledad Canyon), and the Union Station-LAX portion of the LOSSAN segment.

**Including removal of the SR 163 option from LA-San Diego (Inland) segment.

Member Hom seconded the motion, which carried 7-0. A copy of said resolution is available on the Authority's website, www.cahighspeedrail.ca.gov.

Public Comment

Brian Stanke

Mr. Stanke requested an extension of the high-speed rail system's eastern San Francisco Bay from Oakland to an Emeryville terminus at the November 14th board meeting. He requested an update on the feasibility work the Authority has done in reference to his suggestion of an Emeryville station location.

Maria Contreras-Sweet, Secretary of Business, Transportation & Housing

Secretary Contreras-Sweet expressed the Governor's past and continued strong support of the Authority's program. The Secretary reported that \$7 million was included in the Governor's proposed FY2002-2003 State Budget for the Authority technical studies. She informed the Board Members that Executive Director Morshed has kept her fully briefed on the Authority's progress and pledged the support of the Business, Transportation and Housing Agency.

Meeting was adjourned at 12:15 p.m. in honor of Paul Bartlett and Ed Jordan.

Public Comment

Senator William J. "Pete" Knight

Senator Knight expressed the strong need for a high-speed rail system. High-speed rail is a logical alternative based on transportation needs and current transportation capabilities. Based on ridership, Senator Knight further expressed his support for the recommended alignment and station location in the Antelope Valley.

Assemblyman Phil Wyman, 34th District

Assemblyman Wyman expressed support for the Antelope Valley alignment based on ridership and votes.

Bob Schaevitz, HLB Decision Economics for City of Palmdale

Mr. Schaevitz presented a summary of benefits, costs and risks associated with the choice of alignments between Bakersfield and Sylmar. His presentation was in favor of the Antelope Valley alignment based on these factors. Mr. Schaevitz reported on the endorsements the project has received from the Los Angeles Mayor, Los Angeles County Board of Supervisors, Los Angeles City Council, Kern County Board of Supervisors, the Los Angeles World Airport Commissioners, Senator Knight, and Assemblyman George Runner.

Sheldon H. Sloan

Mr. Sloan stated the Antelope Valley and the City and County of Los Angeles want high-speed rail at the Palmdale Airport. He reported on the unanimity of political support in the Los Angeles, Southern California area on this subject. Not one elected official has reported against it. Therefore, Mr. Sloan supports the Antelope Valley alignment.

Mayor Jim Ledford, City of Palmdale

Mayor Jim Ledford expressed his support of the Antelope Valley alignment based on population growth, potential economic development, and community commitment toward development and funding of the Antelope Valley station.

Rev. Henry Hearn, Vice-Mayor, City of Lancaster

Mr. Hearn expressed his support of the Antelope Valley alignment based on community support, his personal engineering perspective and environmental impact.

Mark Yamarone, City of Santa Clarita

Mr. Yamarone expressed his support of the Antelope Valley, stating the city of Santa Clarita population and employment center is the 4th largest in Los Angeles County. Mr. Yamarone also supports the alignment because it would provide improved access to the Antelope Valley communities.

Jim Ritchie, Los Angeles World Airports

Mr. Ritchie stated the city of Los Angeles is fully supportive of the Antelope Valley alignment based on its connectivity to Palmdale airport.

R. Gregg Anderson, Antelope Valley Board of Trade

Mr. Anderson expressed his support of the Antelope Valley alignment, stating the community would actively support high-speed rail in lobbying support and with the bond issue.

David Myers, Greater Antelope Valley Economic Alliance

Mr. Myers expressed his support of the Antelope Valley alignment based on population growth, economic benefit, environmental impact and the benefits to the city of Santa Clarita.

City Councilman Rick Norris, City of Palmdale

Mr. Norris read a letter from Supervisor Mike Antonovich expressing Mr. Antonovich's support of the Antelope Valley alignment. Mr. Norris stated cost is a major factor in determining alignment options and therefore, the Antelope Valley alignment is the only viable economic route with the support and commitment of the entire Antelope Valley.

Mayor Pro-Tem Mike Dispenza, City of Palmdale

Mr. Dispenza expressed his support of the Antelope Valley alignment because it will provide more intermodal connectivity and therefore help to address the air quality and traffic congestion. He also expressed his support of the Mayor's commitment to aid high-speed rail.

Linda Johnson, Assemblyman George Runner 36th District

Ms. Johnson read a letter from Assemblyman Runner expressing his support of the Antelope Valley alignment based on economic and population growth.

Jim Hare, City of San Clemente

Mr. Hare hand-delivered a letter to the Authority Board members expressing the City of San Clemente's opposition to any project that would increase traffic or propose improvement of the existing rail within San Clemente. The City of San Clemente prefers the high-speed rail project include provisions that would relocate the exiting rail facilities away from the current location between the bluffs and the sea.

Larry Chimbole

Mr. Chimbole expressed his support of the Antelope Valley alignment based on population growth and community development.

Gary Cope

Mr. Cope stated he belongs to a Palmdale Homeowners group and urged the Board to consider the written comments this group has submitted regarding the high-speed rail alignment in the City of Lancaster and Palmdale area.

Mary Spiva, Oldtown Homeowners Association

Ms Spiva reported most of the members of her association are in support of the current staff recommendations for alignment and station locations in the Palmdale area and urged the Authority to move forward expeditiously with the project.

Clark Thompson, Fresno Council of Governments (COG)

Mr. Thompson expressed Fresno COG's position regarding the issue of freight capabilities. He stated the high-speed rail system should be designed to accommodate truck trailers and containers, thereby reducing traffic congestion and improving air quality. Freight service would be feasible if it does not interfere with passenger service and increase construction costs.

Executive Director Morshed thanked the Mayors of Palmdale and Lancaster for their assistance during the screening process and looks forward to their continuing work together.

Identification of Date and Location of Next Meeting

The next California High-Speed Rail Authority Board meeting will be November 14, 2001.

Meeting was adjourned at 12:30 p.m.

CALIFORNIA HIGH-SPEED RAIL AUTHORITY
UNAPPROVED MEETING MINUTES
September 19, 2001
LOS ANGELES, CALIFORNIA

The meeting of the California High-Speed Rail Authority was called to order September 19, 2001 at 10:05 a.m. at the Los Angeles City Hall East, Room 300, 200 North Main Street, Los Angeles, California.

Members Present: Rod Diridon, Chairperson
 Edward P. Graveline
 Jerry Epstein
 John P. Fowler
 Ben L. Hom

Members Absent: Leland Wong, Vice Chairperson
 Ernest A. Bates
 William E. Leonard
 T.J. Stapleton

Approval of Minutes for August 1, 2001 Meeting

Chairperson Diridon presented the minutes for approval. The minutes were approved 5-0.

Authority Members' Meetings for Compensation

Chairperson Diridon presented the list of meetings for compensation. Member Fowler moved to approve the list. Member Hom seconded the motion, which carried 5-0.

Members' Report

Member Epstein reported Congressman Elton Gallegly informed him that he might be called to testify in Washington, D.C. on security issues at airports. Member Epstein stated Congressman Gallegly expressed his support of the high-speed rail project.

Member Graveline reported he has the opportunity to meet with the leaders of nine of the counties in the Kern County Council of Government on October 12, 2001. Member Graveline stated the events of last week have made it clear that high-speed rail is an alternative transportation mode that needs consideration. Member Graveline added the infrastructure we build has to be an infrastructure with many options, so that it cannot easily be shutdown. Member Fowler reported SANDAG will schedule a meeting before the November 14th Authority Board meeting and the agency will have comments on the Los Angeles-Orange County-San Diego and the Los Angeles-Inland Empire-San Diego corridor.

Chairperson Diridon reported he has met with various consultants and with Amtrak representatives. He stated he has given speeches to the Common Wealth Club of California, the San Jose Rotary Club and a briefing to the Night Rider Newspaper executive staff on high-speed rail. Chairperson Diridon reinforced Member Graveline's comment about high-speed rail being an attractive travel alternative especially during times of difficulty such as this country is currently enduring.

Executive Director's Report

Executive Director Morshed reported on one bill authored by Senator Costa.

- SB796 – Designates the Secretary of Business, Transportation & Housing and the Director of Caltrans as two of the five gubernatorial appointed, voting members of the board. The bill currently is awaiting further action by the Assembly.

Executive Director Morshed reported on the continuing discussion with Caltrans regarding the Authority taking on the task of the Environmental Impact Report (EIR) in the LOSSAN corridor. Executive Director reported the agreements and scope of work are currently being drafted.

Executive Director Morshed reported the Authority also plans to apply to the California Transportation Commission (CTC) for Proposition 116 funds to complete the work in the Bakersfield-Los Angeles corridor. The Authority's objective is to perform a thorough evaluation of various tunneling techniques and procedures to determine the best way of crossing the two mountain ranges in this corridor. Executive Director Morshed reported staff is initiating an effort of trying to optimize the route through the mountain crossing by means of newly designed software. Staff is currently negotiating with a software contractor. The tunneling evaluation and optimization software will aid the Board in making decisions during the screening process.

During the August, 2001 Authority meeting, Warren Weber, Director, Caltrans - Division of Rail reported the Senate version of the Federal budget included funds for high-speed rail. Executive Director Morshed confirmed the Federal budget includes a \$4.5 million appropriation for high-speed rail in California. Senator Dianne Feinstein put this into the Federal budget and the Authority is currently pursuing obtaining these funds.

Executive Director Morshed stated the report detailing staff's meetings with elected officials, previously sent to Board members on a weekly basis, has not been sent out during the last month, because staff has been working on the draft reports and not attending many meetings with elected officials. Executive Director reported on one meeting he and Deputy Director Dan Leavitt recently attended with Councilwoman Ruth Galanter of Los Angeles. Executive Director Morshed publicly thanked Councilwoman Galanter for graciously arranging for the Authority to hold this Board meeting.

Member Epstein stated due to the Authority not receiving necessary funding to continue the Environmental Impact Report (EIR), he feels the Authority should hold a special meeting with State Legislators, namely the Speaker of the Assembly and the Pro Tem of the Senate. Chairperson Diridon reported that he has met with U.S. Secretary of Transportation, Norman Mineta on this subject. Furthermore, both he and Executive Director Morshed are diligently working to schedule meetings with the Secretary of Business, Transportation and Housing Agency as well as the Chairpersons of the Senate and Assembly Transportation Committee. Chairperson Diridon stated Secretary Mineta is strongly supportive of high-speed rail. Chairperson Diridon assured that he and Vice Chairperson Wong would meet with the required people as quickly as possible.

Sacramento-Bakersfield Alignments & Stations Evaluation Report (Draft)

Executive Director Morshed gave an overview of this item and reported staff recommendations will be presented to the Board in November, 2001 and voted on in January, 2002. Executive Director Morshed reported this corridor is unique in that it's up to 275 miles long, and it is also important to note, the route and station locations of this corridor will have a significantly larger impact on the rural and urban communities in and around the corridor. Executive Director Morshed introduced Al Witzig, Project Manager, DMJM/Harris. Mr. Witzig presented high-speed rail alignment and station options evaluated and a preliminary environmental assessment of those options for the Sacramento-Bakersfield corridor. A copy of Mr. Witzig's presentation is available upon request.

Public Comment

Beatrice Sieve, South Pasadena Transportation Commission

Ms. Sieve was curious about alignments being readily available. Chairperson Diridon stated first the optimum technical alternative must be identified and then we will have to work with the rail system after the optimum technical alternative is identified.

First Screening Report (Draft)

Executive Director Morshed presented background information on this item, stating the Authority started with the Scoping process and is currently at the first level of analysis and screening. Executive Director Morshed stated that today, staff will present some recommendations upon which alternatives should be screened out. The decision that the Board makes should be based on the following criteria:

1. Supported by data and fact
2. Obvious weakness or flaws which make an alternative infeasible or unreasonable
3. Minimize the legal challenges

Executive Director Morshed stated the staff recommendations are an information item. Therefore, the Board and the public will have two months to provide staff with their comments on the recommendations. Upon receipt of comments staff can modify the recommendations and present revised staff recommendations at the November Board meeting.

A discussion took place between the Authority Board members and staff about voting on Sac-Bakersfield corridor in November. The common objective is to allow time to receive and consider public comment without delaying the project. It was determined the Authority will move ahead to vote on all corridors in November and schedule an Authority meeting in October with the objective of receiving additional public comment.

Deputy Director Dan Leavitt presented the recommendations for alignments, station locations and high-speed train systems for further evaluation for the Bay Area-Merced corridor. Deputy Director Carrie Pourvahidi presented recommendations for alignments, station locations and high-speed train systems for further evaluation in the Bakersfield-Los Angeles corridor. Dan Leavitt presented recommendations for alignments, station locations and high-speed train systems for further evaluation in the Los Angeles-Inland Empire-San Diego and Los Angeles-Orange County-San Diego corridor. A copy of the staff recommendation presentation is available upon request. Commenting on the LOSSAN recommendations, member Fowler stated the Marine Corp expressed concern pertaining to the Miramar alignment, which is on the edge of their property. SANDAG will schedule a meeting that may result in a further recommendation on the high-speed rail alignment in Miramar. Member Fowler further stated he feels the recommendation on Qualcomm stadium has a lot of difficulties, i.e., stops short of downtown, does not reach the airport, and therefore, does not serve the town of San Diego.

Public Comment

Ann Capela, County of Imperial

Ms. Capela reported the County of Imperial has been discussing the issue of the San Diego airport location, and one of the solutions to the airport location issue is to move the airport to Imperial County. Not having high-speed rail go to El Centro would hinder relocating the San Diego airport to Imperial County. Ms. Capela stated she has the support of five Board Members who are now looking to align themselves with San Diego and SANDAG, instead of SCAG. Ms. Capela requested the Board to consider extending high-speed rail to Imperial County. Ms. Capela further requested a meeting the Executive Director Morshed and Chairperson Diridon.

Ralph Bauer, City of Huntington Beach, & Orange County League of California Cities

Mr. Bauer reported the League of Cities nor the Council of Governments in Orange County are aware of the status of the high-speed rail project, and all 34 cities would be interested in the project. Therefore, Mr. Bauer urged the Authority to improve its outreach efforts. Mr. Bauer invited the Authority to schedule one of its meetings in Orange County. Mr. Bauer also offered his assistance in lobbying the legislature in behalf of the Authority.

James Hare, City of San Clemente

Mr. Hare expressed his concerns about the expansion of service or new construction on the bluff front and seacoast of the city of San Clemente. Therefore, Mr. Hare requested the Authority maintain all alternatives that would provide bypass alternatives for the community. Mr. Hare expressed his appreciation for the work of the Authority and the access/interaction to Authority staff.

Chairperson Diridon asked Amtrak and Caltrans if they were satisfied with the progression of the Authority's work.

Ron Scolaro, Amtrak

Mr. Scolaro stated he is participating in the Orange County and San Diego Group and the results of the evaluation are satisfactory as far as Amtrak is concerned.

Warren Weber, Director, Caltrans-Division of Rail

Mr. Weber stated he is comfortable with the way things are progressing and Caltrans is moving forward with funding as proposed last month.

Executive Director Morshed stated if the Board approves the recommendations that are presented today, the high-speed train system would be considerably different than what the Authority started with at the beginning of this process. The differences include the elimination of the high-speed line directly into LAX. In the Los Angeles-Orange County-San Diego corridor, the electrified, non-transfer high-speed travel would occur only to an Orange County central location. The Los Angeles-San Diego high-speed train network involving non-electrified would not be exclusive guideways and not necessarily grade separated. Executive Director Morshed stated that the recommendations between San Jose-San Francisco are limited to a shared track configuration with an improved Caltrain commuter service. This will significantly reduce options of vehicles and systems. For example, it will not allow for a Maglev system or some of the current steel-wheel-on-steel systems. The Authority sent a letter to major manufacturers asking them to provide an assessment of their ability to manufacture and provide equipment that would be able to operate over 200 miles per hour and still meet the Federal Railroad Administration (FRA) requirements for mixed use. The responses staff received indicated this was possible. Being limited to a shared-use guideway will also substantially reduce costs. However, the reason this alternative is being eliminated remains technical.

Chairperson Diridon expressed the importance of the elimination of any alternatives that are not viable. If any alternatives are being considered for solely political reasons, with no long-term intention, it should be eliminated. Member Epstein urged the Authority staff to contact the surrounding cities of the opportunity to evaluate and comment on the current recommendations.

Scoping Report (Draft)

Director Dan Leavitt stated the Board has previously received reports regarding the scoping period, which is now completed. However, one of the requirements of the environmental process is to create a Scoping Report and make it available to the public. Deputy Director Dan Leavitt announced this report is available on the Authority's website. Deputy Director Dan Leavitt introduced Kip Field, Parsons Brinckerhoff. Mr. Field presented a summary of the scoping meetings held statewide and the comments received during the formal scoping period. A copy of this report is available upon request.

Public Comment

Terry Stubbins, City of Palmdale

Ms. Stubbins expressed she feels the I-5 corridor within the Bakersfield-LA corridor should be eliminated from further evaluation. Chairperson Diridon suggested Ms. Stubbins work with the local area governments of the I-5 corridor and Palmdale and come forward with a joint resolution. Ms. Stubbins stated she would follow up on this request and supply public comments at the October Board meeting.

Neil Cummings, American Magline Group and California-Nevada Superspeed Train Commission

Mr. Cummings expressed his support for the work of the Authority. Mr. Cummings stated his focus is on the Las Vegas-Anaheim-I-15 corridor. Mr. Cummings feels their system is complimentary to the Authority's project.

Ralph Bauer, City of Huntington Beach, & Orange County League of California Cities

Mr. Bauer expressed strong support for high-speed rail and urged the Authority to continue to move forward with the project.

Doug Barna, Acton Town Council

Mr. Barna expressed his satisfaction of the current staff recommendations for alignments and station locations. Mr. Barna mentioned Las Vegas built a low speed Maglev system and expressed his frustration with the talk of catenary systems to supply the electricity to high-speed trains adding third rail systems have good safety records. Mr. Barna further stated government can deliver infrastructures to its communities cost effectively.

Identification of Date and Location of Next Meeting

Chairperson Diridon announced the next California High-Speed Rail Authority Board meeting will be in October, 2001, location to be determined. Chairperson Diridon presented the draft 2002 proposed meeting schedule for approval with the understanding the schedule could change at any given time. Member Epstein moved to approve the proposed schedule. Member Fowler seconded the motion, which carried 5-0.

Meeting was adjourned at 1:30 p.m.

**CALIFORNIA HIGH-SPEED RAIL AUTHORITY
UNAPPROVED MEETING MINUTES
November 14, 2001
BAKERSFIELD, CALIFORNIA**

The meeting of the California High-Speed Rail Authority (Authority) was called to order on November 14, 2001 at 9:45 a.m. at Kern County Superintendent of Schools, Room 1A, Bakersfield, California.

Members Present: Rod Diridon, Chairperson
 Ernest A. Bates
 Jerry Epstein
 John P. Fowler
 Edward Graveline
 William E. Leonard
 T.J. Stapleton

Members Absent: Leland Wong, Vice Chairperson
 Ben L. Hom

Approval of Minutes for September 19, 2001 Meeting

Chairperson Diridon presented the minutes for approval. The minutes were approved 7-0.

Approval of Minutes for October 26, 2001 Meeting

Chairperson Diridon presented the minutes for approval. The minutes were approved 7-0.

Members' Report

Chairperson Diridon stated that the Authority was under-funded this year. He expressed the Authority's appreciation to Assemblyman Florez and Senator Costa for their efforts at the state level and influences at the national level to obtain additional funding.

Public Comment

Bakersfield Mayor Harvey Hall

Chairperson Diridon introduced the Mayor of Bakersfield, Harvey Hall. Mayor Hall expressed his pleasure in California High-Speed Rail Authority holding its meeting in Bakersfield today. Mayor Hall expressed his support of the high-speed rail project.

Supervisor Ken Peterson

Chairperson Diridon introduced Supervisor Ken Peterson, Kern County. Supervisor Peterson welcomed the Authority to Kern County. He expressed his strong support and appreciation for the work of the Authority. Supervisor Peterson also expressed his appreciation for the opportunity for the community of Kern County to share their views pertaining to the potential station sites. Supervisor Peterson shared the following observations:

1. Seek to have the vicinity of F Street studied along with the Golden State and M Street option. The community believes some congestion and siding issues may be better addressed by moving the location closer to the F Street area.
2. Identified Kern County's preliminary preference of the station sites in order of preference:
 - a) Seventh Standard Road/West of State Route 99
 - b) Golden State site, preferably closer to F Street
 - c) Truxton Avenue area site.

Chairperson Diridon directed attention to Christine Sproul, Deputy Attorney General. Deputy Attorney General Sproul summarized the legal requirements for analysis of alternatives in an Environmental Impact Statement/Environmental Impact Report (EIS/EIR), and for making screening decisions as to the alternatives to be studied in the EIS/EIR. Deputy Attorney General Sproul discussed the process by

which the Authority has followed the legal guidelines and continues to fulfill the legal requirements for analysis of alternatives in an EIR/EIS in order to satisfy requirements of NEPA and CEQA.

Chairperson Diridon introduced David Valenstein, Federal Railroad Administration (FRA). Chairperson Diridon invited Mr. Valenstein to share his comments. Mr. Valenstein stated the Authority and FRA have been working in close partnership on this process in accordance with the Memorandum of Agreement between the FRA and the Authority. Authority staff has consulted FRA on the staff recommendations. Mr. Valenstein concurred in the remarks by Deputy Attorney General Christine Sproul summarizing legal requirements.

First Screening Report – Part 1 (Draft)

Executive Director Morshed reported this is the first screening report. Voting on the report is an important decision, because the remaining work will focus on what is recommended for further evaluation. The first screening report has been broken down into two pieces. First Screening Report – Part 1 is a broader report that covers four of the major segments of the alignment. First Screening Report – Part 2 covers the Sacramento – Bakersfield segment and will be discussed during Agenda Item 8. The Authority has been working in partnership with the FRA on this document. Executive Director Morshed noted that the First Screening Report was part of the Authority's first budget plan-the first \$5 million the Authority received for environmental studies. So far the current budget issue has not been an impediment to preparing or processing this report. He drew attention to three revisions to the staff recommendations contained in the First Screening Report:

1. Reinstatement of a LA Union Station-LAX alignment
2. Reinstatement of a San Bernardino Station
3. Minor changes in the Los Angeles-San Diego corridor that will be discussed in agenda item 7.

Executive Director Morshed reported, as was stated at the November Board meeting, up to this time the Authority has been evaluating options that included Maglev technology. However, due to severe constraints in the San Francisco-San Jose segment and elsewhere, staff recommends the elimination of Maglev technology as an alternative for study in the EIR/EIS and recommends that further evaluation of options be limited to steel-wheel-on-steel-rail technology. He called upon Deputy Director Dan Leavitt to present the staff recommendations for alignments, station locations and high-speed train systems for the Bay Area-Merced corridor, with the exception of the San Jose-Merced segment, to the Board for approval. Deputy Director Leavitt noted the Authority has received strong support in the Bay Area for high-speed rail and the current staff recommendations. The following are some who support the staff recommendations specified in the First Screening Report – Part 1: Metropolitan Transportation Commission; Caltrain Joint Powers Board; BART Board of Directors; City of San Jose; City and County of San Francisco; City of Oakland. Deputy Director Carrie Pourvahidi presented the staff recommendations for alignments, station locations and high-speed train systems for Bakersfield-Los Angeles corridor, with the exception of the Bakersfield-Sylmar segment, to the Board for approval. Due to tunneling issues, the Bakersfield-Sylmar segment will be discussed at the January meeting. Chairperson Diridon deferred Deputy Director Pourvahidi's presentation and introduced Councilmember Sue Benham.

Public Comment

Bakersfield Councilmember Sue Benham

Councilmember Benham expressed her community's great concern over sprawl in the downtown area which they feel would be encouraged by the Seventh Standard Road site. A downtown station location fits well with the goals and objectives of downtown Bakersfield.

Deputy Director Carrie Pourvahidi continued her presentation of the staff recommendations for alignments, station locations and high-speed train systems for the Bakersfield-Los Angeles corridor. Deputy Director Dan Leavitt presented staff recommendations for alignments, station locations and high-speed train systems for the Los Angeles-Inland Empire-San Diego and Los Angeles-Orange County-San Diego corridors to the Board for approval. The following are some who support the staff recommendations specified in the First Screening Report – Part 1: San Bernardino Association of Governments; Riverside County Transportation Commission; Metrolink; City of Murrietta; Orange

County; County of San Diego; Amtrak; Caltrans; LOSSAN Rail Corridor Agency; Orange County Transportation Authority; San Diego Association of Governments (SANDAG); North County Transit District (NCTD); Metropolitan Transit Board of Directors; City of Anaheim; City of Fullerton; City of Irvine. Deputy Director Leavitt further reported the Authority has also received letters of concern from:

- City of San Clemente
The City continues to not support any alternative along the current alignment where the beach is located. The City of San Clemente would like the Authority to continue the investigation of the Foothills Toll Road alternative that staff is recommending for elimination.
- City of Tustin
The City of Tustin is against investigation of electrification from Irvine to Union Station but supports non-electric incremental improvements along the LOSSAN corridor.
- Train Riders Association of California
Train Riders Association of California is against the elimination of electrification south of Irvine.

Deputy Director Leavitt reported the following agencies support an electrified, steel-wheel-on steel-rail statewide system: Metropolitan Transportation Commission; Caltrain Joint Powers Board; BART Board of Directors; City of San Jose; City and County of San Francisco; City of Oakland; Amtrak; LOSSAN Rail Corridor Agency; San Diego Association of Governments; North County Transit District; Metropolitan Transit Board of Directors; City of Anaheim; City of Fullerton;

Deputy Director Leavitt reported the following agencies support a non-electrified system, south of Irvine: Amtrak; Caltrans; LOSSAN Rail Corridor Agency; Orange County Transportation Authority; San Diego Association of Governments; Metrolink; North County Transit District; Metropolitan Transit Board of Directors.

Chairperson Diridon stated the HWY 163 and Qualcom alternatives were originally investigated at the request of the city of San Diego. However, the city currently does not want these alternatives investigated. There are serious environmental and tunneling problems in connection with these alternatives, specifically under Balboa Park. Therefore, Chairperson Diridon inquired if these alternatives can be eliminated at this time. Upon consulting with Deputy Attorney General Sproul and David Valenstein, FRA, it was determined the HWY 163 and Qualcom alternatives be put on the agenda in January. Member Leonard expressed his agreement with the staff recommendation not to conduct further investigation of Maglev technology as an alternative in the EIR/EIS. Member Leonard stated Maglev wouldn't work because due to severe physical constraints it could not feasibly be used to provide access to San Francisco and there is no place in the world that has a history of revenue service using Maglev. Member Epstein added the Authority has never been able to get a guarantee on Maglev and he therefore agrees with Member Leonard's comment.

Public Comment

Julianne Nygaard, SANDAG; LOSSAN; NCTD

Ms. Nygaard expressed her support of high-speed rail. Ms. Nygaard commented on three issues:

- Support of the link with LAX
- Opposes electrification south of Irvine
- Supports the elimination of 163 and Center City.

Ms. Nygaard reported each one of the agencies she represents has letters on file in accord with her comment.

Russell Reagan, Bay Rail Alliance

Mr. Reagan expressed his support for the steel-wheel-on steel-rail technology option. He also underscored the Authority's desire to provide high-speed rail trains to service the San Francisco peninsula and the San Francisco Airport.

Brian Stankiewicz, Bay Rail Alliance

Mr. Stankiewicz expressed his support for the steel-wheel-on steel-rail technology option. He also expressed support of continuing to evaluate the East Bay Capitols route and Capitols to 880. Mr.

Stankiewicz stated he feels high speed rail should share tracks with Caltrain in the north and share tracks with Surfliner and Metrolink in the south. He also feels the Authority should continue investigation of an Emeryville station site.

Jim Hare, City of San Clemente

Mr. Hare stated his concerns regarding the lack of alternatives to the bypass of the beachfront at San Clemente, the potential for continued expansion and the use of the existing rails at the foot of the bluff and the possibility of the use of this study by successor agencies such as Caltrans. He also expressed his appreciation for the interaction and cooperation the City of San Clemente has experienced with Authority staff.

Member Leonard moved to approve the proposed Resolution Determining Alternatives for Study in the Draft Program EIR/EIS for a Proposed California High Speed Train System and Alternatives to be Eliminated from further Study in the Draft Program EIR/EIS. The resolution reads as follows:

WHEREAS, the California High Speed Rail Authority has adopted a final Business Plan which describes a proposed high speed train system for California and describes general corridor alignments and general station locations, and has recommended that environmental review proceed for a proposed high speed train system for California;

WHEREAS, the California High Speed Rail Authority (the "Authority") has executed a Memorandum with the Federal Railroad Administration (the "FRA") which provides for the preparation of a Program EIR/EIS for a proposed California High Speed Train System;

WHEREAS, the Memorandum between the Authority and the FRA provides that the Authority will serve as the lead agency for purposes of the California Environmental Quality Act (CEQA) and the Federal Railroad Administration will serve as the lead agency for purposes of the National Environmental Policy Act (NEPA) in preparing the Program EIR/EIS;

WHEREAS, the Authority issued a Notice of Preparation in compliance with CEQA and the FRA issued a Notice of Intent in compliance with NEPA indicating that a Program EIR/EIS is being prepared for a proposed California High Speed Train System and requesting comment from the public and public agencies;

WHEREAS, the Authority with the participation of the FRA has conducted a series of scoping meetings to receive comments from public agencies and the public, and has consulted with numerous public agencies, to help identify issues of concern, potential environmental impacts, and potential alternatives for study in the draft Program EIR/EIS for the proposed California High Speed Train System;

WHEREAS, the Authority has caused screening evaluation studies to be prepared which summarize information concerning potential alternatives for study in the draft Program EIR/EIS in comparison to the screening evaluation criteria and the performance criteria previously set forth by the Authority for a proposed California High Speed Train System;

WHEREAS, the Authority has reviewed the screening evaluation studies, the staff recommendations developed in consideration of the screening evaluation studies, public and public agency comment in response to the NOP and NOI, and public and public agency comment on the Draft First Screening Report, Part 1, of November 6, 2001, and finds that they provide an appropriate basis for making initial screening decisions and determining appropriate alternatives to be studied in the draft Program EIR/EIS;

NOW, THEREFORE, BE IT RESOLVED THAT THE California High Speed Rail Authority hereby takes the following actions:

- (1) approves the recommended general corridors and station locations as alternatives to be studied in the draft Program EIR/EIS for the proposed California High Speed Train System, as presented in the First Screening Report, Part 1, November 6, 2001, as revised and presented at the November 14, 2001, public meeting of the Authority; and*
- (2) concurs in the recommended elimination of certain alternatives from further consideration for reasons of (a) inability to meet most of the basic project objectives or to meet the need for and purposes of the project; (b) infeasibility due to economic, technical or engineering, or environmental concerns; (c) inability to avoid significant environmental impacts; or (d) a combination of these factors, as reflected in the First Screening Report, including Appendix A, as revised and presented at the November 14, 2001, public meeting of the Authority;*
- (3) directs staff to proceed with the environmental review work for the proposed California High Speed Train System in accordance with the above screening decisions; and*
- (4) directs staff to forward to the FRA for its consideration and concurrence the Authority's initial screening decisions as presented in this Resolution.*

** Not addressed in this resolution are the following: (a) recommendations for a segment connecting the Los Angeles Union Station/Southeast Los Angeles County to Los Angeles International Airport; (b) recommendations concerning the San Jose to Merced segment; (c) recommendations concerning the Bakersfield to Sylmar segment; and (d) the recommendations in the First Screening Report, Part 2, November 9, 2001, concerning the Sacramento to Bakersfield segment.*

Member Graveline seconded the motion, which carried unanimously. A copy of said resolution and the First Screening Report – Part 1 (Draft) including Appendix A- Confirmation of Previous Decisions are available on the Authority's website, www.cahighspeedrail.ca.gov.

Revision to First Screening Report – Part 1 (Draft)

Executive Director Morshed stated that initially staff recommended this entire segment be eliminated from further investigation. However staff is currently recommending the alignment be preserved for further investigation. He called upon Deputy Director Dan Leavitt to present the staff recommendations for alignments for further investigation in the LA Union Station/Southeast LA County to LAX segment of the Los Angeles-Orange County-San Diego corridor. A copy of the Revision to the First Screening Report – Part 1 (Draft) is on the Authority's website, www.cahighspeedrail.ca.gov.

Public Comment

Senator Jim Costa

Senator Costa thanked the Authority for holding a meeting in Bakersfield today. Senator Costa stated he feels high-speed rail can be the catalyst that will move us forward. Senator Costa stated it is clearly critical for the Authority to work together with leaders to make sure high-speed rail happens sooner rather than later. Senator Costa expressed the urgent need of developing a strategy that will convince the legislature and the Governor. In light of September 11, it has become clearer we need a multi-modal transportation system that provides less reliance on one means than another and that will therefore make the public feel more secure. Senator Costa stated the Authority must design a viable system that will serve the most populated centers. Senator Costa pledged to continue to work with the Authority members as he has in the past. He reported he has been working with Senator Feinstein to provide additional federal funding and will continue to try to convince the Legislature and the Governor that despite current fiscal constraints, the high-speed rail program is still an important effort to keep going. Senator Costa stated he would seek to establish a Senate Transportation Committee Subcommittee with its focus as high-speed rail by January. Senator Costa commended the Authority on eliminating further investigation of Maglev in the EIR/EIS.

First Screening Report – Part 2 (Draft)

Executive Director Morshed called upon Deputy Director Carrie Pourvahidi to present recommendations for alignments, station locations and high-speed train systems for further investigation in the Sacramento-Bakersfield corridor to the Board as an information item. This item will be voted on at the January 16, 2002 Board meeting. A copy of the First Screening Report – Part 2 (Draft) is available on the Authority's website, www.cahighspeedrail.ca.gov.

Public Comment

Paul Bartlett, LA-Fresno-Bay Area-Sacramento High Speed Rail Corridor Study Group

Mr. Bartlett delivered a presentation to the Board. Mr. Bartlett requested that the Authority reconsider the elimination of the investigation of the Panoche Pass alignment between the Central Valley and San Jose. According to Mr. Bartlett, the Panoche Pass has been "traditionally" supported by Fresno, Madera, Tulare and Kings counties. Mr. Bartlett noted that the Authority's predecessor (the HSR Commission) had concluded that the Panoche Pass traverses milder terrain than the other passes, and requires less cut-and-fill, and less tunneling. In addition, the HSR Commission's work showed no statistical difference in revenue between the Panoche and Pacheco passes. The Panoche Pass would provide for faster travel times between the Bay Area and Los Angeles. Modesto travelers will not take high-speed trains via the Pacheco Pass to the Bay Area; instead they would use the existing rail service (Altamont Commuter Service) that is being improved. Mr. Bartlett also voiced his support of the BNSF rail alignment between Fresno and Bakersfield. He noted that the UP rail alignment goes through more communities in the Central Valley and therefore will result in slower travel times and higher capital costs. Finally, Mr. Bartlett suggested that high-speed trains should run non-stop between Palmdale and Fresno; non-electric trains would serve other markets.

Graham Kay-Eddie, Makabusi, Inc.

Mr. Kay-Eddie shared his design solution for the City of Bakersfield and its metropolitan area. Mr. Kay-Eddie's solution locates two potential rail alignments. The first path allows for a high-speed non-stop line along the Union Pacific corridor, allowing convergence northward toward either of the Burlington Northern or Southern Pacific corridors to the Bay Area. The second path suggests a local service line, running along the Burlington Northern Santa Fe alignment westwards and then northwards to serve Bakersfield passengers. Mr. Kay-Eddie requested the Authority seriously consider these potential alignments based on the desire to boost the oil/agricultural economic base in Bakersfield.

John W. Stinson, Bakersfield Assistant City Manager

Mr. Stinson spoke on behalf of Jack LaRochelle. Mr. Stinson stated the City of Bakersfield desires a downtown station site. The Seventh Standard Road is less desirable because some of the nearby land is zoned for residential development, does not provide adequate linkage to Metropolitan Bakersfield, and does not provide multi-modal capabilities that a downtown site would provide. The City of Bakersfield is supportive of and promotes a downtown station site because it is a major population center, the zoning is consistent, provides appropriate linkage, currently has existing multi-modal systems, and downtown is also a more demanded destination.

Authority Members' Meetings for Compensation

Chairperson Diridon presented the list of meetings for compensation. Member Epstein moved to approve the list. Member Bates seconded the motion, which carried 7-0.

Visalia Mayor Don Landers

Mayor Landers expressed his support of the Union Pacific alignment option with a related stop near the Visalia Municipal Airport. He stated the high-speed rail project is very important to intrastate travel and especially critical to travel to and from the Central Valley, Los Angeles and the Bay Area. Mayor Landers stated the need for a safe and reliable surface intrastate transportation system became ever so evident with the events on the East Coast that shut down air transportation for several days. Mayor Landers feels the Union Pacific (UP) alignment is the best alternative to providing high-speed rail service to the Central Valley. Providing a Visalia Municipal Airport station location provides for multi-modal transportation opportunities and following the existing UP rail alignment should minimize impacts

to existing land use and parcel lines. Mayor Landers stated Visalia currently has a population of approximately 100,000 and in 2020 expects a population of 165,000.

Dave Cross

Mr. Cross expressed support for a Bakersfield Station at Amtrak inter-modal location. Mr. Cross also submitted a report "Metropolitan Bakersfield High-Speed Rail Terminal Analysis and Evaluation" on behalf of Mr. Mike Miller, Kern Manufacturing Association.

Bob Madewell, City of Fresno

Mr. Madewell presented a letter in behalf of Fresno Mayor Alan Autry supporting a downtown Fresno station location and Union Pacific station location within the city.

Ron Brummett, Executive Director, Kern Council of Governments (COG)

Mr. Brummett expressed his support of the high-speed rail project. He stated Kern COG supports the three station locations the Authority is looking at in Kern County. Expressed his pleasure for the Authority's support of steel-wheel-on steel-rail. Mr. Brummett stated Kern COG does not support the Union Avenue alignment option. Mr. Brummett reported Kern County is supposed to grow from 3.2 million currently to 6.5 million in the next 20 years.

Clark Thompson, Fresno Council of Governments (COG)

Mr. Thompson expressed his appreciation to Deputy Director Pourvahidi and the Authority staff for listening to the positions adopted by the Fresno COG. The staff recommendations reflect Fresno COG's positions. He expressed his support of the elimination of Maglev and reported Fresno COG takes the following positions:

- Potential impacts on farm land need to be minimized
- Supports the lowest-grades possible, thereby allowing freight capability
- Supports a downtown Fresno station location
- Use of existing railroad right of way is preferred
- Opposes alternative alignments east and west of highway 99

Arthur Unger, Sierra Club, California

Mr. Unger expressed his concerns of energy, air pollution, transit time, preservation of agricultural land, and the overall preservation of endangered species habitat. Mr. Unger further expressed he felt the Bakersfield station should have a connection with mass transit as well as a connection to Amtrak.

Herman Ruddell, Downtown Bakersfield Business Association (DBA)

Mr. Ruddell stated the Golden State Site is most preferred by the (DBA). He expressed his support of a downtown Bakersfield station location with an airport connection.

John F. Ferdinandi, Jr., Fresno Area Residents for Rail Consolidation (FARRC)

Mr. Ferdinandi stated he supports Fresno COG's comments stated earlier. Mr. Ferdinandi recommended a meeting with Authority staff before the January board meeting.

Chester Moland, Kern Transportation Foundation

Mr. Moland expressed his support of the three recommended station sites. He stated a station within the urban core is vital to the development of downtown.

Walter Strakosch

Mr. Strakosch expressed his support of using existing right-of-ways, preferring SP/UP where possible. He stated the City of Merced and the City of Modesto would like grade separation and are willing to contribute to the cost. Mr. Strakosch inquired if there has been any question to the railroads regarding the use of existing right-of-ways. Chairperson Diridon informed Mr. Strakosch the railroads have been consulted on a technical basis, but noted that it would be premature to negotiate on corridors that have not been chosen.

Larry Miller, San Joaquin Valley Interests

Mr. Miller expressed the following concerns

1. Consultants for the San Joaquin Valley to Southern California corridor and the San Joaquin Valley to Bay Area corridor have not spent any time in the San Joaquin Valley soliciting input or hearing concerns.
2. Planning for high-speed rail service in the San Joaquin Valley has effectively ignored the issue of optimal integration with existing and (planned) conventional rail service.
3. If the Authority, working with Caltrans and Amtrak were to propose integrating their services and optimizing their funding and infrastructure developments jointly, the public would be highly disposed to look on any funding or bonding in a very favorable way.

Supervisor Connie Conway, County of Tulare Board of Supervisors

Supervisor Conway stated the County of Tulare supports staff recommendations.

Werner Lipton

Mr. Lipton responded to Mr. Paul Bartlett's earlier comments supporting high-speed rail trains running non-stop from Bakersfield to Palmdale by stating the small towns should not have to put up with the disturbance of the construction of high-speed rail without the benefit of station locations.

Chairperson Diridon commented in response to Mr. Paul Bartlett's earlier comment regarding the Panoche Pass by stating the Panoche Pass alignment would cost the most and have the least ridership. The Panoche Pass alignment option was examined carefully and rejected because of the length, cost, and travel time.

Member Bates inquired of the Proposition 116 funds. Executive Director Morshed reported the Authority received the Proposition 116 funds and as a result, staff has instructed the consultants to start work on the tunneling issue.

Identification of Date and Location of Next Meeting

The next California High-Speed Rail Authority Board meeting will be January 16, 2002 in Sacramento, California.

Meeting was adjourned at 1:15 p.m.