Submission P001 (Shelli Andranigian, Citizens for California High Speed Rail Accountability, August 29, 2012)

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planned. It's only going to benefit California. It's not benefiting United States. I see it as some kind of trophy for the politicians and frankly I wish more people people would speak up. Because I talkED to a lot of friends but they -- why can't we change our minds? We voted for something but we're human. We based our information on what we have at hand. Why can't we change our mind? Why can't politicians change their mind? We're human. Anyway, that's what I have to say. Thank you.

MR. MORALES: Thank you.

Shelli Andrangian.

MS. ANDRANGIAN: Good afternoon, Ms. Hurd, Ms. Perez, Mr. Valenstein, Mr. Morales and Mr. Abercrombie. I have other comments today but this one is from Citizens of California for High Speed Rail Accountability.

We farm in Fresno and Kings county and our farm in Fresno is impacted and I will speak about that later.

P001-1

The subject line is public comments must be treated appropriately. There were comments not recorded in full at the 2011 public hearing. Thus not all comments made it into the public record. We want to be assured that our comments in the last few days will be

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P001-1

P001-2

treated with more respect and entered into the record in full. There were also comments and comment cards that were lumped together. Every comment needs to be treated individually. I believe, this may be required by law. Every comment deserves their own record number. And I have my comment from last year and I'd also sent the transcript last year when I sent my comments because I have a tendency to speak very fast. And I did so last night so I apologize for the second time I spoke. But this is my comment from last year.

Thank you very much.

MR. MORALES: Thank you.

Lourau Harding, Lourau Harding, Cherylyn Smith.

MS. SMITH: Yes. These are just incidental -- not so incidental, but items that pertain to the other two times that I presented to you that I think should tie in the relevance to the EIR and to federal regulations.

One is that you know that Fresno has this very high asthma rate. One of the highest in the nation. What I question is it just seems so obvious that how is the High Speed Rail going to reduce or prevent the rise of pollution levels due to automobile usage within local metropolitan areas? LA is still

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Submission P001 (Shelli Andranigian, Citizens for California High Speed Rail Accountability, August 29, 2012) - Continued

Comments from Shelli Andranigian

PLEASE NOTE: The following is a complete transcript of the comments I made on Wednesday, September 21 to the panel at the CHSRA Public Hearing in Hanford, California. I was told by a CHSRA representative to slow down for their appointed court reporter. **PLEASE ALSO NOTE:** This speech was written and given before the October 5, 2011 press release was issued.

Good evening and welcome to Hanford. My name is Shelli Andranigian and I represent the Andranigian Family. We have lived in Laton, California for 50+ years and have also owned and farmed a 135-acre parcel of land since 1945. This "Home Place" is along the Cole Slough of the Kings River and also part of the proposed high-speed rail route.

My folks have been humanitarians. They helped Kings River Conservation District (KRCD) save the town of Laton in 1969 when our family furnished dirt to build levees to keep this "train town" from flooding. It took KRCD eight (8) years for them to bring someone to level the ground where the dirt had been excavated so our family could again farm this 30 acres of prime farm land.

My dad also farmed and saved the land of his neighbors, the Inouye Family in Kingsburg, California while they were interned during World War II.

We have two (2) properties in the proposed high-speed rail pathway – the aforementioned 135-acre "Home Place" and a 240-acre farm across and adjacent to HWY 43 by the Cole Slough of the Kings River.

Our land, like many others who farm and dairy in the Central Valley are rich and fertile ones, providing for those all over the world. This is also the busiest time of year as it is harvest season.

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California farms and dairies have the best to offer the world over. I have traveled abroad on both light rail and speed trains, so I should know!

I do have a laundry list of questions as I try to make sense out of 30,000 pages of documents in a short time frame in order to study and comment not just here in a brief three (3)-minute allotment, but more extensively by October 13th.

While I appreciate the 15 extra days to do so (comment, review and question) from 45 to 60 days -- 180 days is more necessary, realistic and fair. It is especially important for those of us in the proposed high-speed rail route to have ample time to look over and fully prepare for something that is not only impacting Californians TODAY, TOMORROW, NEXT WEEK, NEXT MONTH, NEXT YEAR AND THE YEARS FOLLOWING. BUT FOR ALL FUTURE GENERATIONS TO COME THE WORLD OVER!

I have two (2) requests. The first is to please fully consider extending our comment and review period to 180 days. The second is to properly address correspondence sent to us.

My name is not just "Owner/Occupant." It is legally "Shelli Andranigian." Thank you!

Response to Submission P001 (Shelli Andranigian, Citizens for California High Speed Rail Accountability, August 29, 2012)

P001-1

Public comments at public hearings are recorded by a third-party vendor, who then transcribes each comment. These comments have been assigned to resource area specialists to review and respond.

P001-2

CEQA and NEPA require a final EIR and EIS to respond to the responsible comments received on environmental issues (see 14 CCR Section 15088(a) and FRA Procedures for Considering Environmental Impacts). These regulations do not require every comment to be treated individually. Numerous comments may address the same issue. In those cases, a single response has been provided that encompasses those comments. Where a comment requires an individual response, that response has been provided.

Separate record numbers have been assigned to each comment.

Submission P002 (Shelli Andranigian, August 29, 2012)

deliberately incorrect.

So I think it has to be, you know, this simply cannot stand. You cannot have an inaccurate, false statement on a major issue like this in the CEQA document.

Thank you.

MR. MORALES: Thank you, Mr. Weil.

Okay, we will break for 15 minutes or until six o'clock or assuming we have additional speakers at that point.

Thank you.

(Whereupon, a short break was taken.)

MR. MORALES: Okay. We have some speaker requests.

Ms. Andranigian. You have two cards. Do you want to go and then --

MS. ANDRANIGIAN: Whichever you want. Can I do both consecutively?

I just won't talk fast one is for my mom, Rochelle. She wasn't able to be here.

MR. MORALES: Whatever works for you.

MS. ANDRANIGIAN: Good evening, Ms. Hurd, Ms. Perez, Mr. Valenstein, Mr. Morales and Mr. Abercrombie.

Hello, again. My name is Shelli

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Andranigian. I'm a life-long Californian who was born and raised in Fresno county. The proposed Fresno Bakersfield California high speed rail route adversely impacts my family.

I am contacting you today regarding two parcels of land owned by the Andranigian family, which are currently in the proposed California high speed rail route. We will be adversely impacted via air, land, and water.

The HSR route is a triple threat to both our property and our health. Our properties are along the scenic and majestic coal slue of the Kings river. Lush oak trees, and foulage dot the area, which is also inhabited by many forms of wildlife.

The permanent impacts on our property were first discovered in May 2011, while the temporary impacts were discovered last September while reviewing last year's EIR/EIS and appeared to be larger on this year's map.

Both of these impacts create a meriad of more questions not withstanding why we were never told earlier about the latter temporary ones since they are just as detrimental if not more so than the permanent ones. The temporary construction site's proposal disrupts the entire farming operation on both parcels

P002-1

P002-2

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Submission P002 (Shelli Andranigian, August 29, 2012) - Continued

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impacted by the project footprints. They will also serve to destroy prime farmland due to hazardous waste issues, which will adversely impact the land and water on the property. P002-2

Air quality will also be eroded and this will harm three generations of family who already have sinus and allergy issues. We also have family members who are ultra sensitive to sound. These are extremely serious environmental issues. P002-3 P002-4

How can such concerns be bypassed and what is being done to make sure it doesn't happen? The impacted parcel which is the home place is only one quarter mile from temporary construction site. How long is temporary? Is it five years or is it forever due to when the federal funds run out? The permanent section on the home place will be about a half mile from the family home. P002-5

What happens if there is a derailment at the projected high speed of these trains? How will this be accounted from any potential harming of any loss of life? P002-6

Those who farm the fields surrounding the proposed tracks will now be on ground level. They are at even more serious risk of death and or harm if the high speed train derails. What is being done to

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safeguard farm workers and farmers?

Both parcels currently have trees. Both parcels in the past have had field and road crops. Farmers rotate and change the crops. Heavy equipment is used on a farm and hose who farm need proper access to accommodate all sizes. In addition to the permanent ground, a proposed permanent access road that crosses the Kings river.

Thank you for your time.

On a side note, my folks got married in January 1961 because it was the least busiest time of year for them as farmers. Even though there was still plenty of pruning to do on both the fruit and the Grapevines when they returned. A farmer's work is 24/7 and never done.

And that's why you don't see a lot of farmers here today because they are out in the field working. I talked to quite a few and they can't get away. I've worked on the farm since I was five. And I -- you know, I irrigated, and pruned, and drove tractors, and bulldozers. And I know when you have water to change, you have to be there. You can plan a certain time ahead but it doesn't always happen. There's gophers we have to contend with. Alfalfa especially is hard to irrigate because you just never

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Submission P002 (Shelli Andranigian, August 29, 2012) - Continued

know when it's going to finish.

So that concludes my statement and I would also like to read my moms.

MR. MORALES: Please do.

MS. ANDRANIGIAN: My mom's name is Rochelle Andranigian. And she is 75 years young. And she grew up on a farm in Easton.

We cannot allow such a huge project to destroy our community and our environment. With the California High Speed Rail the allowance of such an imposition will cause much disruption to our area here which is the cole slew in Highway 43 in Fresno and just near the county line.

There is a proposed plan to put a temporary construction site on one of our properties by the cole slew. One is on the west side of 43 and the other is on the east side of 43. The property with the temporary location would be our home place, which is on the east side of Highway 43.

Our land is not for sale at any price. You can you cannot pay us enough to compensate for the losses you create by putting High Speed Rail through miles and miles of territory. We have underground water wells which will be affected with the wildlife that live by the river and in the trees.

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You need to abolish any plans for HSR at this time.

And first and foremost when Prop 1A was passed in California, the route was along Highway 99 and BNSF routes it never was to go through country lands. California citizens did not vote for the current HSR plan.

And this last part -- was Authorities so deaf they could not hear the expressions -- I cannot understand why the Authority does not realize how unreasonable they are with the public.

Governor Brown is head of our state and California is broken in more ways than mere money. Does Governor Brown realize all the havoc being caused by the insistence of having the high speed rail built regardless of the many consequences the hard working, tax paying, citizens who are slowly becoming extinct in California.

Thank you.

And my mom has never been on an airplane. She's only ridden trains. And my dad road trains across the country. And I have been on a high speed rail train. I went on a trip to Europe, France and Spain in 1995 and I also rode the Eurostar. I took it from France it England. So I been on high speed train. So I

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Submission P002 (Shelli Andranigian, August 29, 2012) - Continued

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know what they're all about. Anyway, thank you.
MR. MORALES: Mr. Oliveira. We called you and you were out of the room. But please come up.
MR. OLIVEIRA: Thank you for allowing me an opportunity to talk to you today. It doesn't seem like you're that busy. So I'm only speaking once tonight. So this one will not be a repeat session of Bakersfield or Hanford.
I am going to start with talking about farming things. How many of you on that panel and I know it's your practice not to interact, but I think you can with this question, have ever irrigated corn from a ditch or any other crop from a ditch?
I'm going to assume no one. What happens with your ditch when your ditch gets soft and you have to contend with gophers. And obviously I'm going towards a leak.
When you're irrigating and running water down a ditch, eventually, a leak will happen. So what you do when you go change your water and redirect it to wherever it's going to go, and you see this leak and everybody goes through this, this is not unique to me. Everybody I know has experienced this.
You look at this leak and you say gosh darn, I'm in a hurry. I have to be somewhere else. There's a

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Response to Submission P002 (Shelli Andranigian, August 29, 2012)

P002-1

Refer to Standard Response FB-Response-GENERAL-07.

The Authority conducted extensive public outreach prior to the circulation of the Draft EIR/EIS, which included 12 public meetings aimed at soliciting community feedback and informing affected communities of the project's status.

P002-2

Refer to Standard Response FB-Response-SO-01, FB-Response-AG-02, FB-Response-AG-04.

The Authority has committed to returning temporary construction sites to pre-construction conditions and compensating land owners at a fair market value for any temporary takings of their land as well as any temporary or permanent losses of income they may experience.

As discussed in the Revised DEIR/Supplemental DEIS, construction is expected to use standard construction techniques and the use of hazardous materials would be minimal, primarily consisting of lubricants and fuels (see Section 3.10, Hazardous Materials and Wastes). All these materials would be required to be controlled pursuant to the Storm Water Pollution Protection Plan to be implemented during construction, thereby avoiding their release to waters.

P002-3

Refer to Standard Response FB-Response-AQ-01, FB-Response-AQ-04, FB-Response-AG-05.

P002-4

Refer to Standard Response FB-Response-N&V-03, FB-Response-N&V-05.

P002-5

Refer to Standard Response FB-Response-SO-01.

Project construction is expected to be completed within 7 years. This period extends from the beginning of the first phase of construction and continues through operational testing of the HST system. It is expected that heavy-construction activities, such as grading, excavating, and laying the HST railbed and trackway, would be accomplished within a 5-year period. The specific construction impacts on each community may not occur throughout the entire duration of the project construction period.

P002-6

An analysis of the impacts of an HST derailment is provided in Section 3.11 of the EIR/EIS.

Submission P003 (Le Ann Eager, Economic Development Corporation, August 29, 2012)

and getting on the next train. So if you could just do the hard part, I think the other part would be very easy and you would be able to push it through much better.

Plus we don't have a whole lot of money right now. So do the bad part and then do the good part. Thank you.

MR. MORALES: Thank you very much.

Do we have anymore? Nothing, okay. We don't have any other speakers right now. So we'll take a break. Wait, we might --

MS. EAGER: Good afternoon. I'm Le Ann Eager. I'm the President and CEO of the Economic Development Corporation here in Fresno. And I just wanted to start by thanking you for extending the public comment period.

P003-1

One of the things that we have done here in Fresno, is we have been working with all businesses who are along the other alignment and letting them know what the process is, what they can do going forward, and we certainly talked to quite a few lately who would like to comment on the EIR by extending this process, they certainly have the availability to do that.

So thank you all for doing that.

I also want to thank the new regimen for meeting with us on a regular basis. You know, one of

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P003-1

the things that has been so important lately especially with Chairman Richard coming on and Mr. Morales coming on, is inclusiveness that we have felt here in Fresno and hopefully in the Central Valley where this is beginning, is that we want to be a part of this process, we want to have a say so, and they certainly have made that available to us.

So in going forward we want to continue that process and make sure we are involved as this goes forward. And thank you all for all the work that you are doing.

MR. MORALES: Thank you, Ms. Eager.

Next speaker, Steven Weil.

MR. WEIL: My name is Steve Weil. I'm speaking as an individual on my own behalf. The purpose of my -- we're on three minute limit, okay. My comments would be directed at the issue of whether or not a trunk branch route design was ever considered by the Authority or included in any analysis. As you all may be aware about three or four weeks ago there was an article in the LA Times newspaper which described how French rail experts spent about a year in California trying to persuade the Authority and members of the legislator to look at a trunk system serving the Bay Area in LA along the I-5 corridor with branches to Bakersfield and Fresno

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Response to Submission P003 (Le Ann Eager, Economic Development Corporation, August 29, 2012)

P003-1

Refer to Standard Response FB-Response-GENERAL-07, FB-Response-GENERAL-08.

The Authority appreciate the supportive comment.

Submission P004 (Maureen Fukuda, Citizens for California High Speed Rail Accountability, August 29, 2012)

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make those jobs jobs that are environmentally responsible as well. And that pertains to your EIR, I would hope. Thank you very much.

MR. MORALES: Thank you, Ms. Smith.

Do we have any other speaker cards at the moment? Nothing.

Okay, we will take another 15 minutes and resume when we have -- well, assuming we have other speakers.

(Whereupon, a short break was taken.)

MR. MORALES: We have several speakers. So we're going to resume to take those speakers.

Willy Coleman are you here? Still not, okay. Ms. Fukuda.

MS. FUKUDA: Good afternoon, ladies and gentlemen and board members. My name is Maureen Fukuda. I represent Citizens of California for High Speed Rail Accountability and I'm from Kings county. And my plot has been foiled. I was going to address FRA and in particular a young man who is Senator Rubio's aid but he left. So I guess I just have to address you guys.

P004-1

Anyway, our organization has asked for information in regards to jobs lost. We hear time and again from the unions about jobs gained but never -- I have been to many, many, many meetings and never have I

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P004-1

heard any information or statistics on job loss. And it's a ripple affect. You may not see that a person has lost a job but if a rancher, dairyman, farmer, whatever has to bear back his business due to the rail property taking it or whatever, he may have to release some of his workers. We don't know that. But something like this needs to be looked into.

P004-2

At a public meeting in Stratford my husband asked for information in regards to job loss directly to Senator Rubio and it was kind of brushed off or passed onto something else and he said give your name, address and e-mail and I'll get that information to you. Have we heard from him? No. Have we received e-mail? No.

P004-3

So now we're in Kings county knowing that there's a possibility that the rail will go through and impact our economy. We have no information on job loss. We have all these inflated numbers about jobs that will be created. But in fact, jobs will be lost. And this is it what we want to know, do you have the information? And if it's available, we certainly would like it. Thank you.

MR. MORALES: Thank you Ms. Fukuda.

Constance Reagan. And then Shelli Andrangian will be next.

MS. REAGAN: Hi. I'm Constance Reagan and

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Response to Submission P004 (Maureen Fukuda, Citizens for California High Speed Rail Accountability, August 29, 2012)

P004-1

Refer to Standard Response FB-Response-GENERAL-04, FB-Response-GENERAL-14.

For information on the HST System's economic effects on agriculture see EIR/EIS Volume I Section 3.12, Impact SO #15. For a detailed analysis of the effects of the HST project on agricultural production, see Appendix C of the Community Impact Assessment Technical Report (Authority and FRA 2012h). The analysis in this appendix provides these results by county and by project alternative in terms of the number of acres of agricultural production loss, the resulting annual revenue loss in both dollar and percent terms for each type of agricultural product, and the employment loss.

P004-2

Refer to Standard Response FB-Response-GENERAL-16.

P004-3

Refer to Standard Response FB-Response-GENERAL-04, FB-Response-GENERAL-14.

For information on the HST System's economic effects on agriculture see EIR/EIS Volume I, Section 3.12, Impact SO #15. For a detailed analysis of the effects of the HST project on agricultural production, see Appendix C of the Community Impact Assessment Technical Report (Authority and FRA 2012h). The analysis in this appendix provides these results by county and by project alternative in terms of the number of acres of agricultural production loss, the resulting annual revenue loss in both dollar and percent terms for each type of agricultural product, and the employment loss.
The analysis of potential job loss caused by business displacement and relocation was performed by alternative, and the results are presented in Volume 1 Section 3.12, Impact SO #10. A gap analysis of available properties was performed in Section 5.2.3 of the Community Impact Assessment Technical Report. The analysis examines all potentially relocated businesses and the results show that there are a suitable number of replacement properties in the surrounding locations in each community. Because the Authority is required to provide relocation assistance under the Uniform Relocation Assistance and Real Property Acquisition Policies Act, all the displaced businesses would be relocated; most, if not all, within the surrounding area, and their employees would remain employed.

P004-3

See Section 3.12, Impact SO #5- Temporary Construction Employment, for information on the number of construction jobs created as a result of the project as well as the ability of the existing regional labor force to fill the demand for the direct construction jobs as well as the resulting indirect and induced jobs. Impact SO#13- Employment Growth, details the long term jobs created to operate and maintain the project in the region, as well as the jobs created as a result of the improved connectivity of the region to the rest of the state. The total number of new jobs created is estimated to be a 3.2% increase in total employment above the 2035 estimate of 1.4 million total jobs in the region under the No Project Alternative (Cambridge Systematics 2010).

The San Joaquin Valley has greater unemployment and a lower per capita income than the state as a whole. The Authority has adopted a Community Benefits Policy, which requires that design-build construction contracts will be required to adhere to the National Targeted Hiring Initiative, which states a minimum of 30% of all project work hours shall be performed by National Targeted Workers and a minimum of 10% of National Targeted Workers hours shall be performed by Disadvantaged Workers. This, along with other hiring policies, will make sure that employment and business opportunities created by the project are accessible to the local community. For more information on hiring policies, see the Authority's website.

Submission P005 (Robert Garcia, August 29, 2012)

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I'm looking at, on behalf of my sisters, is mitigation for noise and vibration.

And I know that's covered in section 3.4 in the revised EIR and they will be submitting letters related to that. Their houses are not in a clusters of ten or more, so they would have to be considered individually and would probably be eligible for mitigation through insulation of their homes and so forth.

So I would like to just go on record as relating to that and they will be in their letters asking what the process is. Currently the process isn't described. So that's it for me. Thank you very much.

MR. MORALES: Thank you.

Willy Coleman. Okay. Let's take a 15-minute break and we'll resume in 15 minutes or when we have additional speaker requests. Thank you.

(Whereupon, a short break was taken.)

MR. MORALES: We have a few additional speakers. So we'll begin with calling Willie Coleman. Okay, no response.

Robert Garcia.

MR. GARCIA: Hi, I'm Robert Garcia. I'm a property owner in downtown Fresno. I just want to go on the record and state that this is going to affect me

P005-1

P005-2

P005-3

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adversely. I'm a self-made businessman. I've been working for 14 hour days for 20 something years. I got a piece of property downtown that's fully leased. Those business owners also have a strong following. They have been in business for over 30, 40 years.

If you guys take my property, I will be injured in my livelihood, and income, as well as my tenants, and the people they serve. I was hoping there was some other way to make an option to go around where they're located. It's going to displace too many people. It's like trying to catch lightning in a bottle.

It's working for everybody right now producing changes to where I'm at right now. It's going to affect a lot of people. More than it might help. Do whatever you can to just be considerate of our location downtown. And put the people's interest first and foremost when handling the people downtown there.

Either way I look at this, this rail doesn't make any sense to me. I'm hoping you guys know better than we do. And that's it.

MR. MORALES: Thank you, Mr. Garcia.

Steve Nash.

MR. NASH: Good afternoon. My name is Steve Nash. We have a dairy on the corner of Canejo and

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Response to Submission P005 (Robert Garcia, August 29, 2012)

P005-1

Refer to Standard Response FB-Response-GENERAL-02, FB-Response-SO-01.

See Volume I Section 3.12 for the potential displacement and relocation of local residences and businesses: Impact SO #9, SO #10 and SO #11.

P005-2

Refer to Standard Response FB-Response-GENERAL-03.

See EIR/EIS Volume I Section 3.12 for the potential displacement and relocation of local residences and businesses: Impact SO #9, SO #10 and SO #11.

P005-3

Refer to Standard Response FB-Response-GENERAL-11.

Submission P006 (Lourau Harding, August 29, 2012)

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committees would be the last one to be excluded from that from the Senate floor on that day. These are just extra, I think, important enough facts. The EIR is the one that pertains the most to you today. How is it going to cut down on local traffic and pollution? Thank you.

MR. MORALES: Thank you, Ms. Smith.

Lourau Harding.

MS. HARDING: Hi, I'm Lourau Harding. I live in northwest Fresno and I didn't come with a lot of detail prepared statements. I keep sending e-mails to Dan Richard and we're now, on a first name basis. And he writes back thanks Lourau and signs Dan and I write to him as Dan, Chairman of the Board, of course, but he seems to read my e-mails. So I've been in favor of High Speed Rail all along for California. We need it. And I've done a lot of reading. I've gone to 12 of these information meetings and read and read and read. Not many people, I guess, in the valley know a whole lot more about it in terms of just laymen like myself. But anyway these are advantages for California. We are very isolated here in the Central Valley.

All political power and money is in the Bay Area and Los Angeles. And our school system is a catastrophe, as you can see. The teachers are

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incompetent and the students are even more incompetent. Its like a time warp. It's like suddenly it's 1940. I moved here from Bay Area, Silicon Valley. So we really need it. It would be a huge advantage for Fresno and especially the central valley.

Europe has thousands of miles of High Speed Rail. Germany has 1,500 miles of it. Japan, France, Spain, South Korea, China, soon Canada, Australia, England, Russia is building one. And we don't have one millimeter of High Speed Rail in the United States. So I'm all for it. I've had some problems through Fresno bringing it through 15 miles of Fresno within one hundred feet of UP trains carrying hazardous cargo. I think it's bad news.

I wanted to loop out to the west of Fresno between here and Kerman for the express trains. I said bring the locals down through what's planned now. And put the express trains on a bypass north of the river, take them around, away from the heavily built up parts of Fresno. It seems they resist that.

What I've been writing Mr. Richard about recently is a thing called Primove. Primove is by Bombardier. It's a system of putting electrical generation equipment under the pavement and by electromagnetic induction.

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Submission P006 (Lourau Harding, August 29, 2012) - Continued

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P006-5

You can power cars, busses and so forth on streets. There's no contact. It's contactless. No third rail, nothing. And then they can do trollies and they're up to light rail. They don't seem to be able to do it with High Speed Rail. If they could you would get rid of the cadinary.

So if you were to Google Bombardier Primove, you will find all kinds of banners that come up on that. It's very interesting and Bombardier is one of the three big makers of high speed trains.

So I'm saying can't we somehow work with them and get them to power a high speed train?

P006-6

The next thing I found a couple of days ago, is a system being used in northern Sweden to drive electric buses. If you go on Utube and look for OPBRID Busbaar. It's an ultra fast charging system for electric busses. They charge the bus at either end of the line only. A panagraph comes up, they charge in five to ten minutes and they can run the whole route. When they get to the other end they do the same thing. Back and forth all day. I'm saying we could use that inside the stations along the route. Use the Bombardier Primove underground to power stations and then use this between stations and then utilize this busbaar inside the stations. It's a very fast charging system.

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P006-7

And then if all that isn't enough I say put catenary over the Tahachapi's and Pacheco Pass. So the advantage of that, you leave LA, get way up there, hit the Tahachapi's on the way over, you're getting full power, you're charging your batteries as you come down the north side of the Tahachapi's you're fully charged. You get all the way to Pacheco Pass, you have catenary again over the Pacheco Pass, when you get to the west side you're fully charged again. And now you can get to San Francisco using this Primov system. Battery capacity technology is advancing rapidly, as you all know. If you look on the Stanford Doctor CUI forest of silicon nanowire this was four years ago he says you can increase the charging capacity of a lithium ion battery by tenfold. It's a forest of silicon nanowires and his name is CUI. If you look at that and Google that you will find it.

P006-8

So the chairman of GM said two weeks ago, a little company they invested in has a breakthrough on battery capacity. He said you can have 100 to 200 mile range on electric cars within two years. The chance of a 200 mile range on one charge. So that's advancing rapidly. Put that on trains and you could run them underground with inductive charging, I think. I don't know it's for the electrical engineers of the world and

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Submission P006 (Lourau Harding, August 29, 2012) - Continued

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P006-8
P006-9
P006-10

maybe the civil engineers to decide. I'm not an engineer but you see where I'm going with all this. But I favor it. I wish we could make it safer in Fresno.

I think ultimately the solution of running it within 100 feet of the UP would be to put it in a trench or a tunnel. It will be -- Mr. Abercrombie told me it will be ten trains an hour in each direction. That's 20 trains an hour, and that's if it's only passenger. One more thing for you to Google, look at the -- they're getting underway with high speed freight in Europe. If you Google high speed freight trains in Europe, Eurocarex, that's it. Google Eurocarex. You can read for hours.

They ran the first one on March 22nd through the Channel tunnel. It went from a town that's mid France up to Paris and through the Channel tunnel into London. It's a freight train. No windows on it. You will see pictures of it. That's a French mail train they used for that. But I don't know what they were proving they're just proving you can run a freight train through the tunnel. We'll have that eventually.

And so if we add that to the 20 passenger trains per hour through Fresno eventually those freight trains will carry more than just mail and UPS kind of stuff. That's what they're doing now, in Europe. But

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somebody said we'll get to that more conventional cargo like ammunitions, thing like that. But that worries me. You add that to 20 passenger. And you're up to 30 trains an hour. So eventually, I think, we'll get a tranch or tunnel in Fresno.

Okay, that's all I have.

MR. MORALES: Thank you.

Juanita Negri-Schlette

MS. NEGRI-SCHLETTE: I'll make this brief. I'm sure you are all tired of hearing everything.

I love trains. I ride the train from Fresno down to Bakersfield and take the bus over and then ride the train on down to Santa Anna. My daughter lives in New Port Beach. I rode the train in Japan, the bullet train, to my modeling job four times a week for three years. It was great. Coming back was even better because you could drink Saki. Didn't do that before.

I think the train would be great but you're going at it the wrong way. Unless I'm not reading enough. You're doing the easy part first. Fresno and Bakersfield is no big problem. It's getting over the mountains. And if you could get that part done first, then I think you would have a much better rapport with all the people. That's the hard part. Getting off the train, getting on the bus, going through the terminal,

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Response to Submission P006 (Lourau Harding, August 29, 2012)

P006-1

Refer to Standard Response FB-Response-GENERAL-10.

P006-2

Refer to Standard Response FB-Response-GENERAL-10.

P006-3

Refer to Standard Response FB-Response-GENERAL-09.

Throughout most of Fresno, the HST alignment would be separated from the adjacent freight rail tracks by a distance of at least 102 feet. As described in Section 3.11, Safety and Security, of the EIR/EIS, safety can be achieved where there is sufficient horizontal or vehicle separation between the HST System and freight rail. A horizontal separation of approximately 102 feet between the centerlines of adjacent conventional and HST trackways has been determined to be a distance sufficient to require no additional protection (FRA 1994). This minimum separation distance includes the distance of the maximum practicable excursion of the longest U.S. freight rail car from the center of track, plus an allowance for overhead catenary system (OCS) masts. A car body length of 89 feet for the freight rail car displacement plus an allowance of 12.5 feet to include an OCS mast foundation results in a minimum separation distance, without an intrusion protection barrier, of 101.5 feet, rounded up to 102 feet.

These separation requirements, described in *Technical Memorandum: Rolling Stock and Vehicle Intrusion Protection for High-Speed Rail and Adjacent Transportation Systems, TM 2.1.7* (Authority 2008a), were developed specifically for the HST System and do not directly adopt existing criteria for separation requirements. The guidance for intrusion protection generally follows the recommended practices described in the American Railway Engineering and Maintenance-of-Way Association (AREMA) *2012 Manual for Railway Engineering* (AREMA 2012) and the design standards developed specifically for the construction and operation of HSTs, based on international practices. These practices and standards include technical guidance from National French Railways for separation between the HST system and roadway infrastructure and International Union of Railways codes for Structures Built over Railway Lines (UIC 2002).

P006-3

Where the HST alignment is closer than 102 feet from the freight rail line, a physical barrier would be used to prevent a potential collision between the HST and freight rail cars if either of them went off the tracks.

P006-4

Constructing a separate track right-of-way for express train service would result in additional environmental resource impacts and unnecessarily add to project costs. As described in Section 2.2.3, Stations, of the Final EIR/EIS, each HST station would have four tracks passing through it: two express tracks (for trains that do not stop at the station) and two tracks for trains that would stop at the station platforms. Express trains would serve major stations only, providing fast travel times; limited-stop trains would skip selected stops to provide faster service between stations; all-stop trains would focus on regional service.

P006-5

Three types of HST technology were analyzed by the California Intercity High-Speed Rail Commission for the Statewide Program EIR/EIS. These three technologies were Steel-Wheel-on-Steel-Rail at Lower Speed (below 200 mph); Magnetic Levitation Technology (maglev); and Steel-Wheel-on-Steel-Rail (very high speed [VHS]; above 200 mph).

The Authority's enabling legislation, Senate Bill (SB) 1420 (chaptered September 24, 1996, Chapter 796, Statute of 1996), defines high-speed rail as "intercity passenger rail service that utilizes an alignment and technology that makes it capable of sustained speeds of 200 mph (320 kph [kilometers per hour]) or greater." Therefore, technologies in which trains travel below 200 mph were eliminated from further consideration. This direction is consistent with foreign HST experience, the experience of the northeast corridor (Boston–New York–Washington, D.C.), and HST studies done elsewhere in the United States, which show that to compete with air transportation and generate high ridership and revenue, the intercity HST travel times between the major transportation markets must be below 3 hours. From this determination, the Commission directed staff to focus technical studies on VHS (Steel-Wheel-on-Steel-Rail at Very High Speeds [above 200 mph]), and maglev technologies. Although a completely dedicated train technology using a separate track/guideway would be required on the majority of the

Response to Submission P006 (Lourau Harding, August 29, 2012) - Continued

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proposed system for both technologies, requiring such separation everywhere in the system would prohibit direct HST service to certain heavily constrained terminus sections (e.g., San Francisco Peninsula from San Jose to San Francisco and the existing rail corridor between Los Angeles Union Station and Orange County). Because of extensive urban development and severely constrained right-of-way, HST service in these terminus sections would need to share physical infrastructure (tracks) with existing passenger rail services in existing or slightly modified corridors. A maglev system, in addition to being more costly technology, requires separate and distinct guideway configurations that preclude the sharing of rail infrastructure. As a dedicated (exclusive guideway) high-speed rail service along existing right-of-way corridors in all segments of the system would be infeasible, use of maglev technology for portions of the project would preclude direct HST service without passenger transfer and would not satisfy the travel time requirements of the project purpose and need. Other rail transportation configurations, including monorail, were eliminated from further consideration for not meeting this basic system requirement. A VHS system would be compatible with other trains sharing the tracks. The potential for utilization of shared track allows for individual project segments to meet independent utility requirements. By comparison, maglev technology does not lend itself to incremental improvements and could not satisfy independent utility requirements or meet the project's blended system approach. By taking advantage of the existing rail infrastructure, a shared-use configuration would be mostly at-grade. Shared-use options are less costly and would result in fewer environmental impacts compared with exclusive guideway options.

Also, improved regional commuter service (electrified, fully grade-separated, with additional track and security features) would help mitigate the impacts along existing rail corridors. Shared-use improvements in these corridors would potentially improve automobile traffic flow at rail crossings and reduce noise impacts, because a grade-separated system could eliminate trains blowing warning horns throughout the alignment. Shared-use options would provide the opportunity for a partnership with right-of-way owners and commuter rail operators and would provide the opportunity to incrementally improve network segments. For these reasons, maglev technology was eliminated from further investigation in the Final Program EIR/EIS (Authority and FRA 2005), is not part of the project description, and does not require further consideration in this project-level EIR/EIS.

P006-6

Three types of HST technology were analyzed by the California Intercity High-Speed Rail Commission for the Statewide Program EIR/EIS. These three technologies were Steel-Wheel-on-Steel-Rail at Lower Speed (below 200 miles per hour [mph]); Magnetic Levitation Technology (maglev); and Steel-Wheel-on-Steel-Rail (very high speed [VHS]; above 200 mph).

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Response to Submission P006 (Lourau Harding, August 29, 2012) - Continued

P006-6

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P006-7

Section 2.2.6 of the EIR/EIS discusses planned traction power distribution for the HST System. Battery and hybrid technology for yard and switching locomotive applications continues to evolve, but there is no current proven technology in place or in development to support battery powered high-speed trains as described in the comment.

P006-8

Three types of HST technology were analyzed by the California Intercity High-Speed Rail Commission for the Statewide Program EIR/EIS. These three technologies were Steel-Wheel-on-Steel-Rail at Lower Speed (below 200 miles per hour [mph]); Magnetic Levitation Technology (maglev); and Steel-Wheel-on-Steel-Rail (very high speed [VHS]; above 200 mph).
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Response to Submission P006 (Lourau Harding, August 29, 2012) - Continued

P006-8

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P006-9

Throughout most of Fresno, the HST alignment would be separated from the adjacent freight rail tracks by a distance of at least 102 feet. As described in Section 3.11, Safety and Security, of the EIR/EIS, safety can be achieved where there is sufficient horizontal or vehicle separation between the HST System and freight rail. A horizontal separation of approximately 102 feet between the centerlines of adjacent conventional and HST trackways has been determined to be a distance sufficient to require no additional protection (FRA 1994). This minimum separation distance includes the distance of the maximum practicable excursion of the longest U.S. freight rail car from the center of track, plus an allowance for overhead catenary system (OCS) masts. A car body length of 89 feet for the freight rail car displacement plus an allowance of 12.5 feet to include an OCS mast foundation results in a minimum separation distance, without an intrusion protection barrier, of 101.5 feet, rounded up to 102 feet.

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the construction and operation of HSTs, based on international practices. These practices and standards include technical guidance from National French Railways for separation between HST system and roadway infrastructure and International Union of Railways codes for Structures Built over Railway Lines (UIC 2002).

Where the HST alignment is closer than 102 feet from the freight rail line, a physical barrier would be used to prevent collision between the HST and freight rail cars.

Because separation of the HST System from the Union Pacific Railroad (UPRR) by at least 100 feet will allow for safe operation, the alternative of putting the HST alignment in a trench or tunnel was not considered for the alignment through Fresno. Assuming that the trench would be 20 feet deep, the cost of constructing the HST project through Fresno would increase by about $85 million/mile for a total cost increase of about $1.1 billion. This increase in the cost of the project would not be economically feasible. Placing the HST project in a 20-foot-deep cut with 2:1 slopes would only increase the cost of construction through Fresno by about $6 million/mile for a total increase in cost of $78 million. Although this increase would be economically feasible, it would increase the HST right-of-way width by at least 80 feet, resulting in a substantial increase in the displacement of businesses and public facilities in Fresno. Placing the HST alignment in a tunnel would increase construction costs by at least $180 million/mile for a total cost increase of about $2.3 billion, which would make the project economically infeasible.

P006-10

As described in Section 2.6.1, HST Service, of the Final EIR/EIS, the vast majority of trains would provide limited-stop services and offer a relatively fast run time, along with connectivity between various intermediate stations. Numerous limited-stop patterns would be provided to achieve a balanced level of service at the intermediate stations. The service plan envisions at least four limited trains per hour in each direction, all day long, on the main route between San Francisco and Los Angeles. Each intermediate station in the Bay Area, Central Valley between Fresno and Bakersfield, Palmdale in the High Desert, and Sylmar and Burbank in the San Fernando Valley would be served by at least two limited trains every hour—offering at least two reasonably fast trains an hour to San Francisco and Los Angeles. Selected limited-stop trains would be extended south of Los Angeles as appropriate to serve projected demand.

Response to Submission P006 (Lourau Harding, August 29, 2012) - Continued

P006-10

The HST System would only carry passengers and their luggage.

Submission P007 (Cliff Jerrard, August 29, 2012)

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and the San Francisco to Merced usable segment needed to be redone. That was in relation to Prop 1A also. But before the legislative body of -- that was before the legislative bodies of California voted to release bonds to fund the initial phase of the project.

It is our duty to stop you. And to sue in order to rescind the decisions of June 5th and 6th by the legislature and to make you and our legislature accountable for their blatant disregard of the will of the people as stated in Prop 1A. Thank you.

MR. MORALES: Thank you, Ms. Smith.

Willy Coleman, Willy Coleman. I don't see Willy Coleman.

So if we don't have any other speaker request now we'll take a break. Oh, wait we have one. Cliff Jerrard.

MR. JERRARD: Cliff Jerrard. Thank you for giving us this opportunity to speak. I would like -- first like to compliment the staff of the High Speed Rail.

I'm here today mostly on behalf of two of my sisters who have homes close to the High Speed Rail on Malaga Avenue. We recognize that there has to be a route for High Speed Rail and we need High Speed Rail. And I think what we're looking at mostly -- I should say

P007-1

P007-2

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P007-2

I'm looking at, on behalf of my sisters, is mitigation for noise and vibration.

And I know that's covered in section 3.4 in the revised EIR and they will be submitting letters related to that. Their houses are not in a clusters of ten or more, so they would have to be considered individually and would probably be eligible for mitigation through insulation of their homes and so forth.

So I would like to just go on record as relating to that and they will be in their letters asking what the process is. Currently the process isn't described. So that's it for me. Thank you very much.

MR. MORALES: Thank you.

Willy Coleman. Okay. Let's take a 15-minute break and we'll resume in 15 minutes or when we have additional speaker requests. Thank you.

(Whereupon, a short break was taken.)

MR. MORALES: We have a few additional speakers. So we'll begin with calling Willie Coleman. Okay, no response.

Robert Garcia.

MR. GARCIA: Hi, I'm Robert Garcia. I'm a property owner in downtown Fresno. I just want to go on the record and state that this is going to affect me

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Response to Submission P007 (Cliff Jerrard, August 29, 2012)

P007-1

Refer to Standard Response FB-Response-GENERAL-10, FB-Response-GENERAL-14.

P007-2

If the alternative that you are referring to may impact you and you are not receiving the benefit of a sound barrier, then a detailed analysis would be conducted for this residence to determine the level of mitigation necessary to sufficiently reduce the noise impacts. Based on this detailed analysis it would be determined whether noise insulation is sufficient to reduce impacts to a less-than-significant level, or if relocation may need to be considered.

Submission P008 (Kimberly Kaufmann, Fresno County Farm Bureau, August 29, 2012)

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Thank you.

MR. MORALES: Thank you, Mr. Nash.

Kimberly Kaufmann.

MS. KAUFMANN: Thank you. I'm here on behalf of the Fresno County Farm Bureau and our nearly 4,000 members to voice some of our comments and concerns that we have not found addressed in this document for the Fresno to Bakersfield section.

P008-1 Of course, when we look at this project we're concerned about the economic impact of removing 3,000 acres from farm production in what is the most fertile region in the world. In particular, we're also

P008-2 concerned about the acres left by these -- by the rail line dissecting similar projects.

We look at the loss in farm efficiency due to the smaller odd sized parcels that necessitate the change in farming practices and don't see that those are considered within this document. We also wonder how the

P008-3 farmland consolidation program will reach a fair determination of the value when there is discrepancy on the appraisal value of parcels compared to the value you would see on an entire parcel. And if the neighbor is not a willing buyer of those remnant lands, how will the landowner be compensated in that program?

P008-4 We also look at the primary farmland that

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P008-4 will be taken by the heavy maintenance facility in the Fresno region and the loss of that region as well.

P008-5 We have also not found addressed during the construction period the temporary land use for staging, how the lease requirements are going to be addressed, and what kind of compensation rates are going to be given to landowners for that.

P008-6 Some additional items that we have not seen addressed, and we would like to see further information regarding, is mitigation of agriculture land as well as any potential restrictions on the ability to farm in regards to dust production, irrigation practices, ground or aerial application of chemicals, or any other current practices that farmers use.

P008-7 We also would like you to continue to look at the impacts of the overpasses and to minimize the consumption of land around those overpasses throughout the route of the high speed train.

P008-8 The High Speed Rail Authority also states that they will have representatives to assist owners of confined animal facilities to obtain new or amended permits or other regulatory complaints necessary to continue the operation or relocate the facility. We would like additional information on how this is done and who you will work with or who the experts are on the

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Submission P008 (Kimberly Kaufmann, Fresno County Farm Bureau, August 29, 2012) - Continued

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P008-8

staff that will be able to navigate the labyrinth of the regulatory requirements to achieve this.

We will be also submitting additional formal comments prior to the deadline. Thank you.

MR. MORALES: Thank you, Ms. Kauffman.

Cherylyn Smith.

MS. SMITH: At this time, I want to thank you for allowing more time. I have e-mailed the board itself and others regarding the fact that they limited us to two minutes last time. I'm up here again primarily to get across my full statement that I had attempted to do when they limited me to two minutes last time and to allow a second request. And although it is -- it will not immediately address your concerns with EIR, I am going to talk about things like pollution toward the end and the better solution to that in terms of our enormous 68 billion plus investment.

First of all, let me start with something that I like to use an analogy. In a blizzard, a heavy blizzard, you don't start climbing a mountain. And I think that's the analogy to what's going on here. Our economic conditions are blizzard conditions at this point.

But my purpose here -- and I will be reading from my letter that I had published in a local paper. A

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Response to Submission P008 (Kimberly Kaufmann, Fresno County Farm Bureau, August 29, 2012)

P008-1

Refer to Standard Response FB-Response-GENERAL-04.

For information on the project effects on agricultural business and economic effects on agriculture see EIR/EIS Volume I Section 3.12 Impacts SO#11 and SO #15.

P008-2

Refer to Standard Response FB-Response-AG-02, FB-Response-AG-03.

The identification of remnant parcels that were too small to farm was made by right-of-way experts with experience in acquisition of agricultural lands. The number of remnant parcels and their total acreage are provided in Section 3.14 under the discussion of Impact AG #5. The analysis used a conservative approach to determine whether or not a parcel was determined to be a remnant. All remnant parcels will be reanalyzed once the right-of-way process begins, and the right-of-way agents will work with the farmers to determine whether or not a parcel is farmable.

In April 2013, the Authority reached an agreement with agricultural interests on mitigation of agricultural land impacts for the Merced to Fresno Section of the HST System (Authority 2013). Under that agreement, the Authority will acquire agricultural conservation easements for its impact on Important Farmland (i.e., land classified as prime farmland, farmland of statewide importance, farmland of local importance, and unique farmland) at the following ratios:

- Important Farmland converted to nonagricultural uses either by direct commitment of the land to project facilities or by the creation of remnant parcels that cannot be economically farmed will be mitigated at a ratio of 1:1.
- Where HST project facilities would create a remnant parcel of 20 acres or less in size, the acreage of that remnant parcel will be mitigated at a ratio of 1:1.
- An area 25 feet wide bordering Important Farmland converted to nonagricultural uses by project facilities (not counting remnant parcels) will be mitigated at a ratio of 0.5:1.

P008-3

Refer to Standard Response FB-Response-AG-03, FB-Response-SO-01, FB-Response-AG-02.

P008-3

Land owners will be compensated with just compensation as determined in the appraisal process. If the highest and best use of the subject larger parcel is for continued agricultural use (or an agricultural use in the interim), then curative work on the remainder will be analyzed for cost effectiveness to reconfigure and restore the remainder property to its most productive use.

Any diminution in value to a property owner's remaining parcel(s) will be estimated by the appraiser through the appraisal process. This involves appraising the remainder as it contributes to the whole property value before acquisition, then appraising the remainder in the after condition as a separate parcel as though the project was constructed (i.e. as bisected by the HST), and including any estimated "cost to cure" damages to the remainder, e.g., cost of re-establishing irrigation systems, replacing wells, etc. The difference between these "before" and "after" values is called severance damages and will identify any loss in value to the remainder due to the construction in the manner proposed.

Uneconomic remnant parcels are those that have become too small to farm and may not be valuable to the neighboring farmer. These can be identified at the right-of-way engineering appraisal mapping stage in obvious situations, or at the appraisal stage in not-so-obvious situations. Compensation is addressed during the valuation stage and may involve acquisition of the remnant parcel or compensation for the loss in value, using the before and after method described above.

In April 2013, the Authority reached an agreement with agricultural interests on mitigation of agricultural land impacts for the Merced to Fresno Section of the HST System (Authority 2013). Under that agreement, the Authority will acquire agricultural conservation easements for its impact on Important Farmland (i.e., land classified as prime farmland, farmland of statewide importance, farmland of local importance, and unique farmland) at the following ratios:

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Response to Submission P008 (Kimberly Kaufmann, Fresno County Farm Bureau, August 29, 2012) - Continued

P008-3

the acreage of that remnant parcel will be mitigated at a ratio of 1:1.

- An area 25 feet wide bordering Important Farmland converted to nonagricultural uses by project facilities (not counting remnant parcels) will be mitigated at a ratio of 0.5:1.

P008-4

Refer to Standard Response FB-Response-GENERAL-04, FB-Response-GENERAL-15.

Lost farmland for each HMF facility is described in EIR/EIS Section 3.14.5.

P008-5

Refer to Standard Response FB-Response-SO-01, FB-Response-AG-01.

The Authority will compensate land owners at a fair market value for loss or disruptions to their operations during the right-of-way acquisition process. Land that is used temporarily will be returned to its previous state once the construction process is complete.

There is no standard compensation rate for land to be used for temporary construction activities. Compensation will be determined on a case-by-case basis based on the characteristics of the property being temporarily used. These characteristics may include type of crop affected, time period of construction, farm infrastructure affected, and temporary loss of income from the affected area.

P008-6

Refer to Standard Response FB-Response-AG-04, FB-Response-AG-05, FB-Response-AG-06.

The Authority formed an agricultural working group to assist the Authority on agricultural issues. The working group is composed of representatives of universities, government agencies, and agri-business. The white papers addressed the following subjects: bees and pollination, dairies, induced wind (including the issue of dust), pesticide use, and irrigation systems. The findings are included in the Final EIR/EIS in FB-Response-AG-04, Severance – Farm Impacts; FB-Response-AG-05, Pesticide

P008-6

Spraying/Dust/Pollination; and FB-Response-AG-06, Confined Animal Facilities. For more information on the White Papers, see Section 3.14.

Statements regarding the termination of aerial application of pesticides within 0.25 mile of the HST alignment are an oversimplification of the aerial application process. To conduct aerial applications of pesticides, each farm must submit an application to its respective County Agricultural Commissioner, detailing what types of pesticide they are proposing to spray. After receiving this information the Agricultural Commissioner places restrictions on the farm's application of pesticides. These restrictions include, but are not limited to: buffer zones, aerial spraying height restrictions, mesh size limits, and wind speed restrictions. When creating these restrictions, the Agricultural Commissioner is looking at nearby sensitive receptors (transportation corridors, houses, business, etc.), the proposed pesticides to be sprayed (different pesticides have different spraying restrictions based on the manufacturer's approved application rates), and several other factors that may influence environmental effects of pesticide application. As there are a large number of factors that influence the possible restrictions placed on aerial application of pesticides, an absolute statement of no spraying within 0.25 mile is not reasonable. Several options are available to farmers so they may not have new spraying restrictions placed on them by their Agricultural Commissioner. For example, the farmer could change the pesticides they are proposing to use that have fewer restrictions; they could also plant a different variety of crops next to the HST that does not require the application of pesticides with spraying restrictions.

The Authority recognizes that possible changes to current spraying practice from the HST may reduce the productivity of a farmer's remaining property. Those possible impacts would be taken into account by the appraiser at the time of right-of-way acquisition, and any diminution in value to a property owner's remaining parcel(s) will be estimated by the appraiser through the appraisal process. This involves appraising the remainder as it contributes to the whole property value before acquisition, then appraising the remainder in the after condition as a separate parcel as though the project was constructed, and including any estimated damages to the remainder parcels, such as, cost of re-establishing irrigation systems, replacing wells, providing buffers for aerial spraying, etc. The difference between these "before" and "after" values is called severance damages and will reflect any loss in value to the remainder parcels

Response to Submission P008 (Kimberly Kaufmann, Fresno County Farm Bureau, August 29, 2012) - Continued

P008-6

due to the construction in the manner proposed.

Land that may be affected by new aerial application restrictions would still be used by the farmer for agricultural purposes, as would new turning areas at the end of crop rows. Therefore, there is no conversion of agricultural land from project impacts to current aerial spraying practices; however, it is an economic hardship in terms of reduced production for the remaining parcels of a farm. As is the case with removing land planted in crops for use as equipment turning lanes, the need to provide a buffer for crop spraying will be analyzed and addressed at the appraisal stage with input from the property owners and managers, and experts in the field.

P008-7

Refer to Standard Response FB-Response-SO-01.

The areas affected by the overpasses are included in the totals of land expected to be permanently converted as a result of the HST project. When designing the overpasses, the Authority has and will continue to attempt to minimize impacts where feasible. When it is not feasible to do so, the Authority will compensate land owners at a fair market value.

P008-8

Refer to Standard Response FB-Response-SO-01, FB-Response-AG-06.

The assistance provided will vary depending upon the specific permits or permit amendments needed by the particular dairy or other confined animal operation. Typically, this will include helping the landowner identify the necessary permits, assisting them in preparing permit applications, and assisting in discussions with permitting agencies. More detailed information is not available because the level of assistance will vary depending upon the individual situation.

Submission P009 (Terry Marshall, Calaveras Materials, August 29, 2012)

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There was alternatives. You should have taken them. Many. I'm a respected business woman in the community not an angry person. I'm a person that I know when I'm not being equally treated due to my ethnicity, female, self-employed. So, yes, it effects me tremendously.

My son and I are in business, Robert Garcia. We've been in business -- we immigrated not just Hispanics, it's like the Asian community. I know five languages from what I do. I help the Hmong, Africans, Hispanics, Arabics. They know me by just in the corner.

Nobody -- there's hardly no, I never come out on television or anywhere else. If I have success for them, they send me friends. And they travel far from out of state on the weekends. I work Saturday and Sunday. Yes, I do. Because people are after them and chasing them.

My job is to get them legal here. I love my job. I'm happy with it.

MR. MORALES: Thank you, Ms. Martinez. Thank you very much.

Terry Marshal followed by Cherylyn Smith.

MR. MARSHAL: My name is Terry Marshal. I'm manager for Calaveras Materials. And we have three operations that are affected by this alignment. One

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that I think is strongly affected by the alignment.

The first or the two that are of utmost concern are 2175 East Central Avenue and 2095 East Central Avenue. But 2175 is a recycle plant and 2095 is an asphalt plant. We understand the alignment will be traversing them in the middle of the recycle plant by the 2175. I'm not here to oppose that.

One of the points I just want to make clear is that we're concerned about potential indirect economic impacts to the asphalt plant, which is right next door, which is at 2095 Central.

The asphalt plant plays -- or recycle plant plays a role in production of asphalt from the plant and that provides at least 15 percent of the material that we produce from our asphalt plant, which we recycle that material. We do provide a service at the recycle facility both for city and county. And we receive waste materials on construction projects. We recycle and then we put it back into asphalt product.

So if we were to remove the recycle asphalt plant, we would loose at least 15 percent of the material that we use to produce new asphalt.

Also it's critical in that a lot of specifications call for recycled material. And that's where we obtain that recycled material from. It is a

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Submission P009 (Terry Marshall, Calaveras Materials, August 29, 2012) - Continued

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recycle plant. So based on the alignment, the recycle plant will go away.

P009-2

I just pretty much wanted to go on record showing that that would be a significant impact to -- at this time, it does not seem to be impacted directly by the alignment but from the financial standpoint and economic standpoint it definitely plays a strong role in how the asphalt plant continues.

P009-3

Secondly, the mapping that I've seen today appears to indicate that there is a heavy maintenance facility that's located south of central that would essentially occupy the entire area of our asphalt plant at 2095, as well as the recycle plant at 2175. And speaking with a number of individuals, it appears that heavy maintenance facility will shift to the south, which we will avoid if we take out the asphalt operation and recycle plant.

Like I said, I hope that when the final mapping is prepared and Final EIR comes out, that that particular area is removed from the mapping for reassurance. At least for our case that we're not only going to loose the recycle plant but the asphalt plant as well, which is very, very vital to the Central Valley operations. And that's pretty much it.

MR. MORALES: Thank you, Mr. Marshal.

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Response to Submission P009 (Terry Marshall, Calaveras Materials, August 29, 2012)

P009-1

Refer to Standard Response FB-Response-SO-01, FB-Response-SO-03.

The comment points out the relationship between these two parcels and the impacts the loss of one would have on the other. The employment and sales tax implications of the loss of the recycling plant were included in the analysis of direct impacts of the project. However, an analysis of the interactions between businesses that were not directly impacted by the project was not included in the EIR/EIS.

The Authority has committed to help businesses overcome disruptions caused by the project. Businesses that would be relocated by the project would be entitled to relocation assistance and counseling similar to that provided to residents in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act, as amended, to ensure adequate relocation of businesses. The Relocation Assistance Program was developed to help displaced business owners relocate with as little inconvenience as possible. Compensation is provided for moving and relocation expenses. Also, compensation for loss of goodwill is provided. Goodwill is defined as the benefit that accrues from the skill, reliability, or location of a business. If these factors can be shown to be reduced as a consequence of the relocation, the business owner will be compensated for the loss.

P009-2

Refer to Standard Response FB-Response-SO-01.

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P009-2

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P009-3

Refer to Standard Response FB-Response-GENERAL-15.

Submission P010 (Roseanne Martinez, International Immigration Service, August 29, 2012)

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we're not responding to specific comments.
There are staff from the authority here. I would encourage people to take advantage of that and seek them out and ask questions about process and other issues. Roseanne Martinez and then Terry Marshal.
MS. MARTINEZ: My name is Roseanne Martinez. Nice to meet you.
This is a family business as well located at 1206 G Street Suite 101, International Immigration Service. I'm self-employed. My family is self-employed. We depend on this office staying. I've been in business 32 years. That's my home. That was, when I was growing up, my neighborhood where I could walk on the west side, where it wasn't considered the in spot like the high-speed rail is going to make it. It was just G Street and China town.
So you're not only taking -- you're taking away my childhood where I grew up at, where I dreamed of having a business. Especially, a woman -- a woman of not -- that's an American Yaki. Yes, that's me.
I didn't make a lot of money but I used that to progress my family. It's everything I know, everything I have, you're looking at it. And I have done well.
My daughter is a Ph.D. doctor within the

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P010-1
P010-2
P010-3

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next three months, not years. My son is in his last year at Fresno State. He's going into engineering, mechanical. My son he's a businessman here in the community.
I'm rock solid to this community. My church is down the street, which you're talking away. I'm lost after this. You're ruining and destructing me. Yes, I'm fighting.
Like I said previously, my father was Purple Heart -- or he is Purple Heart, still living. And it's an honor to know that his name is, like, half a mile down from my office. That's another, like, hey, all right, for our family. His name is there on the Veteran's Museum. He taught me to fight.
I don't take it like it's, you know, you just want to give me the value of it. But you need to take into consideration more than that. This is where I live, where you will find me all the time. What you're doing to me is -- I know you don't care, but you need to know. People are going to come to me and say, "Hey, take it or leave it." I'm standing alone. I don't have an attorney. I know you're taking it by eminent domain. Why didn't you build it somewhere else? If I were to come on to your property and try to put it on the other side, see if you would be happy. No, you wouldn't.

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Submission P010 (Roseanne Martinez, International Immigration Service, August 29, 2012) - Continued

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P010-4

P010-5

There was alternatives. You should have taken them. Many. I'm a respected business woman in the community not an angry person. I'm a person that I know when I'm not being equally treated due to my ethnicity, female, self-employed. So, yes, it effects me tremendously.

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My job is to get them legal here. I love my job. I'm happy with it.

MR. MORALES: Thank you, Ms. Martinez. Thank you very much.

Terry Marshal followed by Cherylyn Smith.

MR. MARSHAL: My name is Terry Marshal. I'm manager for Calaveras Materials. And we have three operations that are affected by this alignment. One

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Response to Submission P010 (Roseanne Martinez, International Immigration Service, August 29, 2012)

P010-1

Refer to Standard Response FB-Response-SO-04.

Mitigation Measure SO-3, in the EIR/EIS, Volume I, Section 3.12, describes the impacts on important facilities, including religious facilities, which will be reduced.

P010-2

Refer to Standard Response FB-Response-SO-01.

The Authority will negotiate with property owners whose land would be affected by the HST system. The Authority has the power of eminent domain, allowing it to condemn the property of unwilling sellers, with payment of just compensation (i.e., fair market value) to the property owner. Eminent domain is viewed as a last resort in developing a statewide HST system.

P010-3

Refer to Standard Response FB-Response-GENERAL-02, FB-Response-GENERAL-14.

P010-4

Refer to Standard Response FB-Response-GENERAL-02, FB-Response-GENERAL-10

P010-5

Refer to Standard Response FB-Response-SO-07.

Submission P011 (Chris Mathys, Mercy Properties, August 29, 2012)

the time further. But please note that in addition to oral comments, you can submit written comments to the record as well.

In order to be a speaker, we request that you fill out a speaker card. We will then take those in the order that they are received in order to again insure everyone has their opportunity.

(Translating in Spanish.)

MR. MORALES: I would also note as I noted there is a Court reporter here with us today. So I would ask that you please speak clearly. Speak your name. Provide your name and any affiliation that you may have. Again, so we can capture that accurately.

And remember, please, you can -- even if you do provide comments here today in person, you can still provide them in writing additionally through October 19.

One last note before we start, we will take periodic breaks. Either when we have gone through the full roster of people requesting the chance to speak or in order to give the court reporter a chance to rest her fingers.

So with that we can begin and we'll start with Chris Mathys. Followed by Roseanne Martinez and Terry Marshal.

MR. MATHYS: Good afternoon, ladies and

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gentlemen. Thank you so much for the opportunity to speak. My name is Chris, I'm with Mercy Properties.

This particular project has quite an impact -- I'm with Mercy property and this particular project has quite an impact on a property that our family has had for a long time. We're located at 808 G Street, which is located pretty much where the proposed central station is going to be constructed.

P011-1

And I guess my concern here is not to talk against or for the project, I would like to comment that I think the rail board has done a tremendous job on reaching out to the public. I mean, I've received enough notices to almost open a library. So I really appreciate the effort. I know it's very difficult when you're trying to put together a large public works project. It's not easy because there are always people for and against it.

P011-2

The reason I'm here today is to represent our family's interest. Again, the property is 808 G Street. We do have a proposed 7,000 square foot commercial building at that location that is under planning and we are close to submitting that to the city of Fresno for approval.

Obviously, if this project goes through, then there's no sense in us pursuing that commercial

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Submission P011 (Chris Mathys, Mercy Properties, August 29, 2012) - Continued

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P011-2

building. And our only concern is that if eminent domain is going to be used, which I understand is the law, that we receive a fair price for the property. That's the main reason I'm here today.

I understand that project is approved. I understand it's going to move forward. Again, I congratulate you on the effort. I know it hasn't been easy. But again I just ask that when the time comes that our property is taken, we are given a fair shake and a fair realistic apprised value.

So the purpose of me coming today is let, you know, our family has been in Fresno a long time. I worked in downtown Fresno as a kid. My dad worked there for 30 years. Downtown area means a lot to us. And like I said, I just want to make sure we're being treated fairly.

With that, I would like to submit -- I've already given the actual complete values to the appraiser who contacted me on this, but I have a small handout.

Thank you so much for the opportunity to speak.

MR. MORALES: Thank you. Let me make a general comment. Again, we will not as part of this process, because of the requirements of NEPA and CEQA,

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Response to Submission P011 (Chris Mathys, Mercy Properties, August 29, 2012)

P011-1

Refer to Standard Response FB-Response-GENERAL-16.

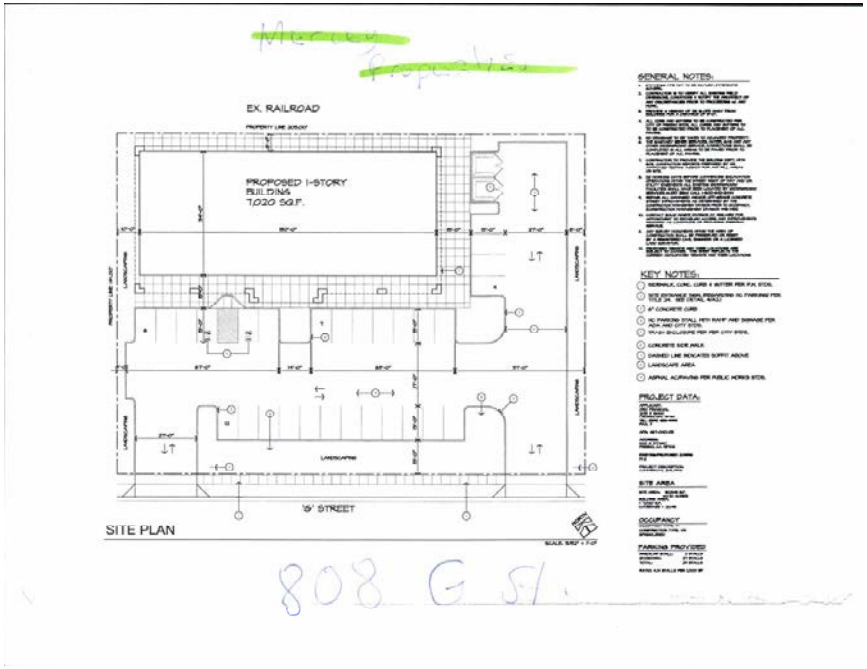
The Authority appreciates this comment in support of pubilc outreach conducted to date.

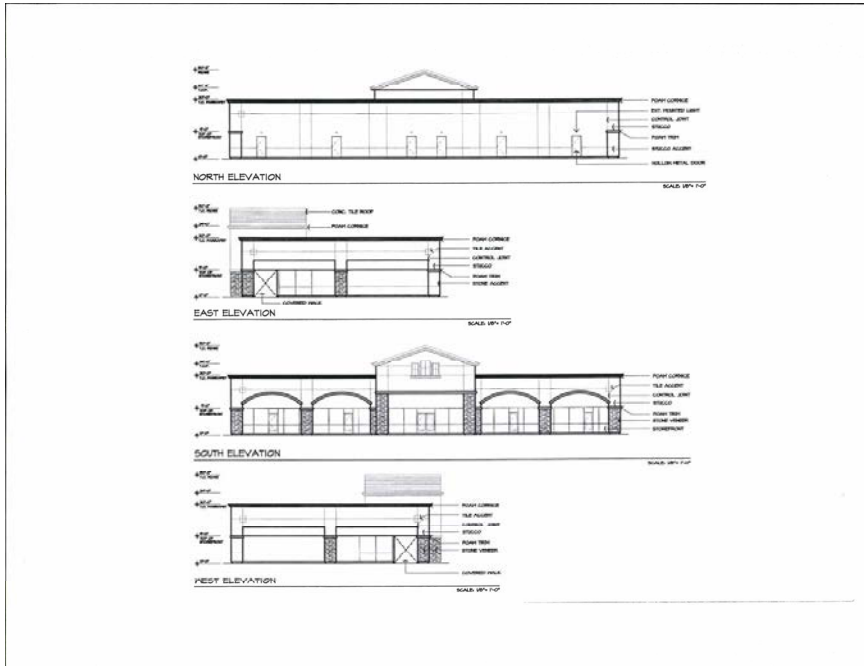
P011-2

Refer to Standard Response FB-Response-SO-01.

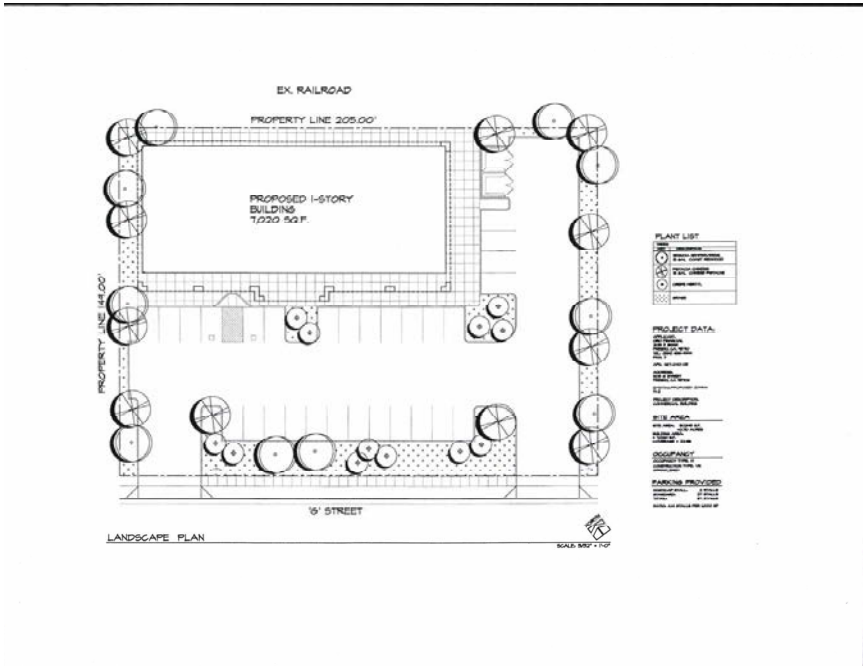
For information on the property acquisition and compensation process, see Volume II, Appendix 3.12-A. It is beyond the scope of the EIR/EIS to address the specific concerns of each private business. Individual acquisition and access issues will be determined during the property acquisition process.

Attachment to Submission P011 (Chris Mathys, Mercy Properties, August 29, 2012) - 441_Mathys_PublicHearing_08292012_Attachments.pdf





Attachment to Submission P011 (Chris Mathys, Mercy Properties, August 29, 2012) - 441_Mathys_PublicHearing_08292012_Attachments.pdf - Continued



Submission P012 (Steve Nash, August 29, 2012)

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adversely. I'm a self-made businessman. I've been working for 14 hour days for 20 something years. I got a piece of property downtown that's fully leased. Those business owners also have a strong following. They have been in business for over 30, 40 years. P012-1

If you guys take my property, I will be injured in my livelihood, and income, as well as my tenants, and the people they serve. I was hoping there was some other way to make an option to go around where P012-2 they're located. It's going to displace too many people. It's like trying to catch lightning in a bottle.

It's working for everybody right now producing changes to where I'm at right now. It's going to affect a lot of people. More than it might help. Do whatever you can to just be considerate of our location downtown. And put the people's interest first and foremost when handling the people downtown there.

Either way I look at this, this rail doesn't make P012-3 any sense to me. I'm hoping you guys know better than we do. And that's it.

MR. MORALES: Thank you, Mr. Garcia. P012-4

Steve Nash.

MR. NASH: Good afternoon. My name is Steve Nash. We have a dairy on the corner of Canejo and

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Peach. It's Canejo on your maps.

We've been in the dairy business for 83 years. We have 2,600 head of cattle and 640 acres. Mostly on the south side of Peach Avenue.

Under the alignment HW it looks like Peach and Clarkson are both going to be closed. In a years time we have over 20,000 pounds of feed that crosses that Peach crossing. We also have an underground pipeline that's there that takes the mainour water from our dairy over to our farm ground. If that line were to be cut off we would lose our permit with the Regional Water Control Board and leave our dairy virtually worthless. So I think that's very important that we have that. We also have another line under the tracks on Clarkson. And one of the proposals here is going to go right over that also. So it's very imperative to us that we be able to maintain both of those lines underneath and really important to keep Peach open.

It looks like the alignment H for the east side will keep Peach open.

So that's my issue and hopefully we would pick the alignment H rather than the HW. If so, I need some information on what's going to happen on closing Peach Avenue because that's going to be pretty difficult to maintain operations. It's 80 years of business.

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Submission P012 (Steve Nash, August 29, 2012) - Continued

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Thank you.

MR. MORALES: Thank you, Mr. Nash.

Kimberly Kaufmann.

MS. KAUFMANN: Thank you. I'm here on behalf of the Fresno County Farm Bureau and our nearly 4,000 members to voice some of our comments and concerns that we have not found addressed in this document for the Fresno to Bakersfield section.

Of course, when we look at this project we're concerned about the economic impact of removing 3,000 acres from farm production in what is the most fertile region in the world. In particular, we're also concerned about the acres left by these -- by the rail line dissecting similar projects.

We look at the loss in farm efficiency due to the smaller odd sized parcels that necessitate the change in farming practices and don't see that those are considered within this document. We also wonder how the farmland consolidation program will reach a fair determination of the value when there is discrepancy on the appraisal value of parcels compared to the value you would see on an entire parcel. And if the neighbor is not a willing buyer of those remnant lands, how will the landowner be compensated in that program?

We also look at the primary farmland that

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Response to Submission P012 (Steve Nash, August 29, 2012)

P012-1

Refer to Standard Response FB-Response-TR-02.

South Peach Avenue and East Clarkson Avenue will be closed by the Hanford West Bypass Alternatives. East-west access will be maintained for East Conejo Avenue and East Elkhorn Avenue.

P012-2

Refer to Standard Response FB-Response-AG-04, FB-Response-SO-01, FB-Response-AG-02.

P012-3

South Peach Avenue would be elevated over the BNSF Through-Hanford Alternative.

P012-4

Refer to Standard Response FB-Response-TR-02.

Peach Avenue is listed in the Revised DEIR/Supplemental DEIS as a road closure with the Hanford West Bypass 1 and Bypass 2 alternatives.

Submission P013 (Juanita Negri-Schlette, August 29, 2012)

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somebody said we'll get to that more conventional cargo like ammunitions, thing like that. But that worries me. You add that to 20 passenger. And you're up to 30 trains an hour. So eventually, I think, we'll get a tranch or tunnel in Fresno.

Okay, that's all I have.

MR. MORALES: Thank you.

Juanita Negri-Schlette

MS. NEGRI-SCHLETTE: I'll make this brief. I'm sure you are all tired of hearing everything.

I love trains. I ride the train from Fresno down to Bakersfield and take the bus over and then ride the train on down to Santa Anna. My daughter lives in New Port Beach. I rode the train in Japan, the bullet train, to my modeling job four times a week for three years. It was great. Coming back was even better because you could drink Saki. Didn't do that before.

P013-1

I think the train would be great but you're going at it the wrong way. Unless I'm not reading enough. You're doing the easy part first. Fresno and Bakersfield is no big problem. It's getting over the mountains. And if you could get that part done first, then I think you would have a much better rapport with all the people. That's the hard part. Getting off the train, getting on the bus, going through the terminal,

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P013-1

and getting on the next train. So if you could just do the hard part, I think the other part would be very easy and you would be able to push it through much better.

P013-2

Plus we don't have a whole lot of money right now. So do the bad part and then do the good part. Thank you.

MR. MORALES: Thank you very much.

Do we have anymore? Nothing, okay. We don't have any other speakers right now. So we'll take a break. Wait, we might --

MS. EAGER: Good afternoon. I'm Le Ann Eager. I'm the President and CEO of the Economic Development Corporation here in Fresno. And I just wanted to start by thanking you for extending the public comment period.

One of the things that we have done here in Fresno, is we have been working with all businesses who are along the other alignment and letting them know what the process is, what they can do going forward, and we certainly talked to quite a few lately who would like to comment on the EIR by extending this process, they certainly have the availability to do that.

So thank you all for doing that.

I also want to thank the new regimen for meeting with us on a regular basis. You know, one of

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Response to Submission P013 (Juanita Negri-Schlette, August 29, 2012)

P013-1

Refer to Standard Response FB-Response-GENERAL-13.

There are no high-speed trains operating in the United States; therefore, the State of California and federal government have never had to certify the safety of a high-speed train system. This certification must be accomplished by the FRA and the California Public Utilities Commission (CPUC) before a high-speed train can be allowed to operate in California. Certification cannot be done without building a section of track and testing all operating and safety systems. Testing must be done where the train will operate at full speed, which will be in the Central Valley. The test track must be long enough for the train to operate at full speed for an extended period of time. The section of the California HST System between roughly Merced and Bakersfield provides the best location for this test track.

Environmental analysis of subsequent sections of the HST System that are planned to connect Bakersfield to Los Angeles is currently under way. The Central Valley sections of the HST System are an integral portion of the statewide system connecting San Francisco and the Bay Area to Los Angeles and Anaheim.

P013-2

Refer to Standard Response FB-Response-GENERAL-17.

Submission P014 (Frank Oliveira, Citizens for California High Speed Rail Accountability, August 29, 2012)

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know what they're all about. Anyway, thank you.

MR. MORALES: Mr. Oliveira. We called you and you were out of the room. But please come up.

MR. OLIVEIRA: Thank you for allowing me an opportunity to talk to you today. It doesn't seem like you're that busy. So I'm only speaking once tonight. So this one will not be a repeat session of Bakersfield or Hanford.

I am going to start with talking about farming things. How many of you on that panel and I know it's your practice not to interact, but I think you can with this question, have ever irrigated corn from a ditch or any other crop from a ditch?

I'm going to assume no one. What happens with your ditch when your ditch gets soft and you have to contend with gophers. And obviously I'm going towards a leak.

When you're irrigating and running water down a ditch, eventually, a leak will happen. So what you do when you go change your water and redirect it to wherever it's going to go, and you see this leak and everybody goes through this, this is not unique to me. Everybody I know has experienced this.

You look at this leak and you say gosh darn, I'm in a hurry. I have to be somewhere else. There's a

P014-1

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little leak in this ditch. So you just don't fix it properly, when you can.

So you come back a couple hours later and water always follows gravity. So if you have a leak and water can follow it, when you come back later because you didn't do an adequate job of fixing that you have a bigger leak. So what happens is now you're trying to fix it by shoveling mud because there's water on the wrong side of the ditch and you have no dry dirt to put in this hole anymore. But you fix it and get it done but something about this, when you walk away and everybody I know has experienced this also. You sit and say I didn't do that right. But I did it good enough. But I know there is something wrong with that. So then you come back a few hours later, and you don't have a ditch bank, what you have is a big hole. And water going everywhere and now, you have to get a tractor to fill the hole to continue irrigating.

So the problem -- what I'm explaining to you simply is that once you know there is a problem at the start of something, you're far better off fixing it before you go along with the days work and not having the resources or the time to fix it later because you were amiss in not fixing it when you could.

I've already talked about public outreach

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environmental justice issues. We didn't get the message. We didn't get the 411 on this project in 2005. I've provided you information to show you where the public outreach and out of your rod your federal rod from 2005. We didn't get the message. It wasn't given to us. It was put in Tulare, it was put in Fresno and Bakersfield. But it wasn't put in Kings county. It wasn't put in most of Kern county. It wasn't put in part of Tulare county that ultimately got affected. So we just did not get the information.

So that's why we're wondering around going how did this happen? Why did this happen?

Well, pursuant to NEPA environmental justice requirements, it didn't happen.

So I've explained to you many things over the last few days and Mr. Valenstein, Ms. Hurd, Ms. Perez, I'd like to notify you about gross violations of the environmental justice components of the national environmental policy act within the California High Speed Rail Authority's project. We respectfully request that the Federal Rail Administration withdraw or reject the Environmental Impact Statement for the California High Speed Rail Authority's Fresno to Bakersfield section Revised Draft Environmental Impact Report slash Statement. And the Merced to Fresno Final Environmental

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Impact Review slash statement that is pending a record of decision by FRA. We also request the validity of the 2005 California high speed train state wide programatic study be reevaluated pursuant to it's demonstrative lack of compliance with the public participation requirements of the environmental justice components of NEPA.

On Monday August 27, 2012 and yesterday August 28th common people from the southern Central Valley advised you in as many ways as possible during your hearings in Bakersfield and Hanford that the California High Speed Rail Authority has not practiced their due diligence in dealing with public and local governments in regard to the California high speed train project in our area.

We have been excluded from planning and design of this project. We have been ignored when we demanded to participate. We were disrespected and threatened when we refused to go away. And now we're being disregarded again.

The Authority never has and still is not complying with the recently adopted Title 6 environmental justice compliance policy.

We have provided you personally the following easily to develop evidence of our allegation. We provided you mapping information from FRA 2005 rod

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that clearly shows the Central Valley was treated differently in public outreach to participate in that process, which is now about to cause huge impacts to our communities. We provided you typed and very clear public comments from the July 2011 Authority board meeting before routes were locked in that demonstrate the public tried to participate but unfortunately we were just simply not allowed to speak in a public meeting because we disagreed with the Authority.

We've provided you the fact that the Revised Draft Environmental Impact Report slash statement is not readily available to the public to review within -- effectively, within the time allowed and the Authority in some cases. Allowed by the Authority but in some cases not even in a format that people can use.

We've provided you digital examples of the Authority providing information to the public that is in a cumbersome format that is unreasonably complicated to use. We've provided you an example of how the oil industry is treated differently than the agriculture industry in the mitigation noted in the EIR statement and I'm going to provide you an attached partial inventory of more than 1,400 pages of the Draft Environmental Impact Report Statement that the Authority has on it's Draft Environmental Impact Report but for

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some reason has failed to share with the community in an acceptable format.

There are in the discs that I've been provided and regarding the Draft Environmental Impact Report and the hard documents we studied and what was released to the public, there is around 4,800 pages of information. As you spend your day reading through that information what you keep running into, which makes sense, it says refer to technical appendix whatever, technical report whatever, which just has not the been provided.

So the basis for all the conclusions that are in the 4,800 page report that we're reviewing is not readily available to the public. It's always existed. You can find it on the high speed rail website but to do that would require you to have computer access, internet access, high speed internet access, because some of the files are very large. And I don't think that the public standard for people reviewing this document requires them to have high speed internet.

It's not in the document, in the CDs being released, and it's not in the library, and it's not in other languages.

We have rich Spanish culture in our area and we have a Portuguese culture in our area. We have a

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Hmong culture in our area around Fresno. And there are other community groups and cultural groups that don't all speak English.

As a matter of fact, this Saturday, here in Hanford, there's going to be a Fiesta among the Spanish culture there and it's who we are. We're a hodgepodge of cultural groups that do participate still with each other.

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And I'm going to give you a partial inventory. It's a pretty complete inventory but it lists right about 14,000 reports that are missing from this environmental impact report. The FRA cannot escape responsibility to practice it's due diligence in this matter now, that this information has been openly delivered to you the FRA.

Mr. Valenstein you're listed in the Draft Environmental Impact Report slash statement as the responsible lead NEPA official in this project.

Comply with the law that you are charged with protecting or you clearly will be complicit in it's violation. Withdraw or reject the Environmental Impact Statements and tell the FRA and the Authority that has not clearly complied with their own laws and policies.

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We are open to meeting with you and your agency to talk, to discuss the environmental justice

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problems in this project and possible remedies. We realize that doing the right thing is not in the project plan. But it is the right thing to do before this project starts buying right-of-way and destroying communities and lives.

All of that said, we are simply here -- we are -- we only exist because of this project. None of us have been involved, at least with my group, ever dreamed in their lives that we would have to come before

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groups like this simply to tell you, and we have been telling you, consistently, for well over a year and a half, to comply with your own rules and comply with your own laws that we all have to comply with. That is all we've ever asked. And we actually demand it.

I believe, I've laid out in lay terms I'm

P014-15

not an attorney but in lay terms, simply that there is so much information available that if you go forward you clearly are not complying with the law or NEPA. As far as the Rail Authority and the State Representatives, I understand that people are trying to make this project work and that is your mission. You have been tasked

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with that. That is your job to make this work. But we have demanded that you hear what we have to say, that you react to what we're saying, or you tell us why you are not. And we are owed that as citizens of this

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country and citizens of this state.

This is the only time we've been able to see you face to face, Mr. Valenstein, since last year. We appreciate you coming and you, Ms. Hurd, Ms. Perez, you're new to the scenario. There were two other people last year. This is the only time we see the FRA but we see the High Speed Rail Authority a lot. And we actually like the people at the Authority. But we don't like the -- well, we can't tell you anything because it's against the law but we can't really explain why it's against the law. We can't give you information to allow you to participate.

Okay, you know, it's been a lot better this year than last year. Last year we were about having to go to blows every place we went to. It's been a lot better. But it's great that we all like each other. We still have the same problem that we have to address.

This will not be built through Kings county as long as these problems remain there. And at this point I don't think it can be built through Kings county because both of your agencies have been remiss in solving these problems.

So that said, thank you for allowing me the time. I know you, folks -- I don't think you're ignoring me now, but I know you folks have had a very

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boring day. There isn't much to do in this meeting and public outreach was better here. Everybody is happy. But it wasn't good where we are. If you have any questions, I'm willing to answer them. We're the only ones in the room. Any questions?

I'd like to give you this.

MR. MORALES: Thank you, Mr. Oliveira.

Any other speaker requests? If not then we will recess until we have requests. The meeting will be ending at eight o'clock.

(Whereupon, a short break was taken.)

MR. MORALES: This meeting is now over.

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Refer to Standard Response FB-Response-GENERAL-07, FB-Response-GENERAL-08, FB-Response-GENERAL-16, FB-Response-GENERAL-27, FB-Response-SO-07.

The Authority and FRA have met or exceeded the legal requirements of the National Environmental Policy Act (NEPA) and Executive Order 12898 in obtaining input on the project from the public and local authorities, identifying Environmental Justice (EJ) communities, informing those communities about the project, and involving them in the project process. This comment provides no substantive evidence that the planning and scoping for the project are not in compliance with NEPA.

The public outreach process for the Fresno to Bakersfield Section of the HST System has been extensive; the process has included public meetings and briefings where public comments have been received, participation in community events where participation has been solicited, and the development and distribution of educational materials to encourage feedback. Public outreach before the circulation of the Draft EIR/EIS included 12 public meetings aimed at soliciting community feedback and informing impacted communities about the project. These efforts are discussed in Chapter 8, Public and Agency Involvement, of the Final EIR/EIS. Public notification regarding the draft environmental documents took place in several ways. A notification letter, informational brochure, and Notice of Availability (NOA) were provided in English and Spanish and sent to landowners and tenants within 300 feet of all proposed alignment alternatives. The letters notified landowners and tenants that their property could become necessary for construction (within the project construction footprint) of one or more of the proposed alignment alternatives or project components being evaluated. Anyone who has requested to be notified or is in our stakeholder database was also sent notification materials in English and Spanish. An e-mail communication about the notification materials was distributed to the entire stakeholder database. Public notices were placed in English- and Spanish-language newspapers. Posters in English and Spanish were posted along the project right-of-way.

The Authority and FRA undertook substantial outreach to EJ communities during the preliminary engineering and environmental review of the Fresno to Bakersfield Section. Materials translated into Spanish included the Executive Summary, Notice of Preparation, a summary of the highlights of the Draft EIR/EIS, a Draft EIR/EIS overview

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brochure, and comment cards at the public workshops and hearings. Also, a multilingual, toll-free hotline was made available for public comments and requests. Section 3.12.5, Methods of Evaluating Impacts, of the Final EIR/EIS describes the project benefits, regional and localized effects, and project impacts on EJ communities. Mitigation measures are intended to reduce impacts on EJ communities through additional design modifications to reduce visual impacts. Additional outreach will also take place. These additional measures will augment the outreach undertaken before and during the review period for the Draft EIR/EIS and the Revised DEIR/Supplemental DEIS. These efforts meet the intent and requirements of Executive Order 12898.

As discussed in Chapter 8, Public and Agency Involvement, of the Final EIR/EIS, the Authority has been in contact with the County many times during this process for the California Environmental Quality Act (CEQA) and NEPA. All notices required under CEQA and NEPA have been sent to the County in a timely manner. The Authority and FRA recognize the concerns of Kings County representatives and community members, and we wish to maintain an open dialogue about the project. The Authority welcomes the opportunity to meet with landowners and stakeholders and has met with Kings County officials and staff on 21 occasions. Also, project-level information has been shared at public meetings, made available at the Kings County project office, and provided through mailings, e-mail communication, outreach materials, and on the Internet.

P014-2

Refer to Standard Response FB-Response-SO-07.

The environmental justice analysis adheres to the definition in Executive Order 12898 and U.S. Department of Transportation Order 5610.2, which defines an environmental justice effect as a "disproportionately high and adverse effect on minority and low-income populations." This is an adverse effect that is predominately borne by a minority population and/or a low-income population, or that would be appreciably more severe or greater in magnitude for the minority and/or a low-income population than the adverse effect that would be suffered by the nonminority and/or non-low-income population along the project. Section 4.3 in the Community Impact Assessment Technical Report identifies the environmental justice populations along the project. The methodologies for

Response to Submission P014 (Frank Oliveira, Citizens for California High Speed Rail Accountability, August 29, 2012) - Continued

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identifying these populations are detailed in Appendix A of the Community Impact Assessment Technical Report. Section 5.3 in the Community Impact Assessment Technical Report provides detailed information on the potential for substantial environmental justice effects across resources along the project. Impacts SO #17 and SO #18 in the EIR/EIS, Volume 1, Section 3.12, summarize these findings.

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Refer to Standard Response FB-Response-GENERAL-16, FB-Response-SO-07.

The Revised DEIR/Supplemental DEIS provides documentary evidence that the Authority and FRA are fulfilling their duty to comply with CEQA, NEPA, and EO 12989. Project alternatives were identified, the impacts of which were evaluated at an equal level of detail and fully disclosed, and input was sought and received from the public, including groups identified as minority, low income or disadvantaged. No evidence has been presented contradicting the Authority's obligation to comply with CEQA and the FRA's obligation to comply with NEPA and EO 12989. In the absence of any substantial evidence, there is no compelling reason to withdraw the Revised DEIR/Supplemental DEIS and recirculate it at some future date.

The Authority and FRA have undertaken substantial outreach to environmental justice communities during the preliminary engineering and environmental review of the Fresno to Bakersfield and Merced to Fresno sections of the HST System.

Materials translated into Spanish included the Executive Summary, Notice of Preparation, a summary of the highlights of the Draft EIR/DEIS, a Draft EIR/EIS overview brochure, and comment cards at the public workshops and hearings. In addition, a multilingual, toll-free hotline was made available for public comments and requests. Section 3.12.5 of the EIR/EIS for both these sections describes the project benefits, regional and localized effects, and project impacts on environmental justice communities. The Statewide Program EIR/EIS for the California High-Speed Train System (Authority and FRA 2005) provided similar outreach to environmental justice communities and analysis of environmental justice impacts. These efforts meet the intent and requirements of Executive Order 12898. This comment provides no substantive evidence that the environmental documents do not meet the requirements of

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Executive Order 12898.

P014-4

Refer to Standard Response FB-Response-GENERAL-16, FB-Response-GENERAL-08.

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Refer to Standard Response FB-Response-GENERAL-16, FB-Response-GENERAL-07, FB-Response-GENERAL-11.

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Refer to Standard Response FB-Response-GENERAL-16, FB-Response-SO-07.

The Environmental Justice (EJ) Guidance is a supplement to the Authority's Title VI Program. The Authority vetted the proposed EJ policy and guidance with the Federal Railroad Administration (FRA). The Authority has subsequently received FRA comment to include the Department of Transportation order, which has been incorporated in the EJ Guidance document. The adoption of the EJ policy formalized the Authority's long-standing efforts to address EJ matters in a comprehensive manner. The Authority and FRA have undertaken substantial outreach to Environmental Justice communities.

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Stakeholder engagement is a high priority for the California High-Speed Rail Authority for this project. Public comments were responsible for route changes in the Fresno to Bakersfield Section. Also, proposed alignments in other sections of the Statewide HST System have been developed because of public issues and concerns. The Authority takes public comments very seriously and will continue to examine ways to solicit stakeholder input at future Board of Director meetings.

P014-8

Refer to Standard Response FB-Response-GENERAL-07, FB-Response-GENERAL-16.

Print copies of the environmental documents were available for public review at 47 community centers, public agencies, and libraries, which were chosen with a diverse

Response to Submission P014 (Frank Oliveira, Citizens for California High Speed Rail Accountability, August 29, 2012) - Continued

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range of hours, to solicit public participation. The hours of the repositories were considered upon selection of the locations, thus the diversity in the types of repositories that had evening or weekend hours. Many of the libraries offer public Internet access, which also enabled the public to view the materials available on the Authority's website.

Environmental documents are written to a specific and legally required standard. Fact sheets, brochures, and summaries were provided to ensure widespread understanding of the environmental documents and ease in finding pertinent information. Additionally, public workshops were designed to answer and solicit feedback on the documents and to assist the public with finding pertinent information.

P014-9

Mitigation measures are provided in the EIR/EIS for all identified significant impacts regardless of the impacts type or the entity affected. There has been no differential treatment of industries in the EIR/EIS.

P014-10

Refer to Standard Response FB-Response-GENERAL-07.

Environmental documents are written to a specific and legally required standard. Fact sheets, brochures, and summaries were provided to ensure widespread understanding of the environmental documents and ease in finding pertinent information. Additionally, public workshops were designed to answer and solicit feedback on the documents and to assist the public with finding pertinent information.

Additional technical references were made available on the Authority's website.

P014-11

Print copies of the environmental documents were available for public review at 47 community centers, public agencies, and libraries, which were chosen with a diverse range of hours, to solicit public participation. The hours of the repositories were considered upon selection of the locations, thus the diversity in the types of repositories that had evening or weekend hours.

P014-11

Many of the libraries offer public Internet access. This provided access to the Authority's website materials.

P014-12

Some commenters asked about the availability of technical reports prepared in support of the Draft EIR/EIS and the Revised DEIR/Supplemental DEIS. Technical reports were prepared to record additional details on the environmental setting, impact assessment methodology, and environmental impacts for the following environmental disciplines: transportation, air quality, noise and vibration, biological resources and wetlands, geology, hazardous materials and wastes, community impacts, relocations, cultural resources, and aesthetics and visual resources. Neither the California Environmental Quality Act (CEQA) nor the National Environmental Policy Act (NEPA) requires the preparation of technical reports. Similarly, neither CEQA nor NEPA requires that these reports be distributed for public review with an EIR/EIS. However, the Authority posted all of the technical reports (except the reports on cultural resources) on its website for public review at the same time that it posted the Draft EIR/EIS and the Revised DEIR/Supplemental DEIS. The availability of these technical reports was included in the notices to agencies, elected officials, Native American tribes, organizations, individuals on the project's mailing list, and owners of land adjoining and near the alternative alignments.

The cultural resources technical reports were not made available to the general public to protect those resources. Specific locations of wetlands and known populations of threatened and endangered species were also redacted from the biological resources and wetlands technical reports made available to the general public to protect those resources. The Authority and FRA provided the cultural resources technical reports and full biological and wetlands information to experts in the fields of historic architecture, archaeology, and biology on request.

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Refer to Standard Response FB-Response-SO-04, FB-Response-GENERAL-16.

Public outreach efforts are ongoing in the affected communities.

Response to Submission P014 (Frank Oliveira, Citizens for California High Speed Rail Accountability, August 29, 2012) - Continued

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The Authority and FRA are complying with CEQA and NEPA as demonstrated by completion of the Program EIR/EIS, the original Draft EIR/EIS for the Fresno to Bakersfield Section, and the Revised DEIR/Supplemental DEIS for the Fresno to Bakersfield Section.

The Authority and FRA will comply with every law and regulation that requires compliance for the proposed project.

P014-15

Refer to Standard Response FB-Response-GENERAL-11, FB-Response-GENERAL-27.

The Authority and FRA are complying with CEQA and NEPA as demonstrated by completion of the Program EIR/EIS, the original Draft EIR/EIS for the Fresno to Bakersfield Section, and the Revised DEIR/Supplemental DEIS for the Fresno to Bakersfield Section.

The Authority and FRA will comply with every law and regulation that requires compliance for the proposed project.

P014-16

Refer to Standard Response FB-Response-GENERAL-16.

The Authority does listen and, when feasible, does react to public input. This is demonstrated by the recirculation of the Draft EIR/EIS for this section. In response to concerns voiced over the two alternative routes in downtown Bakersfield, the Authority included a third alternative in the Revised DEIR/Supplemental DEIS that avoided some of the impacts of the other two alternatives.

The Final EIR/EIS contains responses to the comments received on both the Draft EIR/EIS and the Revised DEIR/Supplemental DEIS. These responses, along with the required CEQA findings (including the statement of overriding considerations) and the NEPA Record of Decision explain why the Authority and FRA have made their determinations and come to their decisions regarding the EIR/EIS and the project.

Submission P015 (Constance Reagan, August 29, 2012)

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heard any information or statistics on job loss. And it's a ripple affect. You may not see that a person has lost a job but if a rancher, dairyman, farmer, whatever has to bear back his business due to the rail property taking it or whatever, he may have to release some of his workers. We don't know that. But something like this needs to be looked into.

At a public meeting in Stratford my husband asked for information in regards to job loss directly to Senator Rubio and it was kind of brushed off or passed onto something else and he said give your name, address and e-mail and I'll get that information to you. Have we heard from him? No. Have we received e-mail? No.

So now we're in Kings county knowing that there's a possibility that the rail will go through and impact our economy. We have no information on job loss. We have all these inflated numbers about jobs that will be created. But in fact, jobs will be lost. And this is it what we want to know, do you have the information? And if it's available, we certainly would like it.

Thank you.

MR. MORALES: Thank you Ms. Fukuda.

Constance Reagan. And then Shelli Andrangian will be next.

MS. REAGAN: Hi. I'm Constance Reagan and

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I'm just speaking as a concerned taxpayer. I voted for this High Speed Rail and I really regret it now. After going to all the hearings and talking to some of the Authority and asking them specific questions about what is the Master plan, some of the routes for example between Merced and Fresno, there is like a Y section and I said, "Well, what's going to happen there?" And they say, "Well, it's kind of a gray area now but it's going to be San Jose to Merced."

I mean, every time I ask these questions they say, "Well, that's a good question, they can answer for you." So that does not give me confidence that this project will be finished in an efficient manner.

And as a taxpayer also it's my fault, I didn't realize I thought we were voting for like the Chaffee Zoo where we would pay a little bit extra in taxes. But instead we got permission to borrow more money from the Federal Government. Well, the Federal Government has no money. And Amtrak is already needing funding from the federal government. How are we going to fund this and Amtrak?

So if we're talking about job loss and impact on the environment, you have it there. Something has to give.

So my concern is that this is not well

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planned. It's only going to benefit California. It's not benefiting United States. I see it as some kind of trophy for the politicians and frankly I wish more people people would speak up. Because I talkED to a lot of friends but they -- why can't we change our minds? We voted for something but we're human. We based our information on what we have at hand. Why can't we change our mind? Why can't politicians change their mind? We're human. Anyway, that's what I have to say. Thank you.

MR. MORALES: Thank you.

Shelli Andrangian.

MS. ANDRANGIAN: Good afternoon, Ms. Hurd, Ms. Perez, Mr. Valenstein, Mr. Morales and Mr. Abercrombie. I have other comments today but this one is from Citizens of California for High Speed Rail Accountability.

We farm in Fresno and Kings county and our farm in Fresno is impacted and I will speak about that later.

The subject line is public comments must be treated appropriately. There were comments not recorded in full at the 2011 public hearing. Thus not all comments made it into the public record. We want to be assured that our comments in the last few days will be

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Refer to Standard Response FB-Response-GENERAL-14.

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Refer to Standard Response FB-Response-GENERAL-17.

Funding for Amtrak is not the responsibility of the Authority, and funding for the California HST System is not being used for Amtrak facilities and services.

P015-3

Refer to Standard Response FB-Response-GENERAL-14.

Submission P016 (Cherylyn Smith, August 29, 2012)

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Cherylyn Smith.

MS. SMITH: Yes, I'm Cherylyn Smith. Speaking as a citizen and voter in the State of California. And I'm here to tell you that I oppose the construction of the High Speed Rail on many grounds.

P016-1

The last time I spoke was to the board itself and that was on the issue of the fallacy that jobs or -- permanent jobs in particular are waiting ahead for us. I would like to address that perhaps today as well.

P016-2

But I want to stick to why you're here, which is the EIR. And I'm here to question the very premise of why you're here. I call it the elephant in the room and you're putting the cart before the horse.

P016-3

I'm in unison with a Todd Fukuda county case lawsuit against CHSR, which claims that it is in fact in violation of Prop 1A and therefore the voter -- the will of the People. Also in 2010-2011 the LAO, Legislative Analyst Organization, found it to be in violation. The proceedings of the CHSRA in relation to funding and preceding with the development or the construction of the usable segment, is in fact in violation of Prop 1A.

So I'm saying that we're here today as evidence -- standing here today, we're committing an illegal act. In accordance with the pending lawsuit,

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Todd Fukuda and County of Kings versus High Speed Rail et al, maintain that our very presence here today evaluating the second revision of the EIR report the State of California and the HSRA are in violation of Prop 1A voted on in 2008.

In addition, the vote that took place on, I believe, June 5th and 6th, if I'm wrong it may have been July 5th and 6th, by the California legislature to release Prop 1A bonds for this initial phase of the CHSRA project is an illegal act against the citizens and taxes payers of California.

There are several aspects of Prop 1A currently being violated by CHSRA, according to the Todd Fukuda Kings County lawsuit. However, the most important -- pertaining to the reason for meeting here today, is that that all environmental approvals under state and federal law, must have been obtained and the process must be completed before proceeding to construction and the release of funds necessary for that purpose.

And obviously, we're here still talking about the second revision. It is not completed, just as stated in that Kings County lawsuit.

I might add that many of the words that I'm using, as I read my writing to you, have been lifted

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Submission P016 (Cherylyn Smith, August 29, 2012) - Continued

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from the document of that lawsuit that is pending now with the Sacramento Municipal Court.

Previous action by the CHSRA such as November 3rd, meeting in 2011 in which the CHSRA board took the position that it fully complied with all Prop 1A requirements and was eligible to receive bond funds was erroneous. That is because not all environmental requirements have been completed and that is still true as we have your presence here today.

We are asked to consider the second draft as though the revision process is not in violation of Prop 1A, when in fact, it is. Furthermore, this meeting itself is testimony to the fact that California Assembly and the Senate are complicit in its violation to authorize the release of funds without Final and complete EIR in place.

If that isn't as plain as day, then I propose that our county and all counties of California, pursue their own lawsuit in the order like a class action lawsuit to prevent you from flagrantly committing this illegal act as though the stipulations of Prop 1A did not exist.

We have a president in the town of Accuton versus CHSRA in which Judge Jenny ruled on November 10 of 2011, that the environmental report was not completed

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and the San Francisco to Merced usable segment needed to be redone. That was in relation to Prop 1A also. But before the legislative body of -- that was before the legislative bodies of California voted to release bonds to fund the initial phase of the project.

It is our duty to stop you. And to sue in order to rescind the decisions of June 5th and 6th by the legislature and to make you and our legislature accountable for their blatant disregard of the will of the people as stated in Prop 1A. Thank you.

MR. MORALES: Thank you, Ms. Smith.

Willy Coleman, Willy Coleman. I don't see Willy Coleman.

So if we don't have any other speaker request now we'll take a break. Oh, wait we have one. Cliff Jerrard.

MR. JERRARD: Cliff Jerrard. Thank you for giving us this opportunity to speak. I would like -- first like to compliment the staff of the High Speed Rail.

I'm here today mostly on behalf of two of my sisters who have homes close to the High Speed Rail on Malaga Avenue. We recognize that there has to be a route for High Speed Rail and we need High Speed Rail. And I think what we're looking at mostly -- I should say

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Response to Submission P016 (Cherylyn Smith, August 29, 2012)

P016-1

Refer to Standard Response FB-Response-GENERAL-14.

Your opposition to the project is noted.

P016-2

Refer to Standard Response FB-Response-GENERAL-14.

For information on new job creation and the resulting impacts on the regional economy, see Volume I, Section 3.12, Impacts SO #5 and SO #13. Also see Section 5.1.2 of the Community Impact Assessment Technical Report for more detailed information on short-term and long-term job creation.See Section 5.1.2 in the Community Impact Assessment Technical Report, and Volume I, Section 3.12, Impacts SO #5 and SO #13, for information on project job creation during construction and operation.

Jobs created by construction and operation of the project would likely be filled by workers in the region. To help offset any disproportionate effects, the Authority has approved a Community Benefits Policy that supports employment of individuals who reside in disadvantaged areas and those designated as disadvantaged workers, including veterans returning from military service. The policy helps to remove potential barriers to small businesses, disadvantaged business enterprises, disabled veteran business enterprises, women-owned businesses, and microbusinesses that want to participate in building the high-speed rail system. Under the Authority's Community Benefits Policy, design-build construction contracts will be required to adhere to the National Targeted Hiring Initiative, which states a minimum of 30% of all project work hours will be performed by national targeted workers, and a minimum of 10% of national targeted workers hours will be performed by disadvantaged workers. According to the National Targeted Hiring Initiative, disadvantaged workers either live in an economically disadvantaged area or face any of the following barriers to employment: being homeless, being a custodial single parent, receiving public assistance, lacking a GED or high school diploma, having a criminal record or other involvement with the criminal justice system, being chronically unemployed, being emancipated from the foster care system, being a veteran, or being an apprentice with less than 15% of the required graduating apprenticeship hours in a program. The Community Benefits Policy will supplement the Authority's Small Business Program, which has an aggressive 30% goal

P016-2

for small business participation, and includes goals of 10% for disadvantaged business enterprises and 3% for disabled veteran business enterprises.

P016-3

Refer to Standard Response FB-Response-GENERAL-02, FB-Response-GENERAL-10, FB-Response-GENERAL-14, FB-Response-GENERAL-27.

Submission P017 (Cherylyn Smith, August 29, 2012)

staff that will be able to navigate the labyrinth of the regulatory requirements to achieve this.

We will be also submitting additional formal comments prior to the deadline. Thank you.

MR. MORALES: Thank you, Ms. Kauffman.

Cherylyn Smith.

MS. SMITH: At this time, I want to thank you for allowing more time. I have e-mailed the board itself and others regarding the fact that they limited us to two minutes last time. I'm up here again primarily to get across my full statement that I had attempted to do when they limited me to two minutes last time and to allow a second request. And although it is -- it will not immediately address your concerns with EIR, I am going to talk about things like pollution toward the end and the better solution to that in terms of our enormous 68 billion plus investment.

First of all, let me start with something that I like to use an analogy. In a blizzard, a heavy blizzard, you don't start climbing a mountain. And I think that's the analogy to what's going on here. Our economic conditions are blizzard conditions at this point.

But my purpose here -- and I will be reading from my letter that I had published in a local paper. A

P017-1

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purported benefit of High Speed Rail is that it will provide unemployed workers' the access they need to obtain jobs outside of their city of residence. This assumption creates the illusion that the rail itself would extend job opportunities throughout the state.

This is a fallacy that needs to be exposed. First, we need to look at the 11 to 11.9 unemployment rate, which is held firm for the last year and a half. And of course consider the pockets of poverty which rate up there around 20 percent and still dot the Valley the Central Valley, placing it significantly higher than all but two other states in the nation. We simply need to create jobs now.

Second, we need to look at the revised 68.4 billion cost projection for building the rail. Is this money being diverted from the more immediate and affected solutions to the problem of unemployment in our state? For example, it would be wise to compare dollars for dollars the number of permanent jobs that would be created by the High Speed Rail to those that would be generated through investment and solar and other alternative energy sources.

If employment opportunities do not significantly improve, than the rail itself will serve as a vehicle not to improve access to jobs, but to

P017-2

P017-3

Submission P017 (Cherylyn Smith, August 29, 2012) - Continued

deliver workers' to a job devoid of worker and human rights and or union representation. This is so because the project would create an expanded pool of job seekers which results in a highly competitive field.

P017-4

If we're not putting the 68 billion into developing jobs, we're keeping roughly the same amount of jobs and increasing the competition by transporting workers from all over the state. That's what my point is. When jobs are scarce, yet easy to fill, exploitation by corporate entities becomes a restrained. It is easy to overwork and underpay employees who are faced with the threat of being replaced by applicants.

P017-5

Imagine somebody holding a job traveling from Fresno to say Silicon Valley. He's at the mercy of holding that -- of the employer because the line waiting to replace him, due to the High Speed Rail, would be as long as the state of California --

MR. MORALES: You can submit the entire --

MS. SMITH: I'd rather read it.

Creating jobs locally would restore dignity to all classes of workers in California and it needs to happen now. Let us remember that any job resulting from the construction of the high speed rail are temporary at best and more permanent opportunities are minimal compared to those we can develop through proper funding

P017-6

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at the local level.

The money earmarked for this project appears to have preempted all other state spending including social services, education and job training. Without these services the workers in California are likely to struggle with job deprivation for a long time to come. The end result would be to fuel the current assault on union and workers right on California and the country as a whole.

P017-7

We must question the motives behind those who would undermine our human potential by whatever name we give them and some would call them one percent it may or may not suit you to do that but whatever name we give them, these forces within our current social economic power structures are real. And they are intent on diverting money away from the mere immediate solutions to the critical problem of no jobs.

I maintain that people say we need this. Some research proves that because of how it would take away from travel such as car and airplane jobs that are related to that, we might actually operate at a jobs deficit. My professional opinion is that -- that we put into alternative energy will not only result in more jobs than the High Speed Rail permanent jobs and the High Speed Rail can possibly produce, but in fact, help

P017-8

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Submission P017 (Cherylyn Smith, August 29, 2012) - Continued

This transcript was prepared for you by:
Fresno Court Reporters

make those jobs jobs that are environmentally responsible as well. And that pertains to your EIR, I would hope. Thank you very much.

MR. MORALES: Thank you, Ms. Smith.

Do we have any other speaker cards at the moment? Nothing.

Okay, we will take another 15 minutes and resume when we have -- well, assuming we have other speakers.

(Whereupon, a short break was taken.)

MR. MORALES: We have several speakers. So we're going to resume to take those speakers.

Willy Coleman are you here? Still not, okay. Ms. Fukuda.

MS. FUKUDA: Good afternoon, ladies and gentlemen and board members. My name is Maureen Fukuda. I represent Citizens of California for High Speed Rail Accountability and I'm from Kings county. And my plot has been foiled. I was going to address FRA and in particular a young man who is Senator Rubio's aid but he left. So I guess I just have to address you guys.

Anyway, our organization has asked for information in regards to jobs lost. We hear time and again from the unions about jobs gained but never -- I have been to many, many, many meetings and never have I

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The time associated with allowing public testimony is determined by standard practices; however, at times over the course of the public comment period associated with these documents, additional time has been given to receive public testimony.

Attendees at public meetings were also encouraged to provide their comments and concerns in writing, and many attendees chose to do so. All such comments have been responded to in the Final EIR/EIS.

P017-2

Refer to Standard Response FB-Response-GENERAL-14.

The HST will not be a below market cost, subsidized commuter rail service, but instead would provide rapid long-distance travel, priced at commercial market rates. HST fares are expected to be tied to typical airplane fares. The cost of the fares will discourage relocation and a daily commute to and from the Bay Area and the Los Angeles Basin. For information on new job creation and the resulting impacts to the regional economy see EIR/EIS Volume I Section 3.12 Impact SO#5 and SO #13. Also see Section 5.1.2 of the Community Impact Assessment Technical Report (Authority and FRA 2012h) for more detailed information on short-term and long-term job creation.

P017-3

In accordance with CEQA and NEPA, the EIR/EIS addresses the environmental effects of the proposed project. Although the benefits of the project to state employment may be considered by decision-makers in determining whether to proceed with the project, that consideration is not part of the environmental review process.

P017-4

Refer to Standard Response FB-Response-GENERAL-03, FB-Response-GENERAL-14, FB-Response-GENERAL-18.

The HST will not be a below-market cost, subsidized commuter rail service, but instead will provide rapid long-distance travel, priced at commercial market rates. HST fares are expected to be tied to typical airplane fares. The cost of the fares will discourage relocation and a daily commute to and from the Bay Area and the Los Angeles Basin. For information on new job creation and the resulting impacts to the regional economy see EIR/EIS Volume I Section 3.12 Impact SO#5 and SO #13. Also see Section 5.1.2 of the Community Impact Assessment Technical Report (Authority and FRA 2012) for more detailed information on short-term and long-term job creation.

P017-5

Refer to Standard Response FB-Response-GENERAL-14.

For information on new job creation and the resulting impacts on the regional economy see EIR/EIS Volume I Section 3.12 Impact SO #5 and SO #13. Also see Section 5.1.2 of the Community Impact Assessment Technical Report (Authority and FRA 2012h) for more detailed information on short-term and long-term job creation.

P017-6

Refer to Standard Response FB-Response-GENERAL-18.

See Section 5.1.2 in the Community Impact Assessment Technical Report (Authority and FRA 2012h) and Volume I Section 3.12 Impacts SO#5 and SO#13 for information on project job creation during construction and operation. Jobs created by construction and operation of the project would likely be filled by workers in the region. To help offset any disproportionate effects, the Authority has approved a Community Benefits Policy that supports employment of individuals who reside in disadvantaged areas and those designated as disadvantaged workers.

P017-7

According the Governor's Budget Summary for fiscal year 2013–2014 (http://www.dof.ca.gov/documents/FullBudgetSummary_web2013.pdf), the budget proposal calls for $28,370 million for health and human services, a 4.6% increase over the 2012–2013 budget and $52,177 million for education, an 8.5% increase over last year's budget. The proposed budget for job training is $329 million, a 4.6% reduction over the 2012–2013 budget. None of these funds were earmarked for use for the HST project.

Response to Submission P017 (Cherylyn Smith, August 29, 2012) - Continued

P017-8

Refer to Standard Response FB-Response-GENERAL-14.

The purpose of the Fresno to Bakersfield Section of the HST includes providing travel between major urban centers and connectivity to airports, mass transit systems, and the highway network in the south San Joaquin Valley. As discussed in Chapter 1 of the EIR/EIS, California's population is growing rapidly and, unless new transportation solutions are identified, traffic will only become more congested and airport delays will continue to increase. Therefore, high-speed rail would augment the regional economy, not detract from other transit-related jobs.

See EIR/EIS Volume I Section 3.12 Impact SO #5- Temporary Construction Employment, for information on the number of construction jobs created by the project, and the ability of the existing regional labor force to fill the demand for the direct construction jobs as well as the resulting indirect and induced jobs. Impact SO#13- Employment Growth, details the long-term jobs created to operate and maintain the project in the region, as well as the jobs created as a result of the improved connectivity of the region to the rest of the state. The total number of new jobs created is estimated to be a 3.2% increase in total employment above the 2035 estimate of 1.4 million total jobs in the region under the No Project Alternative (Cambridge Systematics 2010).

Submission P018 (Cherylyn Smith, August 29, 2012)

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treated with more respect and entered into the record in full. There were also comments and comment cards that were lumped together. Every comment needs to be treated individually. I believe, this may be required by law. Every comment deserves their own record number. And I have my comment from last year and I'd also sent the transcript last year when I sent my comments because I have a tendency to speak very fast. And I did so last night so I apologize for the second time I spoke. But this is my comment from last year.

Thank you very much.

MR. MORALES: Thank you.

Lourau Harding, Lourau Harding, Cherylyn Smith.

MS. SMITH: Yes. These are just incidental -- not so incidental, but items that pertain to the other two times that I presented to you that I think should tie in the relevance to the EIR and to federal regulations.

P018-1

One is that you know that Fresno has this very high asthma rate. One of the highest in the nation. What I question is it just seems so obvious that how is the High Speed Rail going to reduce or prevent the rise of pollution levels due to automobile usage within local metropolitan areas? LA is still

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P018-1

going to have the traffic going where it goes within LA. We're still going to have our traffic going where it goes.

P018-2

What we really need is some kind of a bart system or a better improved Amtrak system between localities in and around Fresno. And therefore be in

P018-3

compliance with whatever federal regulation limitations may be and be sure that we don't exceed those and create more of a crisis with our asthma rates.

I was a teacher I saw the affects of that. We had to stay in for various things. I had to be aware of students who couldn't go out. And it's becoming a more and more imminent health hazard as time progresses.

P018-4

If what I proposed earlier is why can't we reverse the vote because I believe it's illegal according to Prop 1A to release bond funds that the Senate and Assembly did on July 5th and 6th. If Senator Rubio, the one vote that tipped in favor of releasing those bonds can, after the fact, ask you to reroute it through Bakersfield according to him, due to pressure from his constituency, why can't we take a closer look at Prop 1A and say this is illegal? We need to look at that vote to release the bond funds. The people have spoken through Prop 1A. Nothing can preempt that. We can only go back to the ballot box to reverse it and no one but the people can

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Submission P018 (Cherylyn Smith, August 29, 2012) - Continued

do that. So it needs to be revisited. And we need to think about rescinding the vote.

Lastly, I talked about illegalities. It does not pertain to the board. But because we're going on record, I feel it's important to say. I went through my own Senator Barryman and talked to his office about the fact that there was not four days notice about the meeting that was held on the 5th, the day the assembly voted for it by the Senate. Public comments were taken. They violated a law by not putting four day notice on their website. And that was acknowledged and they said they somehow did it that very day according to the amount of Senators that were there at the informational meeting. I'm interested to know how many Senators were there.

P018-5

But the point is, they reversed it that day. Not only did they do that, they had an ad hoc meeting after that informational meeting to discuss budget -- the budget committees findings. And the budget committees findings were bypassed the next day as a result of the closed door ad hoc meeting.

$68 billion funneled into this thing and we do not even have the right to view it as citizens of this state on the web camera or however else we get our information. They -- the budget committee of all

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committees would be the last one to be excluded from that from the Senate floor on that day. These are just extra, I think, important enough facts. The EIR is the one that pertains the most to you today. How is it going to cut down on local traffic and pollution? Thank you.

P018-6

MR. MORALES: Thank you, Ms. Smith.

Lourau Harding.

MS. HARDING: Hi, I'm Lourau Harding. I live in northwest Fresno and I didn't come with a lot of detail prepared statements. I keep sending e-mails to Dan Richard and we're now, on a first name basis. And he writes back thanks Lourau and signs Dan and I write to him as Dan, Chairman of the Board, of course, but he seems to read my e-mails. So I've been in favor of High Speed Rail all along for California. We need it. And I've done a lot of reading. I've gone to 12 of these information meetings and read and read and read. Not many people, I guess, in the valley know a whole lot more about it in terms of just laymen like myself. But anyway these are advantages for California. We are very isolated here in the Central Valley.

All political power and money is in the Bay Area and Los Angeles. And our school system is a catastrophe, as you can see. The teachers are

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Response to Submission P018 (Cherylyn Smith, August 29, 2012)

P018-1

Refer to Standard Response FB-Response-AQ-04.

Emissions from vehicles are a major source of pollution both regionally and locally. The project will reduce overall vehicle miles traveled, which will also reduce pollutant emissions. Locally, adjacent to the stations, traffic may be more concentrated as drivers access the facility to leave their cars, but air quality modeling showed no predicted violation of an air quality standard.

P018-2

Refer to Standard Response FB-Response-AQ-04.

The purpose of the HST program is to provide another viable transportation mode for intercity travel in California. As described in Section 3.3, Air Quality and Global Climate Change, of the Final EIR/EIS, the HST System is projected to substantially reduce the vehicle miles traveled associated with intercity travel. By accomplishing this reduction, criteria pollutant emissions, including pollutants that contribute to the formation of ozone, would be reduced, and the result would be better air quality throughout the San Joaquin Valley. The HST System is not designed to be a transit system within cities.

P018-3

The purpose of the California HST System is to provide a reliable high-speed electrified train system that links the major metropolitan areas of the state. A local city rail transit system does not meet the purpose and need for the project and therefore is not addressed in the EIR/EIS.

The Fresno to Bakersfield Section of the HST would increase vehicle traffic in the vicinity of the Fresno HST station. The impacts of this additional traffic on air quality are provided in Section 3.3 of the EIR/EIS. This increased traffic would not result in the exceedance of ambient air quality standards or create localized hot spots of carbon monoxide or particulates. The project is also in general conformity with the federal Clean Air Act and the State Implementation Plan. Emissions associated with the project will not cause or contribute to new violations of National Ambient Air Quality Standrds (NAAQS), increase the frequency or severity of any existing violation of the NAAQS, or delay timely attainment of the NAAQS or interim emission reduction.

P018-4

The proposed project is consistent with Proposition 1A. None of the information provided in this comment is sufficient evidence to indicate that the project is not consistent with the proposition and current law.

P018-5

The California Assembly proceedings are public record. As adopted in the procedural rules that govern the Assembly, any meeting that is required to be open and public pursuant to this rule, including any closed session held pursuant to subdivision (c), may be held only after full and timely notice to the public, as provided by the Joint Rules of the Assembly and Senate.

In any case, the actions of the Legislature are not an environmental issue related to the EIR/EIS, and no further response is necessary.

P018-6

Refer to Standard Response FB-Response-AQ-04.

Emissions from vehicles are a major source of pollution both regionally and locally. The project will reduce overall vehicle miles traveled, which will also reduce pollutant emissions. Locally, adjacent to the stations, traffic may be more concentrated as drivers access the facility to leave their cars, but air quality modeling showed no predicted violation of an air quality standard.

Submission P019 (Wesley Van Gilder, NARP-TRAC, August 29, 2012)

CALIFORNIA High-Speed Rail Authority

RECEIVED AUG 29 2012 BY:

Fresno Hearing

Comment Card
Tarjeta de Commentarios

Fresno to Bakersfield High-Speed Train Section
Revised Draft Environmental Impact Report/ Supplemental Draft Environmental Impact Statement (Revised Draft EIR/Supplemental Draft EIS)

La Sección de Fresno a Bakersfield del Tren de Alta Velocidad
Proyecto Revisado de Informe de Impacto Ambiental/ Declaración de Impacto Ambiental Proyecto Suplementario (Proyecto Revisado EIR/Proyecto Suplementario EIS)

Please submit your completed comment card at the end of the meeting, or mail to:
Fresno to Bakersfield Revised Draft EIR/Supplemental Draft EIS Comment, 770 L Street, Suite 800, Sacramento, CA 95814

Por favor entregue su tarjeta completada al final de la reunión, o envíela por correo a la siguiente dirección:

Th... ember 20, ...nically, or 20, 2012.

El periodo de comentario es del 20 de Julio al 20 de Septiembre del 2012. Los comentarios tienen que ser recibidos electrónicamente, o matasellados, el o antes del 20 de Septiembre del 2012.

Extended comment period for Fresno to Bakersfield High Speed Train Revised Draft EIR/Supplemental Draft EIS: July 20 – October 19

Name/Nombre: WESLEY E. VAN GILDER
Organization/Organización: NARP – TRAC
Address/Domicilio: 851 Van Ness Ave #808 Fresno CA 93721
Phone Number/Número de Teléfono: 1-659)-266-5927
City, State, Zip Code/Ciudad, Estado, Código Postal:
E-mail Address/Correo Electrónico:
(Use additional pages if needed/Usar paginas adicionales si es necesario)

P019-1

This is the Right wing Republican Heroism for Romney and Ryan

If they get elected they will try to scrap this project as money maker for Bearcarets and also dump all Amtrak service

The Republican Coasces Accuses this project putting all great grand children Hopelessly in Debt

Wesley E. Van Gilder

Response to Submission P019 (Wesley Van Gilder, NARP-TRAC, August 29, 2012)

P019-1

Historically, federal funds have supported approximately 50% to 80% of many major transportation investments, including highway-, transit-, and aviation-sector-related projects. This history means that even though California's high-speed rail program is much larger than most individual transportation projects, there is precedent for substantial federal support for a large and nationally significant transportation program.

California has been extremely successful in winning federal high-speed rail grants, obtaining close to 40% of the approximately $10 billion of federal high-speed and intercity passenger rail grant funds available for the country as a whole. This initial federal funding allows California to move forward with the first step in the high-speed rail program.

The Passenger Rail Investment and Improvement Act (PRIIA) of 2008 established the framework for the national high-speed rail and intercity passenger rail program. Using PRIIA as a framework, in February 2009 Congress appropriated through the American Recovery and Reinvestment Act of 2009 (ARRA) an investment of $8 billion for new high-speed and intercity passenger rail grants.

Congress continued to build on this ARRA funding by making available, through fiscal year (FY) 2010 appropriations, an additional $2.1 billion, bringing the total program funding to $10.1 billion. In 2011 Congress rescinded $400 million of that FY 2010 funding. As a result, California's high-speed rail program has received $3.5 billion or 34% of these federal funding sources. Of this amount, slightly more than $3.3 billion is committed to constructing the Central Valley sections. This, combined with funding from Proposition 1A, would provide the estimated $6 billion needed to build the Central Valley backbone.

With regard to project costs, estimates for the Fresno to Bakersfield Section of the HST System are included in Chapter 5, Project Costs and Operations, of the Revised DEIR/Supplemental DEIS. The cost of the statewide HST System has been evaluated in the Revised 2012 Business Plan, which was made available to the public on April 2, 2012 (Authority 2012a). The current cost estimate has increased significantly since the last estimate in 2009, which was based on the programmatic conceptual design. That estimate, covering the full Phase 1 between San Francisco and Los Angeles/Anaheim,

P019-1

was $36.4 billion in 2010 dollars. The Revised 2012 Business Plan estimate (in cumulative year of expenditure costs) is $31.3 billion for the Initial Operating Section (IOS), $51.2 billion for the Bay to Basin System, and $68.4 billion for the Full Phase 1 blended system. A substantial portion of this increase is for additional viaducts, tunnels, embankments, and retaining walls/trenches directly attributable to changes in scope and alignment based on stakeholder input, environmental necessity, and improved knowledge of site conditions.

To assess the reasonableness of the program's cost estimates, the Authority studied the most recent cost estimates against those of other operational high-speed rail projects. These include worldwide costs evaluated by the World Bank and improvements to the Northeast Corridor proposed by Amtrak. Of note, a cost comparison of different high-speed rail projects can only provide an order of magnitude indication of the reasonableness of the current estimate for the California program because every project has its own set of unique physical, environmental, and policy issues. This point is particularly relevant when considering European and Asian high-speed rail programs, which were built in different political and environmental settings.

Submission P020 (Steve (Martin) Weil, August 20, 2012)

Fresno - Bakersfield (July 2012+) - RECORD #160 DETAIL

Status :	Action Pending
Record Date :	9/6/2012
Response Requested :	No
Stakeholder Type :	Other
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	8/20/2012
Submission Method :	Public Hearing - Written Comment
First Name :	Steve (Martin)
Last Name :	Weil
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	CA
Zip Code :	00000
Telephone :	
Email :	heather.hansen@urs.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	

Stakeholder Comments/Issues :

From: Nicholas, Rebecca
Sent: Thursday, September 06, 2012 10:24 AM
To: Hansen, Heather
Cc: Baily, Thomas
Subject: FW: High Speed Rail 1996 document

Per Tom Tracy, this needs to go into CommentSense.

From: Tracy, Thomas [mailto:TracyT@pbworld.com]
Sent: Tuesday, September 04, 2012 10:00 AM
To: Baily, Thomas
Cc: Nicholas, Rebecca; Whately, Lynne M.
Subject: FW: High Speed Rail 1996 document

Tom,

I received the e-mail below and attachments from a gentleman who attended the Fresno Hearing. As you can see from his attached follow-up e-mail, he desires this information to become part of his formal comments. Can you see that this information is made part of the comment record for Fresno to Bakersfield?

Thanks,

Tom

Thomas G. Tracy, PE
Vice President
Parsons Brinckerhoff
Regional Manager - Fresno to Bakersfield
California High-Speed Rail Project
office: (916) 567-2511
mobile: (916) 335-8006

From: Martin Weil
[mailto:mweil0777@aol.com]<mailto:[mailto:mweil0777@aol.com]>
Sent: Thursday, August 30, 2012 1:36 PM
To: Tracy, Thomas; jmorales@hsr.ca.gov<mailto:jmorales@hsr.ca.gov>; jabercrombie@hsr.ca.gov<mailto:jabercrombie@hsr.ca.gov>
Subject: High Speed Rail 1996 document

P020-1

Tom:

Thank you for our conversation yesterday at the High Speed Rail Authority hearing in Fresno.

The attachments are as follows:

* pdf of 1996 High Speed Rail Commission Corridor Study;
* pdf of July 9, 2012 LA Times article on high speed rail and the I-5 corridor.

As I commented publicly yesterday, on a CEQA level my concern is with the statement in the Revised DEIR/Supplemental DEIS that "The concept of linking the I-5 corridor to Fresno and Bakersfield with spur lines was considered at the program level ..." and with the statement in the Final Program EIR/EIS that "The Commission considered linking the

Submission P020 (Steve (Martin) Weil, August 20, 2012) - Continued

P020-1

I-5 corridor to Fresno and Bakersfield with spur lines but rejected this concept ...".

I think you will agree, after a careful reading of the 1996 Commission Corridor Evaluation study, that both of these statements are false and misleading, thereby violating the core intent of CEQA to be transparent and informative.

More fundamentally, it never made any sense to me that every passenger trip between the Bay Area and Southern California is routed through Fresno, including all express trains. Conversely, a modern trunk and branch route architecture anchored along I-5 synergistically increases the possibilities for future routes serving the Central Valley, both north-south and east-west (e.g. Fresno to the Central Coast). Most importantly for now, an I-5 trunk would launch the high speed train system with an initial route that is fiscally self-sustaining.

The "temporary high" of stimulus spending will be long gone as the "hangover" from an inefficient and noncompetitive route in California drags down the reputation of high speed rail nationwide for decades.

Please feel free to respond by email with any questions or comments.

Steve Weil

EIR/EIS Comment : Yes
Official Comment Period : Yes
Attachments : High_Speed_Rail_1996_Corridor_Study.pdf (1 mb)
High_Speed_Rail_I-5_LA_Times_07-09-12.pdf (148 kb)

CALIFORNIA HSR CORRIDOR EVALUATION AND ENVIRONMENTAL CONSTRAINTS ANALYSIS

By Paul Taylor,[1] Daniel S. Leavitt,[2] and Kip D. Field,[3] Members, ASCE

(Reviewed by the Urban Transportation Division)

ABSTRACT: California is studying the feasibility of a statewide, high-speed rail (HSR) transportation system as a link between major cities in the northern and southern portions of the state. This system will complement the state's existing transportation system and serve as an alternative to air and auto travel. In this paper, the writers provide a condensed description of the findings and conclusions drawn from the 1996 California "High Speed Rail Corridor Evaluation & Environmental Constraints Analysis," which they prepared for California's Intercity High Speed Rail Commission to document and analyze the potential statewide HSR corridors.

INTRODUCTION

California is studying the feasibility of a statewide, high-speed rail (HSR) transportation system as a link between major cities in the northern and southern portions of the state. This system will complement the state's existing transportation system and serve as an alternative to air and auto travel. HSR is competitive with air travel in terms of speed and, like air travel, it connects cities that are 100–500 mi apart. Similar high-speed systems are in operation around the world; advances in rail technology have already allowed intercity rail systems in Europe and Japan to attain speeds of up to 186 mph.

The California "High Speed Rail Corridor Evaluation & Environmental Constraints Analysis" (1996) is one of five statewide studies. While the other four address HSR ridership, economic impacts, public participation, and financing options, this study was intended primarily to study high-speed corridors between Los Angeles and the San Francisco Bay area. The study also examined and evaluated options for extending the corridor to San Diego and Sacramento. This paper is an extract of that study; it documents the evaluation and analysis of the potential statewide HSR corridors and presents the findings and conclusions drawn from the complete study of engineering and environmental constraints.

TECHNOLOGY EVALUATION

The technology review was conducted to identify existing and emerging HSR technologies. No attempt was made to select a single technology or recommend a particular manufacturer. Instead, the technology candidates were segregated into three technology groups as a basis for establishing generic design criteria and simulating general performance characteristics for the California HSR corridors. Typical representatives from each group were identified to describe the technology types in a general way. The three technology groups were comparatively evaluated and generic criteria were established for preliminary design (Table 1 summarizes the comparative evaluation of the three technology groups).

Because there are a number of HSR systems in service or under development throughout the world, the first step in their evaluation was to classify them by speed (both currently obtainable speeds as well as targeted speeds that may result from further research and development) and by similar design characteristics. In evaluating technology types for the California corridors, the HSR candidates were categorized into three general technology groups:

- High speed (HS)
- Very high speed (VHS)
- Magnetic levitation (Maglev)

The examination of available technologies within each of the technology groups (HS, VHS, and Maglev) confirmed that design criteria could be established to accommodate many candidate technologies simultaneously, while still remaining sensitive to California's physical features and limitations. Using those design criteria, the potential performance of each group was assessed by quantifying the approximate travel times and infrastructure costs. The following overall conclusions were made:

- Both the HS and VHS groups are viable technologies that have been proven in regular revenue service over extended periods of time.
- Each of the steel-wheel-on-rail speed groups has several mature candidates available for implementation. But while some HS equipment is in the United States, the most advanced equipment for the HS as well as the VHS technology groups is only available from manufacturers located abroad.
- While Maglev is an emerging technology with attractive characteristics, it has not yet been operated in high-speed revenue service and only limited data is available on construction and operations for this technology type.

METHODOLOGY

The analyses and reported results of the 1996 California "High Speed Rail Corridor Evaluation & Environmental Constraints Analysis" were divided into three phases whose methods and processes are described in the following sections. Each of these phases provided the Intercity High Speed Rail (IHSR) Commission with quantitative and qualitative data for determining which route has the highest potential HSR implementation.

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TABLE 1. Operational Characteristics Comparison

(1)	Technology Group HS (2)	VHS (3)	Maglev (4)
	(a) General		
Technology Motive power/propulsion	Steel wheel/steel rail Electric traction locomotives with catenary	Steel wheel/steel rail Electric traction locomotives with catenary	Magnetic levitation Linear induction motors
	(b) Operations		
Top speed	250 km/h (155 mph)	350 km/h (217 mph)	500 km/h (310 mph)
Acceleration	km/h/s (mph/s)	km/h/s (mph/s)	km/h/s (mph/s)
0–100 km/h	1.5 (0.9)	1.8 (1.1)	5.0 (3.1)
100–200	0.8 (0.5)	1.0 (0.6)	2.9 (1.8)
>200	0.3 (0.2)	0.3 (0.2)	1.8 (1.1)
Deceleration	km/h/s (mph/s)	km/h/s (mph/s)	km/h/s (mph/s)
	2.9 (1.8)	2.5 (1.6)	2.9 (1.8)
	(c) Civil		
Superelevation	6" (150 mm)	7" (180 mm)	16"
Gradient[a]			
Maximum	3.0%	3.5%	6.0%
Absolute maximum	5.0%	5.0%	10.0%
Horizontal curvature			
Desired minimum radius	1,900 m at 200 km/h	5,300 m at 350 km/h	7,100 m at 500 km/h
At maximum speed	6,200 ft at 125 mph	17,500 ft at 217 mph	23,300 ft at 310 mph
Absolute minimum radius	1,900 m at 200 km/h	4,700 m at 350 km/h	5,500 m at 500 km/h
At maximum speed	6,200 ft at 125 mph	16,700 ft at 217 mph	18,000 ft at 310 mph
For tilt technology	1,260 m at 200 km/h	NA	NA
	4,100 ft at 125 mph	NA	NA
Vertical (sag) curvature			
Minimum radius	6,300 m at 200 km/h	19,200 m at 350 km/h	39,300 m at 500 km/h
At maximum speed	20,700 ft at 125 mph	63,000 ft at 217 mph	128,900 ft at 310 mph
Vertical (crest) curvature			
Minimum radius	7,800 m at 200 km/h	20,000 m at 350 km/h	49,000 m at 500 km/h
At maximum speed	25,600 ft at 125 mph	65,600 ft at 217 mph	160,800 ft at 310 mph
	(d) Right-of-way		
Requirements	13.3 m (44 in.) min	13.3 m (44 in.) min	14.3 m (47 in.) min

[a]Gradients shown represent the capability of the technology group. Currently, no high-speed railroad operates at grades over 3.5%.

PHASE 1 EVALUATION

Objective

Phase 1 was an initial, broad-scale review of route alternatives between Los Angeles and the San Francisco Bay Area; its purpose was to identify feasible routes to evaluate in greater detail during subsequent study phases. Using evaluation criteria that reflected the goals of maximizing ridership, minimizing costs, and avoiding potential environmental constraints, three feasible corridors—each 4 mi in width—were identified in Phase 1: the coastal corridor, the Interstate 5 (I-5) corridor, and the SR-99 (Central Valley) corridor (see Fig. 1).

Approach/Methodology

The Phase 1 corridor analysis began with the development of evaluation criteria and identification of potential routes between Los Angeles and the San Francisco Bay Area. The broad-scale identification process considered a comprehensive range of information, including the following:

- Extensive U.S. Geological Survey (USGS) planimetric, topographical, geological, and other mapped information in both digital and paper form
- Landsat thematic mapper satellite imagery
- Field reconnaissance
- Plans of existing transportation corridors

Considering all of this information, broad-scale alignments and profiles were developed and evaluated for the alternatives already identified in previous HSR studies and other potential HSR routes. Analysis of the corridors focused on four general elements:

1. General requirements: elements dealing with ride times and ridership potential, the configuration of the alignment (tunneling, etc.), and potential station locations and spacing.
2. Regulatory/permitting: elements dealing with conditions that may warrant extensive agency coordination and permit applications, such as parklands, National Forest lands, streambeds or wetlands, and endangered species.
3. Construction/operational: those elements addressing the relative differences in complexity of initial construction and difficulty of future maintenance.
4. Environmental/physical: elements that address geological constraints (slope stability, fault lines, and soil conditions), hazardous materials, agricultural areas, historic or archaeological resources, and conflict with existing or planned development.

This identification and evaluation process was used to rank the various alternatives so that the IHSR Commission could focus resources on the most promising routes for detailed technical analysis. To aid in the decision-making process, the Phase I evaluation criteria and subsequent analysis were categorized under three principal goals for a Los Angeles to San Francisco Bay Area HSR system. These goals are to maximize ridership potential, minimize costs, and avoid potential environmental constraints. Each of these goals and the process used for their evaluation are described as follows.

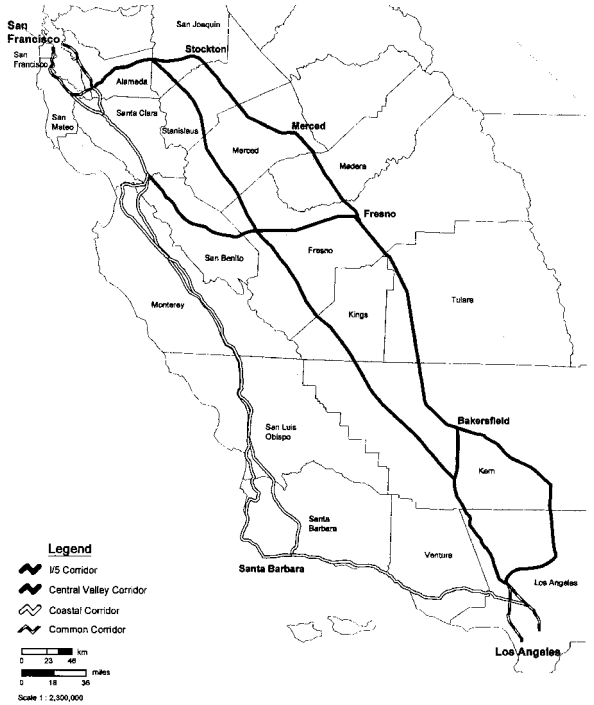

FIG. 1. HSR Study Segments: Phase 1

Maximize Ridership Potential

Ridership potential is a principal measure in determining the feasibility of an HSR system. The degree to which people will use a transportation facility is a measurable indicator of its potential benefits. The financial, economic, and environmental benefits derived from HSR is highly dependent on the number of passengers using the system—the higher the ridership potential, the greater the potential for benefits.

For this initial review of HSR corridor alternatives between Los Angeles and the San Francisco Bay Area, an evaluation of preliminary ridership projections, population forecasts, and travel times between population/employment and tourist/recreational markets was made to determine the corridors that have the greatest ridership potential. Using the three alternative HSR technologies (HS, VHS, and Maglev), ridership forecasts were provided for 15 scenarios comprising five alternative alignments. The forecasts were developed by Charles River Associates (CRA), the prime consultant for the IHSR Commission's ridership demand/market analysis ("Independent" 1996) study, using mode-choice models that CRA developed and that the Federal Railroad Administration (FRA) is also using in its current national policy studies.

The input data for the HSR level-of-service characteristics used for these preliminary forecasts was provided by Parsons Brinckerhoff Quade & Douglas, Inc. Level-of-service data for the competing modes and existing origin-destination volumes by air, rail, and bus were provided to CRA by the Volpe National Transportation System Center. Estimates of auto travel in the corridor were developed by CRA using results from the California Statewide Traffic Model. While the estimates of existing volumes by each current mode were checked carefully

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for reasonableness, the preliminary forecasts did not include results of CRA's new surveys then under way for the ridership demand/market analysis (''Independent'' 1996) study.

Population forecasts were derived from 1990 census data and from forecasts through the year 2020 provided by McGuire & Co., a subconsultant of CRA, for the ridership demand/market analysis study. Additional sources of population projections for major metropolitan regions were councils of governments, including the Association of Bay Area Governments, Southern California Association of Governments, Sacramento Council of Governments, San Joaquin Council of Governments, San Diego Association of Governments, and Association of Monterey Bay Area Governments. For areas outside the sphere of influence of the regional councils of governments, projections were provided by municipal and county planning agencies, or developed by McGuire & Co. based on California Department of Finance parameters. The population projections were quantified by route alternatives for all tracts crossed by a 4-mi corridor strip, all tracts crossed by a 10-mi corridor strip, and all tracts within counties crossed by a 4-mi corridor strip. To determine preliminary station locations for HSR route alternatives, various data were used, including the population projections, major tourist/recreational markets, the findings of previous California HSR studies, and operational practices in Europe and Japan.

To estimate travel times between population, employment, and tourist/recreational markets, data on tourist/recreational markets within the Los Angeles to San Francisco Bay Area corridor were gathered from a variety of sources—councils of governments, chambers of commerce, visitor information centers, and other tourist information sources. With this data in hand, travel times based on train performance for each of the three technology groups were generated. (Approximate travel times were predicated based on an estimate of each technology group's speed limitations through curves and its acceleration/deceleration characteristics.) To reduce energy consumption, running times were optimized to avoid short-speed peaks; however, the train simulations were generally programmed to reach and maintain the maximum speed permitted by both the alignment and the speed potential of the respective technology. All train-running times include a schedule recovery time based on European HSR practice. For ridership forecast inputs, a 2-min dwell time at intermediate stations was assumed.

Minimize Costs

For the initial review of Phase 1 corridor alternatives, it was important to distinguish between the relative cost differences of the corridor option. This was accomplished by applying cost factors that allowed order-of-magnitude estimates to be developed for the capital costs associated with each corridor. Phase 1 capital cost estimates included station costs, program implementation costs (33%), and contingency (20%), but excluded maintenance and storage facilities, special trackwork requirements (passing lines, turnouts, etc.), and fleet procurement. System costs—including mainline track, traction power substations, signals and controls, communications, and power distribution systems—were applied on an average cost-per-length basis to account for basic HSR system and track/guideway costs. These costs are primarily dependent on the length of a particular route; for this evaluation, basic at-grade operations were assumed along the full length of each corridor.

To a large extent, capital costs along an alignment will vary according to the track/guideway configurations, such as tunnel and elevated sections, that are required to accommodate constraints associated with the terrain and land-use development along that particular route. With this in mind, separate cost factors were developed to address the costs associated with varying terrain and land cover constraints. The unit costs were derived for various configuration elements reflecting three categories of slope steepness: level (0–3%), rolling (4–8%), and mountainous (9% and up). Because the HS/VHS and Maglev technologies have different operating characteristics—Maglev can accommodate difficult terrain with relatively less tunneling than HS/VHS—terrain unit cost factors were developed for both technologies.

The land cover cost factor accounts for the increased potential for costly configuration elements, such as structures, right-of-way, sound walls, and utility relocation, that are likely to be required in densely developed areas. These costs were developed to account for the increased potential of any of these elements in five categories of land cover: dense urban, urban, dense suburban, suburban, and undeveloped. For instance, urban land-use types and densities typically require more elevated structure for an HSR alignment than suburban and undeveloped areas. Thus, a higher incremental cost factor for elevated guideway is applied per length of alignment in urban land cover.

In addition to capital costs, the Phase 1 analysis also included estimates of operations and maintenance (O&M) costs. The largest O&M cost component is labor, which is dependent on the number of trains in service, their schedule, and other service-related factors. To obtain the overall annual train operations costs, unit rates on a per-train-mile basis were estimated for certain operating categories and applied to the quantity estimates. The unit rates used for this analysis reflect a statewide service. The quantity estimate used in the costing model was the number of annual train-miles operated in both directions between Los Angeles and the San Francisco Bay Area; this number was developed by extracting the number of daily trains from the operating scenario of the Los Angeles to San Francisco Bay Area corridor.

Avoid Potential Environmental Constraints

In selecting an HSR corridor, the avoidance of potential environmental constraints must focus on maximizing compatibility with existing and planned developments; minimizing impacts to natural, social and economic, and cultural resources; maximizing avoidance of areas with geologic and soils constraints and potential hazardous materials; and minimizing the complexity of permitting and agency coordination as well as related project costs and schedule delays. Each of these aspects was analyzed during Phase 1.

In evaluating the compatibility of HSR service with existing and planned development, it should be noted that because high-speed rail is designed to serve populated areas, it is more compatible with urban areas, rather than suburban areas or undeveloped lands. Using the aforementioned six classes of land cover—dense urban, urban, dense suburban, suburban, water, and undeveloped—the percentage of compatible development within each segment was calculated for the 4-mi buffer and compared to other corridor segments to aid in the evaluation of each corridor. The existing (1990) and projected (2020) population figures for U.S. Census tracts were also used to identify existing and projected growth patterns along each corridor segment.

To evaluate whether the implementation of HSR service would result in minimal impacts to natural resources, water resources—including rivers and lakes, such as the Santa Clara River and Pyramid Lake—were identified using USGS digital line graphs (DLGs) of hydrographic features. The RAREFIND California natural diversity database (CNDDB) was obtained to identify the sightings and habitats of federal- and state-listed threatened and endangered species, and the number of sightings and habitat areas within each corridor option was evaluated and quantified.

For socioeconomic impacts, the Phase 1 evaluation identified displacements through a land cover analysis that flagged developed areas within each segment that might require relocation. To estimate the level of displacement that could affect farmlands, digital mapping was used to identify the amount of prime and unique farmland within each corridor option. As defined by the U.S. Soil Conservation Service, prime farmland is that which can economically produce sustained high yields of basic crops, while unique farmland is land other than prime farmland that can produce sustained high-quality growth of specific high-value crops.

To determine the impact of HSR service on cultural resources, historic sites (architectural, archaeological, and monuments) and public lands (national and state parks, military installations, and Indian reservations) known from existing published resources were added to the geographic information system (GIS) database and mapped. The number of resources within each corridor option were then evaluated and quantified.

Maximize Avoidance of Areas with Geologic Soils Constraints and Potential Hazardous Materials

Geologic and soils constraints include steep slopes (9% and up), soils with high erodibility, soils with a high propensity to shrink or swell under certain soil moisture conditions, and known earthquake fault locations (active within the last 200 years). Avoidance of these areas is important because of safety concerns, potential difficulty of construction, and/or probable cost of mitigation. Slopes were identified using USGS digital elevation models (DEMs) that were processed in the GIS system. From GIS, steep slopes (over 9%) were evaluated and quantified for each corridor option.

Soil data (STATSGO data) obtained from the U.S. Department of Agriculture provided a broad identification of soil types and properties within the state. Soil characteristics, including erodibility and shrink/swell potential, were identified and quantified from the GIS database for each corridor option. Faults were also identified using the California Department of Conservation Fault Activity Map, which allowed fault activity within historic times (the last 200 years) to be quantified, including areas of known fault creep.

The Landsat Thermatic Mapper data was reviewed and sites of potential hazardous materials, such as industrial areas, transportation facilities (rail staging and airports), oil fields, and petrochemical processing facilities, were identified and quantified using GIS database. The remediation of such sites can add substantial costs to construction.

Minimize the Complexity of Permitting and Agency Coordination

Federal and state permits can include such permits as the U.S. Army Corps of Engineers Section 404 permit (wetlands), California Section 1603 permit (streambed alteration), National Pollutant Discharge Elimination System (NPDES) permit, biological resource consultation/permits, historic resource requirements (Section 106), Section 4(f) requirements coordination/consultation, as well as a host of other permits and coordination, all of which can greatly add to the cost and result in substantial schedule delays if not identified and coordinated early in the planning process.

Definition and Ranking of Corridor Alternatives

Phase 1 entailed a brief initial review of route alternatives between Los Angeles and the San Francisco Bay Area in order to determine which general corridors have the most potential for HSR implementation. Fig. 1 illustrates the potential HSR routes between Los Angeles and the San Francisco Bay Area analyzed for this phase. These routes are located within three general corridors—the coastal corridor, Interstate 5 (I-5) corridor, and the SR-99 (Central Valley) corridor—whose physical characteristics and comparative rankings are profiled as follows.

Coastal Corridor

The coastal corridor has only a few feasible HSR route options, two of which were analyzed to show a range of values within the corridor. While both of the routes analyzed follow the Southern Pacific (SP) railroad right-of-way for most of their alignment, the central portion of the shorter route—the portion between Gaviota (northwest of Santa Barbara) and Gilroy (south of San Jose)—more closely approximates the US 101 corridor.

It was determined that the coastal corridor has the least potential for HSR service with speeds of 150 mph or more. With significantly longer travel times between Los Angeles and the San Francisco Bay Area (43–97% longer than the shortest I-5 corridor option), this corridor has ridership projections considerably lower than the two other alignments. The coastal corridor's ridership projections were 24–46% lower than the shortest I-5 corridor option. Moreover, this corridor has the highest projected capital costs (24% higher than the shortest I-5 corridor option).

On the plus side for this corridor is the finding that although there are some environmental impacts that require mitigation measures (high visual impacts, high population disturbance, and a high number of historical resources that would be affected), the corridor has few major earthquake faults and HSR service will have a low impact on farmland and water resources. However, the primary benefit of the coastal corridor is the level of service it can offer to/from intermediate markets. Not only does the corridor directly serve such locations as Santa Barbara, Salinas/Monterey, San Luis Obispo, Ventura/Oxnard, and the Simi Valley, it also has the highest population (by census tract) of the three corridors evaluated in addition to containing some of California's most popular tourist/recreational markets.

Interstate 5 (I-5) Corridor

Two routes were analyzed to show an expected range of values within the I-5 corridor. The longest route generally follows the I-5 alignment through the Tehachapi Mountains and the Central Valley. This alternative crosses the Altamont Pass (west of Tracy/Stockton), closely approximating Interstate 580 (I-580) and then State Route-84 (SR-84) to reach the San Francisco Bay Area. The shortest route also follows I-5 through the Tehachapi Mountains and the Central Valley. However, this alternative uses the Panoche Pass to reach the San Francisco Bay Area (Pacheco Pass was also considered.)

In terms of environmental impacts, the I-5 corridor is largely free of problems. Although there are some environmental impacts that will require mitigation (high impacts on threatened and endangered species), this corridor has low population disturbance, low potential for encountering hazardous materials, and a low number of historical resources. However, in terms of service the corridor presents some major drawbacks for serving intermediate markets—the result of being the least compatible corridor with existing and planned development. In fact, virtually no development is envisioned along the majority of the I-5 alignment. The scarcity of development means that for the shortest I-5 route option, Kern County would be served by a station about 20 mi from downtown Bakersfield, while a Fresno County station would be about 46 mi from downtown Fresno.

When evaluating the corridor's suitability for serving the

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end-to-end markets, the findings were far more positive: the I-5 corridor offers the shortest distances, lowest capital costs, fastest Los Angeles to San Francisco Bay Area travel times, and the highest overall ridership forecasts.

SR-99 (Central Valley) Corridor

There are many HSR route alternatives within the SR-99 corridor. Two of these alternatives have been analyzed to show a range of values. The longest route generally follows the SP/State Route-58 (SR-58) alignment through the Antelope Valley and the SP/State Route-99 (SR-99) alignment through the Central Valley. This alternative crosses the Altamont Pass (west of Tracy/Stockton), closely approximating I-580 and then SR-84 to reach the San Francisco Bay Area. The shortest route generally follows I-5 through the Tehachapi Mountains and the SP/SR-99 alignment through the Central Valley, then uses the Panoche Pass to reach the San Francisco Bay Area.

Based on this initial review, it was determined that the SR-99 corridor offers the best opportunities for HSR service between Los Angeles and the San Francisco Bay Area. Unlike the other two alternatives, this corridor is well suited for serving both end-to-end and intermediate markets. With travel times between Los Angeles and the San Francisco Bay Area only slightly greater than the I-5 corridor (8–17%), the SR-99 corridor also directly serves such intermediate markets as Fresno, Bakersfield, Modesto, Tracy/Stockton, Palmdale, and Lancaster.

Population projections show that much of California's growth over the next 25 years will occur in these intermediate markets; by the year 2020, the Central Valley will be home to well over a million more residents than the Coastal corridor and three to four million more than the I-5 corridor. Preliminary ridership projections indicate that the SR-99 corridor will initially attract only slightly fewer total riders than the I-5 corridor (3–6%). The corridor has the further advantage of presenting few environmental problems. The terrain is predominantly flat, with a small percentage of land area passing through steep slopes and erodible soils. Although there are some environmental impacts that will require mitigation (high impacts on water resources and farmland and a high potential for encountering hazardous materials), this corridor has high compatibility with the existing and planned development.

Phase 1 Conclusions

The findings of the Phase 1 evaluation indicated that two of the three corridors under consideration—the SR-99 and I-5 corridors—should be the focus of the detailed technical analysis for HSR service between Los Angeles and the San Francisco Bay Area. This initial review showed that these two corridors offer the most potential for service at 150 mph and over. Other findings indicate that the SR-99 corridor is well suited to serving both the end-to-end and intermediate markets, while the I-5 corridor is the best option for serving the end-to-end market from Los Angeles to the San Francisco Bay Area. The third corridor alternative, the coastal corridor, was found to be better suited for service at speeds below those examined for this study. While the Phase 1 findings indicated that the coastal corridor does not support travel times fast enough to capture a significant share of the end-to-end market, the data did demonstrate that the intermediate markets within this corridor—popular tourist/recreational markets with sizable existing populations—might well be served by a slower, relatively inexpensive service that uses existing rail infrastructure at speeds well below 150 mph.

PHASE 2 EVALUATION

Objective

Phase 2 followed up on the Phase 1 evaluation by taking two of the three original alternatives—the I-5 and SR-99 corridors—and subjecting them to a comprehensive evaluation. Both corridors were better defined than they had been in Phase 1, with a greater number of segment possibilities—58 in all—and station locations identified. As part of the Phase 2 evaluation, a number of northern and southern mountain passes were analyzed along with urban alignments in the San Francisco Bay Area and several terminal locations in southern California (i.e., the LAX/Union Station comparison). The Phase 2 engineering analysis examined the 58 segment possibilities in greater detail than that expended in Phase 1 with regard to conceptual plan and profile drawings, capital costs, and operations and maintenance costs, while the environmental analysis conducted during this phase identified potential impacts and constraints using four categories: natural environment impacts; social and cultural resources impacts; land-use impacts; and engineering/environmental constraints. Based on the potential impacts or constraints discerned within each category, the corridors were ranked "high," "medium," and "low." Fig. 2 shows the corridors studied in Phase 2.

Approach/Methodology

Alignments in each of the statewide corridors were studied in accordance with horizontal and vertical alignment parameters for current HSR technology. These parameters were applied to the existing terrain in order to maximize the speed capabilities of the given technology as well as passenger comfort. Where possible, existing railway and highway corridors were followed to minimize tunneling and earthwork, which in turn helped minimize capital costs.

The alignments were initially determined using USGS and satellite imagery in a GIS environment. This placement was further refined using available maps and, in some cases, field research. Once the alignments were determined, a digital terrain model was produced along the alignments using USGS topographical information. This model was then used to determine the terrain profile along the segment. From this information, the vertical and horizontal alignments were optimized. Additional information regarding earthwork and tunneling was determined using these surface models.

The density of any urban areas that the alignment passed through, the number of grade crossings, and the terrain in a given area determined the elevation of the alignment through these areas. At several locations, it was found that the optimum vertical alignment was elevated through urban areas due to the density of at-grade crossings and space constraints. In areas where the existing grade crossings passed over the existing alignment, it appeared to be more feasible to add overcrossings or undercrossings in order to separate the grade crossings. In the interest of minimizing capital costs, these elevated segments were kept to a minimum. Plan and profile sheets were produced as a result of these studies.

Capital cost estimates were prepared for the Phase 2 alignments using a parametric approach in which the major cost elements are multiplied by a quantity to produce an estimate of total cost. For the purposes of this study, capital costs were categorized according to the following elements:

1. Alignment costs
   - Track and guideway items
   - Earthwork and related items
   - Structures, tunnels, and walls
   - Grade separations
   - Rail and utility relocation
2. System costs
   - Signaling and communications items
   - Electrification items
3. Passenger station costs
   - Passenger stations
   - Site development and parking
4. Right-of-way costs
5. Environmental impact mitigation costs
6. Vehicle costs
7. Support facility costs
8. Program implementation costs
   - Program and design management
   - Final design
   - Construction and procurement management
   - Agency costs
   - Force account costs
   - Risk management
   - Testing and prerevenue operations
9. Contingencies

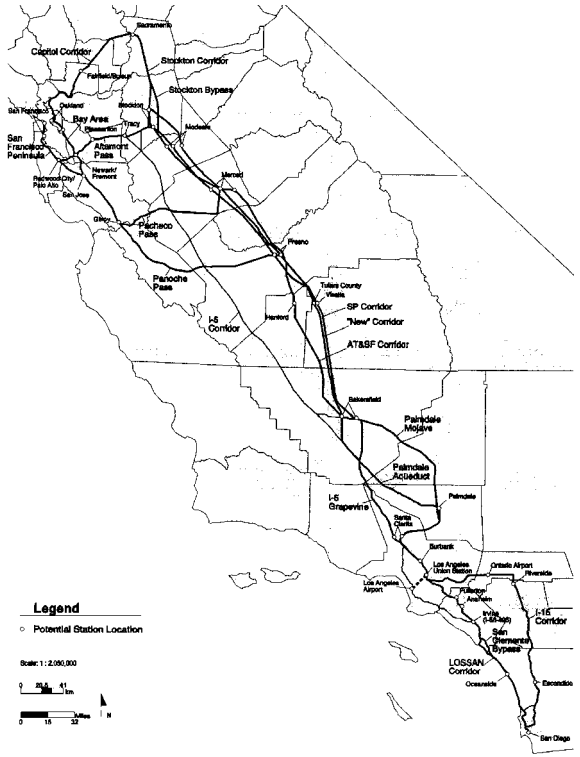

FIG. 2. Corridor Options: Phases 2 and 3

Operating scenarios, defined in terms of simplified daily statewide timetables, were used as the basis for estimating operating and maintenance costs between Los Angeles and the San Francisco Bay Area, including extensions to San Diego and Sacramento. Travel times were simulated in both express

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and local services for each route alternative. Operations and maintenance costs were estimated based on the conceptual operating plan.

The Phase 2 analysis also entailed the identification of environmentally sensitive resources in the segments, potential impacts, possible mitigation measures, required regulatory compliance, and estimates of conceptual mitigation costs.

Definition and Ranking of Corridor Alternatives

Phase 2 of the 1996 California "High Speed Rail Corridor Evaluation & Environmental Constraints Analysis" is a review of potential HSR segment alternatives between Los Angeles and the San Francisco Bay Area. A total of 58 segments were identified and analyzed. While the majority of these segments were contained in one of two corridors—the I-5 corridor and the SR-99 corridor—some segments were common to both and the analysis also examined some segments along U.S. Highway 101 (US-101). All 58 segments analyzed during Phase 2 of the evaluation were studied in greater detail than in Phase 1, particularly in terms of potential environmental and engineering constraints. However, the focus of Phase 2 remained the same as in Phase 1, namely to determine which segments were most capable of maximizing ridership, minimizing costs, and avoiding environmental constraints. The findings of the Phase 2 analyses are summarized as follows:

I-5 Corridor versus SR-99 Corridor

Most of the I-5 corridor (80%) was found to have high (very negative) impacts on wetlands and to threatened and endangered species. Approximately half (51%) of the segments within this corridor also ranked high for socioeconomic impacts/environmental justice, regulatory compliance, and mitigation costs. In comparison, a small percentage (12%) of the segments within the SR-99 corridor had high impacts to wetlands and threatened and endangered species. Approximately, 20% of the segments within this corridor also ranked high for socioeconomic impacts/environmental justice, regulatory compliance, and mitigation costs.

Capital and operating costs for both the I-5 and the SR-99 corridors are similar. However, the SR-99 corridor is estimated to be 4–15% more costly to build than the I-5 corridor. This is primarily due to the greater length of the SR-99 corridor and the increased cost of constructing a system in developed areas. Capital costs vary because each corridor includes alternative alignments.

Although the SR-99 corridor options are somewhat more costly than those for I-5, they are projected to have the highest ridership potential in addition to offering far better service to the growing Central Valley population as well as competitive service between the Los Angeles and San Francisco Bay Area metropolitan regions. Moreover, public testimony at IHSR Commission meetings, in public resolutions, and at public workshops indicates that the public overwhelmingly favors the SR-99 corridor. Therefore, it is apparent that focusing on alternative routes within this corridor would not only be the best use of limited HSR planning resources, but also help to build public support for HSR without precluding future HSR investment in the I-5 corridor.

Station Alternatives

The study assessed the potential locations of stations for the SR-99 alignment from Los Angeles to the San Francisco Bay area as well as extensions south to San Diego and north to Sacramento. Key HSR station service areas and station site location options were identified and the role and/or types of services afforded by the different service areas and alternative site locations were assessed. The opportunities for intermodal transportation connections to the candidate HSR stations were also identified. Fig. 2 shows the stations evaluated; it should be noted that not all of them will be incorporated into the final system configuration.

Two routes were studied into the Los Angeles area: one follows an existing rail corridor into Union Station in downtown Los Angeles, the other roughly follows Interstate 405 (I-405) to the Los Angeles International Airport along the coast. These routes are called Segment C-1 and Segment C-2, respectively. Segment C-1 ranked high (very negative) for socioeconomic impacts/environmental justice and low-moderate for all other potential environmental impacts. Segment C-2 ranked medium-high for land-use compatibility, visual and noise impacts, electromagnetic field (EMF), regulatory compliance, and mitigation costs. Capital costs were determined to be significantly higher for the Segment C-2 (LAX route) than for Segment C-1 (Union Station route) because of the former's length, proportion of aerial structures, and required reconstruction of the I-405. Segment C-1 has other advantages: the route will result in higher ridership and farebox revenues and lower capital, operating, and maintenance costs; has greater public support; and will facilitate future extensions to San Diego via Orange County or San Bernardino/Riverside.

Several options were examined for access to the Bay Area—a north-south route through San Jose and the East Bay; a route along the Peninsula to San Francisco; and a third option through Altamont Pass and the Livermore Valley, then either to Oakland, or across the Dumbarton Bridge, to downtown San Francisco. Of the segments comprising the San Jose to East Bay route, the southernmost segment received high rankings for seismic constraints and regulatory compliance. The Newark to Oakland route had no high impact rankings. Of the segments comprising the Newark to Redwood City to downtown San Francisco route, both received medium-high impact rankings for visual impacts, noise/vibration impacts, and EMF impacts. Finally, of the two segments comprising the San Jose to downtown San Francisco route, the southernmost segment had a high ranking for cultural resource impacts, visual impacts, noise/vibration impacts, EMF impacts, soils/slopes constraints, seismic constraints, and mitigation costs. In terms of costs, it was determined that capital costs would be significantly higher for the Peninsula route than for the East Bay alternative because the former is more narrowly configured, is more heavily developed, and requires a greater number of grade separations.

Northern Mountain Passes

In terms of environmental impacts, Altamont Pass received high negative rankings for wetland impacts and seismic constraints, regulatory compliance, and mitigation costs. Panoche Pass received high rankings for water resources/floodplain impacts, wetlands impacts, regulatory compliance and mitigation costs. Pacheco Pass received high rankings for water resources/floodplain impacts, wetlands impacts, soils/slopes constraints, regulatory compliance, and mitigation costs. In terms of cost, Altamont Pass is estimated to be the least costly option. Pacheco Pass will cost approximately 20% more than Altamont, while Panchoe Pass will cost approximately 55% more.

Southern Mountain Passes

The I-5 Pass via the Grapevine received high rankings for wetlands impacts, air quality, and regulatory compliance. The Mojave Pass and Aqueduct Pass both received low-moderate rankings. Capital costs were determined to be lowest for the I-5 Pass and highest for the Mojave Pass with Aqueduct Pass costs falling in between.

Phase 2 Conclusions

After being presented with the findings of the Phase 2 environmental and engineering evaluation, the IHSR Commission moved to focus further study on the SR-99 (Central Valley) corridor and postpone further action on the northern and southern mountain passes as well as a specific route to the San Francisco Bay area until additional data became available. The Commission also decided that Union Station would be the most effective Los Angeles terminal location, but concluded that the method for connecting the station at LAX with Union Station should be considered separately.

PHASE 3 EVALUATION

Objective

Phase 3 entailed the same level of effort and depth for the engineering and environmental analyses as Phase 2, but the Phase 3 focus was on the corridor extensions to Sacramento and San Diego. As with the Phase 2 corridors, each of the extension corridors was analyzed in terms of alignment feasibility, operations, capital costs, and environmental impacts.

Approach/Methodology

All environmentally sensitive resources in the area of the extension segments were analyzed to identify potential impacts and possible mitigation measures, determine required regulatory compliance, and estimate conceptual mitigation costs. The conceptual plan and profile drawings and capital cost estimates were prepared using the same methodologies described in Phase 2. The operational analysis was performed in conjunction with the analysis of the entire Los Angeles to San Francisco Bay Area HSR system to address the corridors on a systemwide basis with and without the extensions.

Definition and Ranking of Corridor Alternatives

A total of seven segments were analyzed—two for the Sacramento extension and five for the San Diego extension. In addition to these seven segments, three other alternatives were evaluated: the Stockton Bypass from Stockton to Sacramento, and two alternatives for San Diego, the San Clemente Bypass and the Los Penasquitos Canyon alternative. Each segment was analyzed separately regardless of its extension corridor association. Extension segment names and locations as well as alternative segments are discussed in the following section and illustrated in Fig. 2.

Sacramento Extension

The Stockton corridor, one of the alignment options evaluated for the Sacramento extension, is 19–34% less expensive than another option, the Oakland-Sacramento Capitol corridor. The variance in the cost of the Stockton corridor is dependent on whether existing rail right-of-way is used versus a new corridor that skirts the urban areas. The shorter length of the Stockton corridor and the fact that it has fewer physical constraints than the Capitol corridor account for Stockton's lower cost.

When compared in terms of environmental impacts, neither corridor has a clear advantage over the other. The Stockton-Sacramento segment received a high ranking for air quality, land-use compatibility, and regulatory compliance, while the Capital corridor ranked high for land-use compatibility and regulatory compliance. Overall, using either of these two corridors to extend HSR service from the San Francisco Bay Area to Sacramento will result in equal medium-to-low potential environmental impacts.

San Diego Extension

Five segments and two alternative routes for extending service from Los Angeles to San Diego were evaluated; of the five segments, three comprise the I-15 corridor. The evaluation indicated that the least expensive option to implement would be the LOSSAN corridor, which runs from Los Angeles to San Diego along I-5. That corridor would be 13–20% less expensive than the I-15 corridor depending on the alignment options in the Mission Valley and San Clemente area. This is primarily due to the shorter length of the LOSSAN corridor.

A segment of the LOSSAN corridor—the segment into San Diego—was the only one to receive a high ranking for engineering/environmental constraints. This same segment also received a medium-high ranking for soils/slopes, seismic constraints, hazardous materials/waste, regulatory compliance, and mitigation costs. All other segments received an overall low-medium ranking.

Environmental Conclusions

When compared to other intercity transportation modes, such as cars and airplanes, HSR offers significant environmental benefits: it is more energy efficient, causes less pollution, and has a better safety record. Nevertheless, it was necessary to examine how an HSR system will impact the environment and how any negative impacts can be mitigated. An environmental analysis was conducted to identify those environmental issues that could affect the system's feasibility, routing, and technology selection. This study produced an overview of environmental findings and major issues that will be critical to any future analyses of HSR options between Los Angeles and San Francisco with extensions to Sacramento and San Diego.

The environmental section of the California High Speed Rail Corridor Evaluation & Environmental Constraints Analysis" (1996) are not meant to take the place of an environmental impact report. Instead, these sections are intended to provide a plan-level assessment of issues and concerns—summarized in the following sections—that must be addressed in greater detail after a specific route alignment has been selected. It will then be necessary to prepare full environmental documentation in which impacts and mitigation measures are identified in compliance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA).

Natural Environment Impacts

The Palmdale-Mojave Pass and the Palmdale-Aqueduct Pass serve as connecting routes between Los Angeles and Bakersfield. Both were rated low to low-medium for natural environment impacts and are deserving of further analysis. Of the three passes evaluated as connecting routes between Fresno and the Bay Area, two—the Altamont Pass and the Pacheco Pass—received overall medium-high impact ratings for natural environment and they too deserve more detailed analysis.

Another segment that will require further investigation is the portion of the corridor along I-15 in Riverside and San Diego counties. Additional analysis is needed there to investigate the impacts to threatened and endangered species habitat, which comprises 11.89% (1,130 acres) of the total acreage (9,500 acres) within this segment.

Social/Cultural Resources Impacts

Further investigation of socioeconomic and cultural resources are required to investigate the displacements and impacts on low income and minority areas between Los Angeles and San Diego via Riverside. Because there are only 157 mi

Submission P020 (Steve (Martin) Weil, August 20, 2012) - Continued

in this segment, the overall impacts by percentage may not be that great.

Land Use Impacts

Vibration and electromagnetic fields along the coastal (I-5) and inland (I-15) routes from Los Angeles to San Diego require additional study as do the impacts to visual quality along the coastal areas in Orange and San Diego counties. As an alternative to high-impact areas along this segment, a brief analysis of a San Clemente Bypass tunnel has been done, but the level of detail in this analysis is not sufficient to preclude a more detailed evaluation encompassing not only the bypass tunnel, but the coastal route as well.

Engineering/Environmental Constraints

Seismic and hazardous materials and waste constraints along the I-15 corridor inland route between Los Angeles and San Diego need to be further investigated.

Engineering Conclusions

Alignments were studied in each of the statewide corridors in accordance with current HSR design parameters. These parameters were applied to the existing terrain in order to maximize both the speed capabilities of a given technology group and the passenger comfort. Where possible, existing railway and highway corridors were followed to minimize tunneling, earthwork, right-of-way, and environmental impacts—all of which ultimately influence capital costs.

One of the factors affecting HSR design parameters is passenger comfort standards, which dictate that steeper grades require longer vertical curves that tend to flatten the alignment, sometimes negating the effect of the steeper grades. But somewhat surprisingly, there is little opportunity to use grades over 5% throughout the California HSR corridors. While the terrain does feature some steep slopes, they generally are not long enough to fit the steeper grades with associated vertical curve lengths. Moreover, there is a practical limit to the grades used to maintain reasonable heights above the ground on the approach to either side of a high point.

The initial alignments were configured using USGS and satellite imagery in a GIS environment. After draft horizontal alignments were determined, USGS topographical information was used to produce a digital terrain model. This model was the primary tool for determining the terrain profile along each alignment segment; the model also generated additional data pertaining to the need for earthwork and tunneling. The vertical and horizontal alignments were further refined based on constraints mapping, aerial photography, other planned transportation improvements, and field reconnaissance.

Vertical alignment was largely determined by the terrain in concert with the density of the adjacent land use and the number of grade crossings required through these areas. Within several segments in urban areas, right-of-way constraints and the density of at-grade crossings prompted a recommendation for utilizing an elevated alignment. However, the recommendation to use an elevated alignment was restricted only to segments containing numerous grade crossings in order to minimize capital costs.

Plan and profile sheets were produced with a plan view on each sheet showing a geographical map, station locations, and the horizontal alignment. The profile portion of the sheet shows the existing terrain profile, the vertical alignment, station locations, and grade-crossing call outs.

Capital Costs

Capital costs estimates were prepared for the various alignment scenarios between Los Angeles and the San Francisco Bay Area as well as the extensions to San Diego and Sacramento. These estimates were calculated using a parametric approach in which the major cost elements are multiplied by a quantity to produce an estimate of total cost. In many cases, simplifying assumptions and additional estimating procedures were applied to account for uncertainties at this preliminary level of study. The total capital cost for each complete alignment scenario included allowances for vehicles, support facilities, design, construction management, and contingencies.

Table 2 presents a summary of the capital costs estimated for HSR system alternatives. The estimates reflect current (1996) dollars. No allowance has been made in this report for escalation of the capital costs to the year of construction. In general, capital costs in California compare well with costs estimated for other HSR corridors in the nation. Other studies suggest that a reasonable range of HSR construction costs would be between $10,000,000 and 45,000,000 depending on factors such as terrain, type and intensity of land use, geologic conditions, availability of right-of-way, and local construction methods and labor costs.

Costs in California tend to be at the upper end of the range because of seismic design issues and the higher costs of the state's construction industry. Average costs per mile for corridors in the state range from $13,900,000/mi for relatively simple construction in the flat sparsely developed central valley to $58,600,000/mi for very difficult construction on the congested San Francisco Bay Peninsula. Capital costs also differ depending on the technology selected. Infrastructure costs give a good indication of system cost differences. In California, infrastructure costs for HS and VHS should be about the same because the state's existing rail corridors have not been substantially improved and shared use of the existing facilities will require major renovations. Infrastructure costs for Maglev should be moderately to significantly higher than those for HS or VHS. The higher cost results primarily from Maglev's more expensive system elements (items related to guideways, signals, communications, and electrification).

TABLE 2. Capital Cost Summary

Technology (1)	Los Angeles–San Francisco Bay Area (billion dollars) (2)	Sacramento–San Diego (billion dollars) (3)
HS/VHS	11.0–16.5	17.2–24.9
Maglev	15.8–21.4	24.2–32.8

Note: Costs in 1996 dollars; ranges depend on route options and alignment variations.

TABLE 3. Operations Summary

	Express Travel Time			Annual Operations and Maintenance Costs	
Technology (1)	Los Angeles–San Francisco Bay Area (h:min) (2)	Sacramento–San Diego (h:min) (3)		Los Angeles–San Francisco Bay Area (dollars) (4)	Sacramento–San Diego (dollars) (5)
HS	3:25	4:59		228,000,000–248,000,000	351,000,000–368,000,000
VHS	2:42	4:15		228,000,000–248,000,000	351,000,000–368,000,000
Maglev	1:57	3:13		232,000,000–252,000,000	358,000,000–375,000,000

Note: Costs in 1996 dollars; ranges depend on route options and alignment variations.

Operations and Maintenance

Operating scenarios, defined in terms of simplified daily statewide timetables, are used as the basis for estimating operating and maintenance costs between Los Angeles and the San Francisco Bay Area, including extensions to San Diego and Sacramento. Travel times were simulated in both express and local services for each route alternative. These times, together with operations and maintenance costs, are summarized in Table 3.

APPENDIX. REFERENCES

"High speed rail corridor evaluation & environmental constraints analysis." (1996). *Final Rep. Prepared for California Intercity High Speed Rail Commission*, Parsons Brinckerhoff/Jenkins, Gales & Martinez, Inc., Calif.

"Independent ridership and passenger revenue projections for high speed rail alternatives in California." (1996). *Rep. Prepared for California Intercity High Speed Rail Commission*, Charles River Associates, Boston, Mass.

Response to Submission P020 (Steve (Martin) Weil, August 20, 2012)

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Refer to Standard Response FB-Response-GENERAL-02, FB-Response-GENERAL-17.

Use of the I-5 corridor would also encourage sprawl development, which is the opposite of what the HST system is intended to achieve, and which was opposed by numerous agencies, including the U.S. Environmental Protection Agency (USEPA). Please refer to Fresno to Bakersfield Final EIR/EIS, Sections 2.3 and 2.4, Potential Alternatives Considered during Alternatives Screening Process, and Alignment, Station, and Heavy Maintenance Facility Alternatives Evaluated in this Project EIR/EIS, respectively, for more detail.

Attachment to Submission P020 (Steve (Martin) Weil, August 20, 2012) - High_Speed_Rail_I-5_LA_Times_07-09-12.pdf

High-speed rail officials rebuffed proposal from French railway

The French railway recommended that the state build the rail line along the Interstate 5 corridor and partner with it or another foreign firm to hold down costs.

The state Senate has approved $8 billion to get construction underway on California's high-speed rail system. (European Pressphoto Agency / July 13, 2012)

Los Angeles Times

By Dan Weikel and Ralph Vartabedian, Los Angeles Times

July 9, 2012

As state officials accelerated their effort to design a high-speed rail system in 2010, they were approached by the renowned French national railway with a suggestion: The project could use the help of an experienced bullet train operator.

Until the end of last year, SNCF, the developer of one of the world's most successful high-speed rail systems, proposed that the state use competitive bidding to partner with it or another foreign operator rather than rely on construction engineers to design a sophisticated network for 200-mph trains.

The approach, the French company said, would help the California High-Speed Rail Authority identify a profitable route, hold down building costs, develop realistic ridership forecasts and attract private investors — a requirement of a $9-billion bond measure approved by voters in 2008.

But SNCF couldn't get its ideas — including considering a more direct north-south route along the Central Valley's Interstate 5 corridor — out of the station.

Instead, the rail authority continued to concentrate planning in the hands of Parsons Brinckerhoff, a giant New York City-based engineering and construction management firm. Although they have occasionally consulted with high-speed railways, officials decided that hiring an experienced operator and seeking private investors would have to wait until after the $68-billion system was partially built. Last week, the state Senate approved — by a single vote — $8 billion to get construction underway.

"It's like California is trying to design and build a Boeing 747 instead of going out and buying one," said Dan McNamara, a civil engineer who worked for SNCF's U.S. affiliate. "There are lots of questions about the Parsons Brinckerhoff plan. The capital costs are way too high, and the route has been politically gerrymandered."

Under the authority's management, cost and ridership estimates have fluctuated wildly. The project's ability to lure private investors remains uncertain, the route through the eastern Central Valley has ignited a legal war with the agricultural industry and some experienced operators, such as the Central Japan Railway Co., have lost interest in the project.

The Japanese firm, which runs the famous Shinkansen bullet train, turned its attention elsewhere when the authority decided to save money by sharing track in major urban areas with freight and passenger trains.

Dan Richard, chairman of the rail authority board, declined to answer specific questions about SNCF's proposal or critiques of the project. In a statement, however, he dismissed the railway's ideas.

"Our business plan is predicated on having private operations after the initial system is built," Richard said. "Turning the design of the system over to a private operator would have been a bad financial move for California taxpayers. SNCF's proposal was self-serving and not in the public interest."

Will Kempton, chief executive of the Orange County Transportation Authority and

Attachment to Submission P020 (Steve (Martin) Weil, August 20, 2012) - High_Speed_Rail_I-5_LA_Times_07-09-12.pdf - Continued

chairman of the rail authority's peer review panel, said, however, that he was impressed with SNCF's ideas.

"It would make sense to get the operators involved early in the process, so the operator can have input in the construction and design," Kempton said.

SNCF built and operates the Train a Grande Vitesse system, or TGV, with 1,100 miles of track handling 800 high-speed trains a day. It carried about 114.5 million passengers in 2010 and has made an operating profit annually.

When the French firm showed interest in developing California's system, the eastern Central Valley route had largely been set, decided in 1995 long before the full cost of construction was understood.

Political experts say the route was pushed by politicians from the eastern Central Valley who were instrumental in initiating and funding the project and were later backed by then-House Speaker Nancy Pelosi. Bypassing Fresno, the state's fifth-largest city, would have been a deal-killer, the experts said.

"If you went up the I-5, you'd get a lot of votes from the cows in Coalinga," said Richard Katz, a member of the L.A. County Metropolitan Transportation Authority board and a former high-speed rail authority board member.

SNCF officials said that if they were hired they would propose running the bullet train along Interstate 5 through the Central Valley and then linking to San Francisco.

McNamara said the I-5 route would have been the shortest, fastest and lowest-cost alignment, with a price tag of about $38 billion — sharply less than the rail authority's current route, which has been estimated at various times to cost $34 billion, $43 billion, $98 billion and now $68 billion.

According to SNCF, the I-5 route could use state-owned right of way or utility easements, reducing conflicts with property owners.

The railway's initial analysis indicated that the I-5 route might also be 20 minutes faster. By law, the bullet train must make the L.A. to Bay Area trip in less than 2 hours, 40 minutes, though internal authority documents raise serious questions about whether the current route can meet that mandate.

In the French view, fast service between the state's mega-regions would provide most of the riders and lead to the system's ultimate success. The French contended that rail service to Fresno, Bakersfield and Palmdale could be accomplished with branch lines linked to the I-5 route and regional commuter service, such as Metrolink.

Instead, the high-speed rail alignment goes through Gilroy, Fresno, Bakersfield and Palmdale, which accounts for much of the project's 190 miles of viaducts and 48 miles of tunnels. State officials say the present route has more ridership potential and fewer construction complications than an I-5 path, though they concede it would be slower and cost more.

From 2010 to November 2011, SNCF officials briefed California legislators and transportation agencies. They met with rail authority board members and two chief executives, Mehdi Morshed and Roelof Van Ark, both of whom have since left. The company's message was blunt.

"Simply put, the California High-Speed Rail Authority has a wish list, not a plan," an SNCF presentation stated. "This lack of an investment-grade business plan is a deadly defect, particularly in a project that by law cannot rely on government subsidies for its operation and maintenance."

According to the railway's proposal, an experienced operator would be hired to help with initial planning. If a decision was made to proceed further, the operator would be retained to help with final design and construction with the intent of eventually running the system — an idea that was well received by some California officials.

"The longer we wait to have private-sector involvement, the less we can transfer the risk," said state Sen. Alan Lowenthal(D-Long Beach), who heads a special committee that oversees the bullet train project. Private operators "are not going to accept the risk if [state officials] decide everything. That's why I was intrigued by their proposals early on."

Though he urged Van Ark to listen to the French, Lowenthal said the chief executive rejected SNCF's ideas. "He is a technocrat," Lowenthal said. "I don't think he understood that we were accepting all the risk. He was just there to build it."

Van Ark could not be reached for comment.

Julien de Hornay, the former president of SNCF America Inc., said he never knew why Van Ark turned down the company's proposals.

SNCF no longer wants a role in the project, its enthusiasm extinguished as the proposal became increasingly controversial, opposition mounted in the Central Valley and company officials learned that the political establishment would not be flexible on the alignment.

"The French are not interested right now because of what they have seen," McNamara said. "They don't think it is a feasible project the way it is currently designed."

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Submission P021 (Steven Weil, August 29, 2012)

the things that has been so important lately especially with Chairman Richard coming on and Mr. Morales coming on, is inclusiveness that we have felt here in Fresno and hopefully in the Central Valley where this is beginning, is that we want to be a part of this process, we want to have a say so, and they certainly have made that available to us.

So in going forward we want to continue that process and make sure we are involved as this goes forward. And thank you all for all the work that you are doing.

MR. MORALES: Thank you, Ms. Eager.

Next speaker, Steven Weil.

MR. WEIL: My name is Steve Weil. I'm speaking as an individual on my own behalf. The purpose of my -- we're on three minute limit, okay. My comments would be directed at the issue of whether or not a trunk branch route design was ever considered by the Authority or included in any analysis. As you all may be aware about three or four weeks ago there was an article in the LA Times newspaper which described how French rail experts spent about a year in California trying to persuade the Authority and members of the legislator to look at a trunk system serving the Bay Area in LA along the I-5 corridor with branches to Bakersfield and Fresno

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and other city's. As a more sustainable competitive and fiscally responsible and environmentally sustainable route design. And that's particularly true of recent technology advances such as AGV, which allowed for efficient branching and route design based on branching.

The Authority responded to that including Chairman Richard by telling the public and the press that they had actually studied all that. And that they had already been completed, and everyone was fully aware of it. And then to kind of confirm that the consultants and folks writing this CEQA documents made a statement in the revised EIR that the concept of linking was considered at the program level but dismissed and they described why it was dismissed. So apparently what's being represented in the revised documents of supplemental EIS was that this concept was vented at the programatic level, which would have been the 2005 program level EIR. So then you go to that document, and there's an exert from the Interstate 5 corridor section C Sacramento to Bakersfield California High Speed Rail Final Program EIR/EIS and all you find in relation to this particular issue is this exact same statement. There is no independent bedding of the issue. There is no independent analysis. There is nothing except the same statement, which I highlight here, the commission

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Submission P021 (Steven Weil, August 29, 2012) - Continued

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did consider linking etc, etc, etc. It's a virtual identical statement.

What I said is that basically, when you follow the direction of the current EIR document and you go to the 2005 programatic document, what you find is the identical statement without any additional substantial evidence or supporting information, which is simply an inconclusionary statement that in turn refers to an earlier document.

So what you do instead of having an independent evaluation in 2005, you have an earlier document referenced, which purportedly studied spur lines to the Valley from I5. So now, instead of being able to utilize the CEQA documents, we're being asked to locate and analyze an earlier document. Well, then, you do that, of course, it's impossible to do that because it's not on the agency website. It's nowhere to be found except in one obscure civil engineering journal and you will you have to pay $30 to get a copy of it.

So you download that, and get a copy of it, and it was authorized by three professional civil engineers including, interestingly enough, Mr. Levin, who was the previous director of the commission and this is a document commissioned by the predecessor agency to the authority which is the high speed rail comission,

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which was operated in the late '90's and this document that is being referred to in every single CEQA document that you guys have put together since then. Every single document goes back to this document. This document does not in any way, shape, or form in any manner or means whatsoever study spur lines from the I5.

It does not -- it does not even consider that possibility. It does not do it. It's not in here. The study was never done. The statement and current document is inaccurate, misleading and is either intentionally so or done so without anyone ever having gone back to read this document.

No one can construe this document as being a study of spur lines to Fresno and Bakersfield to I5. It simply doesn't do it. It doesn't do it for many reasons. One of which is technology at that time, wasn't available to do it.

Since then the French have developed AGV and that's been spread all over the world. So you have the very, very efficient capacity now to serve branch systems with the AGV technology, which was not available in the late '90's. So it's understandable why Mr. Levits report did not study that. But the fact is, that he didn't study it. So your representation that it was studied it is false, incorrect, and hopefully not

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Submission P021 (Steven Weil, August 29, 2012) - Continued

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deliberately incorrect.
So I think it has to be, you know, this simply cannot stand. You cannot have an inaccurate, false statement on a major issue like this in the CEQA document.
Thank you.
MR. MORALES: Thank you, Mr. Weil.
Okay, we will break for 15 minutes or until six o'clock or assuming we have additional speakers at that point.
Thank you.
(Whereupon, a short break was taken.)
MR. MORALES: Okay. We have some speaker requests.
Ms. Andranigian. You have two cards. Do you want to go and then --
MS. ANDRANIGIAN: Whichever you want. Can I do both consecutively?
I just won't talk fast one is for my mom, Rochelle. She wasn't able to be here.
MR. MORALES: Whatever works for you.
MS. ANDRANIGIAN: Good evening, Ms. Hurd, Ms. Perez, Mr. Valenstein, Mr. Morales and Mr. Abercrombie.
Hello, again. My name is Shelli

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Response to Submission P021 (Steven Weil, August 29, 2012)

P021-1

Refer to Standard Response FB-Response-GENERAL-02.

Yes, the concept of linking the Interstate 5 (I-5) corridor to Fresno and Bakersfield with spur lines was considered at the program level, but dismissed because it would add considerably to the I-5 corridor capital costs and would still have the same lower ridership figures. Use of the I-5 corridor would also encourage sprawl development, which is the opposite of what the HST System is intended to achieve and which was opposed by numerous agencies, including the U.S. Environmental Protection Agency (EPA). Please refer to Section 2.3, Potential Alternatives Considered during Alternatives Screening Process, and Section and 2.4, Alignment, Station, and Heavy Maintenance Facility Alternatives Evaluated in this Project EIR/EIS, of the Final EIR/EIS for more detail.

P021-2

Refer to Standard Response FB-Response-GENERAL-02.

Yes, the concept of linking the Interstate 5 (I-5) corridor to Fresno and Bakersfield with spur lines was considered at the program level, but dismissed because it would add considerably to the I-5 corridor capital costs and would still have the same lower ridership figures. Use of the I-5 corridor would also encourage sprawl development, which is the opposite of what the HST System is intended to achieve and which was opposed by numerous agencies, including the U.S. Environmental Protection Agency (EPA). Please refer to Section 2.3, Potential Alternatives Considered during Alternatives Screening Process, and Section 2.4, Alignment, Station, and Heavy Maintenance Facility Alternatives Evaluated in this Project EIR/EIS, of the Final EIR/EIS for more detail.

P021-3

Refer to Standard Response FB-Response-GENERAL-02.

Submission P022 (Eduardo Zaragoza, August 29, 2012)

CALIFORNIA High-Speed Rail Authority

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Fresno Hearing

Comment Card
Tarjeta de Commentarios

Fresno to Bakersfield High-Speed Train Section
Revised Draft Environmental Impact Report/ Supplemental Draft Environmental Impact Statement (Revised Draft EIR/Supplemental Draft EIS)

La Sección de Fresno a Bakersfield del Tren de Alta Velocidad
Proyecto Revisado de Informe de Impacto Ambiental/ Declaración de Impacto Ambiental Proyecto Suplementario (Proyecto Revisado EIR/Proyecto Suplementario EIS)

Please submit your completed comment card at the end of the meeting, or mail to:
Fresno to Bakersfield Revised Draft EIR/Supplemental Draft EIS Comment, 770 L Street, Suite 800, Sacramento, CA 95814

Por favor entregue su tarjeta completada al final de la reunión, o envíela por correo a la siguiente dirección:

P022-1,2

Extended comment period for Fresno to Bakersfield High Speed Train Revised Draft EIR/Supplemental Draft EIS: **July 20 – October 19**

T…tember 20, …ronically, or …r 20, 2012.

El periodo de comentario es del 20 de Julio al 20 de Septiembre del 2012. Los comentarios tienen que ser recibidos electrónicamente, o matasellados, el o antes del 20 de Septiembre del 2012.

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(Use additional pages if needed/Usar paginas adicionales si es necesario)

As I look Through The Documents of the Revised Draft EIR/Supplemental Draft EIS, I Know That This state NEEDS a High speed train since other Countries have Them. We shouldnt be left behind should we. We are a large state and a train of This Kind would increase so many Things. I would love to see This come into Reality here but, I also Know with every thing. There are some hardships to people, but The good of The many out weigh sometimes The good of The Few in The long run. The only Thing I hope is That The peoples houses who are going to be taken away be helped till They Can have another home to live in. Also The Business Dont Just Disappear and Never be seen again. These are my Thoughts on This so far. Thank you for Reading This, if any, you do or Can. I write horribly.

Response to Submission P022 (Eduardo Zaragoza, August 29, 2012)

P022-1

Refer to Standard Response FB-Response-SO-01.

See EIR/EIS Volume I Section 3.12 Impact SO #10 for residential displacements. For more information on the property acquisition and compensation process see Volume II Technical Appendix 3.12-A. FB-Response-SO-01 addresses business relocation as well as the relocation residential displacements.

P022-2

Refer to Standard Response FB-Response-SO-03.