

Drozd, Doug@HSR

From: donotreply@pbcommentsense.com
Sent: Wednesday, January 10, 2018 6:14 AM
To: HSR boardmembers@HSR
Subject: California High-Speed Train Comment

Follow Up Flag: Follow up
Flag Status: Flagged

Submission via California High-Speed Authority's Contact Form:

First Name: Janet
Last Name: Conway
Contact Category: Board of Directors
Interest As: Individual
Organization:
Title:
Email Address: Hobbsconway@yahoo.com
Telephone: 6197565136
City: Palm Desert
State: CA
County:
Zip Code: 92260

Message:

Suggestion (its a good one). Giving naming rights or offer sponsorship to companies to run train cars. Example: Disney cars could include Disney characters, the ability to sell Disney tickets, arrange Disney shuttle, check guests into rooms etc. Apple car could have Apple products, mini-store, product support. Cisco cars could have conferencing seats. Individuals would pay extra to be in cars, companies would pay extra for hours of focused attention on their company.

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Please note this record is also saved in PBCommentSense Board Corridor as record #398.
<https://cahsr.pbcommentsense.com/pbcs/submission/edit.aspx?id=29334&projectID=28>

Drozd, Doug@HSR

From: MICHAEL TURNIPSEED <m.turnipseed@prodigy.net>
Sent: Thursday, January 11, 2018 9:55 PM
To: Richard, Dan@HSR; stephanie.perez@dot.gov; HSR boardmembers@HSR; HSR fresno_bakersfield@HSR; Nungesser, Lisa(PB)@HSR
Subject: Response to the Fresno to Bakersfield Locally Generated Alignment draft EIR/EIS.

Follow Up Flag: Follow up
Flag Status: Flagged

January 11, 2018

Dan Richard - danrichard@mac.com
Stephanie Perez - stephanie.perez@dot.gov
Board - boardmembers@hsr.ca.gov
Fresno/Bakersfield Team - fresno_bakersfield@hsr.ca.gov
Lisa Nungesser - lisa.nungesser@hsr.ca.gov

Dear Chairman Richard and Ms. Perez,

I am writing to provide formal comments in response to the Fresno to Bakersfield Locally Generated Alignment draft EIR/EIS. As a longtime Kern County resident and business owner, I feel that the success or failure of this project will have a huge impact on the place I call home. As a result, I am really hoping that this project is very successful.

With respect to the draft EIR/EIS, my position can be summarized as follows: I support the May 2014 Project (known as the hybrid alignment) with a station at Truxtun Avenue and oppose the Locally Generated Alignment. If the Locally Generated Alignment is ultimately selected, I would like the station location at a location other than F Street and Golden State Avenue (preferably in Old Town Kern in the vicinity of Sumner Street between Beale and Baker).

1) First, I am concerned about the lack of an intermodal rail connection with the existing San Joaquin Amtrak. As a frequent Amtrak rider, I recognize the importance of multi-modal connections. Recognized as a high-speed rail best practice, California is actively building and expanding intermodal rail stations in San Francisco, San Jose, Los Angeles, and Anaheim that will serve as critical transfer points and offer feeder rail services for the high-speed rail system. It is critical that the multimodal rail connection linking the Hybrid alignment and high-speed rail station with the Bakersfield Amtrak be preserved. We know from all international best practices that there is a synergistic network effect when combine rail systems into a common intermodal station and that the ridership and economic activity generated from these intermodal connections are greater than the sum of their individual parts.

I also support the Hybrid alignment and the Truxtun Station because it is located within walking distance of the downtown area including multiple hotels, the convention center, Rabobank Arena, many government office buildings, a federal courthouse, the Maya Theater complex, Bakersfield's Ice Center,

and McMurtrey Aquatic Center. The Mill Creek Linear Park, an active transportation facility linking to the Truxtun Station site further enhances its walk- and bike -ability. The Truxtun site, with access to the Truxtun and California corridors also provides convenient multimodal access to the Downtown and California Corridor office and financial districts. Together, these two districts account for approximately two thirds of Bakersfield metro's office space. It is clear that the Truxtun Station site offers the best opportunity for transit oriented development and to serve as a catalyst for economic development for the Bakersfield metropolitan region.

2) Second, I am concerned about the significant distance and lack of walkability between the F Street Station and downtown destinations. An F Street Station is very far from Bakersfield's downtown core. Unlike the Truxtun Station which prioritizes active and public transportation modes, the F Street Station site by location and design prioritizes auto mobility with a park-and-ride setup that is surrounded by parking, overpasses, interchanges, and taxi/Transportation Network Company loading zones. To say that the F Street station is an auto-oriented concrete jungle is an understatement.

In light of #1 and #2, the impacts of vehicular and motorized traffic connecting between an F Street Station and Amtrak, the Convention Center, and Rabobank Arena have not been (and must be) studied. The F Street Station placement not only results in a distant, less convenient, auto-oriented station location, it is also not walkable to large regional downtown convention and sporting facilities. Traffic between F Street and Rabobank Arena, the Convention Center, and Amtrak will add traffic congestion downtown and air emissions in the San Joaquin Valley.

3) Third, I am concerned about the adverse impacts the locally generated alignment will have on Old Town Kern with an elevated viaduct over Sumner Street. Old Town Kern represents a critical historic yet struggling low-income community that will forever be changed if an elevated viaduct bisects this vestige of Kern County history. The Hybrid alignment was far less destructive passing to the South of this neighborhood rather than through it.

4) With that being said, if LGA is selected as the final alignment, I would strongly urge the CHSRA and FRA to place the Bakersfield Station in Old Town Kern and not at F Street. Placing the station between Baker and Beale streets in Old Town would mitigate the adverse impacts of the elevated viaduct bisecting this neighborhood and allow for an intermodal rail connection where the BNSF railroad tracks converge with the LGA alignment. This would allow for a second Amtrak connect at an Old Town Kern high-speed rail station allowing a cross platform transfer. This would be similar to the Amtrak's Capitol Corridor which has two stations, one at Jack London Square and a second station at the Oakland Colosseum/Airport.

5) Additionally, I am concerned about the the methodology used to develop this draft EIR/EIS and numerous statements that mischaracterize both the Hybrid and LGA alignments. Having reviewed the draft EIR/EIS, it is clear that the Shafter Heavy Maintenance Facility (East) as well as a large oil field were included in the May 2014 Project (Hybrid alignment) footprint. In doing so, this draft EIR/EIS incorrectly overstates the impacts of the Hybrid alignment. Additionally, the draft EIR/EIS states that the LGA follows existing transportation corridors whereas the Hybrid does not. This is incorrect. The Hybrid alignment follows a longstanding BNSF railroad corridor. While the LGA follows the Union Pacific Corridor, it has to cross through approximately 6 miles of farmland to switch between railroad corridors. To state or infer repeatedly in the document that the Hybrid does not follow existing rail corridors whereas LGA does, is factually incorrect.

Indeed, by any objective measure, the Bakersfield F Street Station Alternative is contrary to high-speed rail best practices, bad for Kern County, and not locally preferred.

Thank you for considering these comments.

Michael Turnipseed
661-203-2174
m.turnipseed@prodigy.net

Droz, Doug@HSR

From: Laura Q. Epps <lqepps@yahoo.com>
Sent: Friday, January 12, 2018 9:09 PM
To: stephanie.perez@dot.gov; HSR boardmembers@HSR; HSR fresno_bakersfield@HSR; Nungesser, Lisa(PB)@HSR
Subject: Alignment of draft EIR/EIS

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Chairman Richard and Ms. Perez,

I am writing to provide formal comments in response to the Fresno to Bakersfield Locally Generated Alignment draft EIR/EIS. As a longtime Westchester Rivera resident, the Locally Generated Alignment, if built, will have a huge impact on the place I call home.

With respect to the draft EIR/EIS, my position can be summarized as follows: I support the May 2014 Project (known as the hybrid alignment) with a station at Truxtun Avenue and oppose the Locally Generated Alignment. If the Locally Generated Alignment is ultimately selected, I would like the station location at a location other than F Street and Golden State Avenue (preferably in Old Town Kern in the vicinity of Sumner Street between Beale and Baker).

The Hybrid alignment/Truxtun Station simply makes more sense. The Hybrid alignment has a multi-modal connection with Amtrak and is located within walking distance of the downtown area including multiple hotels, the convention center, Rabobank Arena, many government office buildings, a federal courthouse, the Maya Theater complex, Bakersfield's Ice Center, and McMurtrey Aquatic Center. I am also concerned about the significant distance and lack of walkability between the F Street Station and downtown destinations. Westchester is a residential neighborhood and our local business district on F Street doesn't need any more traffic. The F Street Station is an incompatible use given the close proximity of the predominantly single family Westchester Rivera neighborhood.

I am also concerned about the adverse impacts the locally generated alignment will have on Old Town Kern with elevated tracks over Sumner Street. Old Town Kern represents an important historic community whose character must be preserved and protected. The Hybrid alignment was far less destructive passing to the South of this neighborhood rather than through it.

If LGA is selected, I would like the Federal Railroad Administration to consider a station in Old Town Kern. We don't want a station at F Street and Golden State Avenue and a station in Old Town Kern would be better for our community. Of course, my preference is first and foremost for the Truxtun Station next to Amtrak.

Thank you for considering these comments.

Sent from Yahoo Mail for iPad

Drozd, Doug@HSR

From: donotreply@pbcommentsense.com
Sent: Tuesday, January 16, 2018 1:29 PM
To: HSR boardmembers@HSR
Subject: California High-Speed Train Comment

Follow Up Flag: Follow up
Flag Status: Flagged

Submission via California High-Speed Authority's Contact Form:

First Name: Christal
Last Name: Dolan
Contact Category: Board of Directors
Interest As: Local Agency
Organization: None
Title: Resident
Email Address: irelandchristal@gmail.com
Telephone: 6615678143
City: Bakersfield
State: CA
County: CALIFORNIA
Zip Code: 93304

Message:
TRUXTON AVE is the perfect location for people and businesses.

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Please note this record is also saved in PBCommentSense Board Corridor as record #399.
<https://cahsr.pbcommentsense.com/pbcs/submission/edit.aspx?id=29420&projectID=28>

Drozdz, Doug@HSR

From: donotreply@pbcommentsense.com
Sent: Tuesday, January 16, 2018 5:46 PM
To: HSR boardmembers@HSR
Subject: California High-Speed Train Comment

Follow Up Flag: Follow up
Flag Status: Flagged

Submission via California High-Speed Authority's Contact Form:

First Name: Ken
Last Name: Ballou
Contact Category: Board of Directors
Interest As: Individual
Organization:
Title:
Email Address: Kballou68@icloud.com
Telephone:
City: Wasco
State: CA
County: Kern
Zip Code: 93280

Message:

The Bakersfield station location would be best served at the Truxtun Ave location.

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Please note this record is also saved in PBCommentSense Board Corridor as record #400.
<https://cahsr.pbcommentsense.com/pbcs/submission/edit.aspx?id=29477&projectID=28>

Drozdz, Doug@HSR

From: donotreply@pbcommentsense.com
Sent: Tuesday, January 16, 2018 6:06 PM
To: HSR boardmembers@HSR
Subject: California High-Speed Train Comment

Follow Up Flag: Follow up
Flag Status: Flagged

Submission via California High-Speed Authority's Contact Form:

First Name: Steve
Last Name: Silvius
Contact Category: Board of Directors
Interest As: Individual
Organization: Silvius Construction Specialties
Title: Partner
Email Address: ssilvius@sbcglobal.net
Telephone: 6614962732
City: Bakersfield
State: CA
County: Kern
Zip Code: 93314

Message:

Greetings all,
I would like to voice my concern regarding the realignment of the HSR from Fresno to Bakersfield specifically the north of the city alignment. The HSR should be aligned with Truxtun Ave the center of downtown just like the alignment of the Downtown Fresno. Elevate it just like Fresno.
Thank you
Steve Silvius

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Please note this record is also saved in PBCCommentSense Board Corridor as record #401.
<https://cahsr.pbcommentsense.com/pbcs/submission/edit.aspx?id=29478&projectID=28>

Drozd, Doug@HSR

From: donotreply@pbcommentsense.com
Sent: Tuesday, January 16, 2018 7:36 PM
To: HSR boardmembers@HSR
Subject: California High-Speed Train Comment

Follow Up Flag: Follow up
Flag Status: Flagged

Submission via California High-Speed Authority's Contact Form:

First Name: David
Last Name: Mccarthy
Contact Category: Board of Directors
Interest As: Individual
Organization:
Title:
Email Address: Dmccarthy62@att.net
Telephone:
City:
State: CA
County:
Zip Code: 93312

Message:
I would like to see the station in bakersfield on Truxtun

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Please note this record is also saved in PBCommentSense Board Corridor as record #402.
<https://cahsr.pbcommentsense.com/pbcs/submission/edit.aspx?id=29480&projectID=28>

Drozd, Doug@HSR

From: donotreply@pbcommentsense.com
Sent: Tuesday, January 16, 2018 8:09 PM
To: HSR boardmembers@HSR
Subject: California High-Speed Train Comment

Follow Up Flag: Follow up
Flag Status: Flagged

Submission via California High-Speed Authority's Contact Form:

First Name: Ted
Last Name: Stanfield
Contact Category: Board of Directors
Interest As: Individual
Organization:
Title:
Email Address: lwantabikesobad@gmail.com
Telephone: 661-399-5961
City: Bakersfield
State: CA
County: Kern
Zip Code: 93308

Message:

Please reconsider using Truxton Ave for the Bakersfield terminal.
The F Street option is too far from any business area that would truly gain from this location. The F Street area is heavily owned by Bakersfield City council members who stand to gain greatly from property value increase. Vote Truxton please

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Please note this record is also saved in PBCommentSense Board Corridor as record #403.
<https://cahsr.pbcommentsense.com/pbcs/submission/edit.aspx?id=29483&projectID=28>

Drozd, Doug@HSR

From: donotreply@pbcommentsense.com
Sent: Monday, January 01, 2018 12:05 AM
To: HSR boardmembers@HSR
Subject: California High-Speed Train Comment

Follow Up Flag: Follow up
Flag Status: Completed

Submission via California High-Speed Authority's Contact Form:

First Name: Ben
Last Name: Sprague
Contact Category: Board of Directors
Interest As: Individual
Organization:
Title:
Email Address: Benjaminsprague12@gmail.com
Telephone:
City: Prosser
State: WA
County:
Zip Code: 99350

Message:

Why not do something different? The West Coast is spread out a high speed train has the same setbacks as an airport. What do you do when you get to a terminal? Rent a car? A hyperloop system where you could transport freight or an electric car or truck would be better. Tesla would probably be a good partner for helping design something better. Why copy Europe or Japan? Think about if an electric vehicle or freight car that could then be attached to a semi truck could be incorporated. You could also have a passenger system but people and companies that bought vehicles meant to be used with system would be better. Then when you got to where your going you could simply drive from there or freight could be delivered. A passenger train by itself doesn't have the same economic benefits.

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Please note this record is also saved in PBCommentSense Board Corridor as record #396.
<https://cahsr.pbcommentsense.com/pbcs/submission/edit.aspx?id=29274&projectID=28>

It is my hope that you, the California Legislature, and the California High Speed Rail Authority are successful in constructing and operating the California Bullet Train from San Francisco to Los Angeles.

The primary difficulty in achieving this is the segment from Bakersfield to Los Angeles. Much has been written regarding the cost & time required to traverse and tunnel through the Tehachapi & San Gabriel Mountains, to the point where many feel that Bakersfield may ultimately be the final southern terminus.

To insure that Los Angeles is, in fact, in play, it's time for the Authority to "Think Outside the Box". From a geological, geographical, logistical, and financial standpoint, there is an alignment that will enable the completion of the project SOONER THAN EXPECTED & UNDER BUDGET. Upon study, it is likely that the most logical alignment to Los Angeles is the following SOUTHWEST ROUTE:

Depart Bakersfield to the Southwest through Maricopa and Ventucopa, to the junction of SR33 and Lockwood Valley Road. From here tunnel under the Los Padres National Forest all the way to the SR33 Freeway between Ojai & Ventura (Casitas Springs), parallel the freeway into Ventura, then head south along the established right-of-way all the way to Los Angeles Union Station. The tunneling distance will be approximately 17-20 miles (compared to total of 36 miles of tunnels along the Tehachapi route, one measuring 17 miles in length). With lower elevation gain to deal with than the Tehachapi route, the tunnel (and tracks) under the Los Padres will have decreased percent grade (2.5%) ,allowing for maximum train speeds of 220 mph. Thus, it will take the HSR only about 7 minutes to travel under the Los Padres from Lockwood Valley Road to Casitas Springs. Because the train will travel under the forest, it will have no effect on the natural ecosystem above ground (out of sight-out of mind).

The tunnels can be bored under a direct line of canyons running north to south, not under ridges and summits. This means shallower tunnels that enable construction of escape routes at reasonable depth along its entirety. The biggest difference & advantage of this route is the geology. The Los Padres consists of Monterey shale, marine sandstone, chalk, limestone, pebbly conglomerate, and sedimentary rock. This makeup is much more suitable for boring tunnels. Through the Shattered Granite & Fault Zones of the Tehachapi- San Gabriel's, the boring rate is only 10-20 feet/day vs. the boring rate of 100-200 feet/day through the Sedimentary Los Padres. This represents a tenfold reduction in the time to bore the tunnel, not to mention that the southwest route requires ½ the number of tunnel miles and as few as 1/10th the number of actual tunnels. The result being, greatly reduced construction cost, and decreased construction time. To build the tunnel(s) running the entire 17-20 mile length under the Los Padres is very doable, considering the Gotthard Base Tunnel was completed in Switzerland last year with a length of 35 miles.

As described above, the Southwest Route provides definite economic, logistical, and safety advantages to HSR construction. A fourth advantage is the elimination of the Public Outcry and Opposition being voiced from residents in Acton, Agua Dulce, Lakeview Terrace, Sunland-Tujunga, and San Fernando. As stated, the bullet-train alignment from Ventura all the way through Oxnard, Simi Valley, Van Nuys, and Burbank to Union Station will run along an already established Right of Way. Not only will this curtail the Public Outcry and Litigation from the above mentioned communities, this route will save countless millions by eliminating the need to have Subterranean Tracks from Santa Clarita to Burbank.

The fifth major advantage is that this route will be much more appealing to the public. Travelers, Commuters, and Tourists will be attracted to the Coastal Route. Residents of the Central Valley will use HSR to travel to the coast with their families to enjoy the beaches during the summer months. The result being increased ridership and greater revenues, which in turn will attract & generate Outside Investment In the System.

The overall mileage from Bakersfield to Los Angeles via the Tehachapi/ San Gabriel route is approximately 168 miles, via the southwest Los Padres route it is roughly 170 miles. The difference is negligible.

There are 5 distinct benefits for HSR to look at regarding the Southwest Los Padres route.

* Because of fewer Tunnel Miles & Favorable Geological Boring, the Southwest Los Padres route will:

- (1) Save Billions of Dollars
- (2) Reduce Completion Time by Many Years.
- (3) Allow for Reasonable Escape Routes

* The alignment itself will:

- (4) Eliminate the Public Discourse
- (5) Enhance Outside Investment

For the good of our State, our Environment, and above all, our People, I kindly urge you to request the Authority look into performing a DEIR and EIR to prove the merits of this alignment. This inquiry may, in fact, lead us to believe that the Los Padres is the Coloma of the 21st century for High Speed Rail, and the Coastal Route is the Mother Lode.

Sincerely,
Charles R. Follette,
Santa Monica
americanbotanical@verizon.net

Drozd, Doug@HSR

From: David DePinto <ddepinto@depintomoraes.com>
Sent: Tuesday, December 19, 2017 1:27 AM
To: HSR Northern California@HSR; HSR Central Valley@HSR; HSR Southern California@HSR; HSR legislation@HSR; HSR news@HSR; HSR info@HSR; Boehm, Michelle@HSR; Richard, Dan@HSR; HSR boardmembers@HSR; Arellano, Genoveva@HSR; HSR palmdale_burbank@HSR; velasquezj@pbworld.com
Subject: "HIGH SPEED FLAMES" - - OFFICIAL EIR/EIS AND 2018 BUSINESS PLAN COMMENT AND SUBMITTAL RE: ABOVE GROUND ROUTES IN NORTHEAST SAN FERNANDO VALLEY
Attachments: Flames Final 750.pdf
Follow Up Flag: Follow up
Flag Status: Completed



December 19, 2017

Dear California High Speed Train Authority Board of Directors, Dan Richard, Michelle Boehm, Juan Carlos Velasquez, CHSRA Staff and Consultants:

SUBJECT: "HIGH SPEED FLAMES" - - OFFICIAL EIR/EIS AND 2018 BUSINESS PLAN COMMENT AND SUBMITTAL RE: ABOVE GROUND ROUTES IN NORTHEAST SAN FERNANDO VALLEY

CHSRA has not communicated with our communities and the SAFE Coalition for over a year, yet we remain hostage and threatened by the high-speed train project. During that period, CHSRA has broken many commitments and failed to meet all schedules, while promoting false and intentionally misleading timelines to non-transparently pacify increasingly concerned (and very busy) elected officials and communities.

"Unfinished business" includes:

- Failed to release draft environmental documents by August 2016 as originally planned, along with failure to meet every subsequent release date proclamation
- Failed to host board meeting in NE San Fernando Valley per commitment made in 2015
- Failed to honor commitment by Board member Lorraine Paskett to tour/visit above ground route locations more than a year ago
- Failed to withdraw the bogus Mineta Transportation Institute Equine Study, despite repudiation of the document by equine and animal experts and professionals
- Failed to properly complete upfront environmental studies of water, seismic, equestrian impacts and tunneling as approved by the CHSRA Board at the June 2015 Board Meeting held in downtown Los Angeles

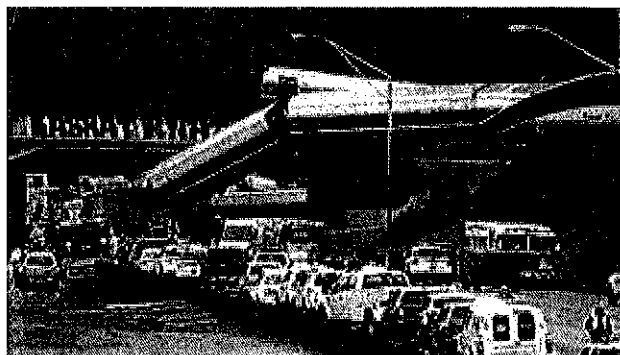
- Failed to identify new alternatives to replace above-ground routes and to transparently identify “cut and cover” route sections as above ground and NOT tunneled
- Rejected and failed to study proposal by Glendale Councilman Ara Najarian, subsequently submitted officially by SAFE Coalition, to adopt Palmdale as a terminus for high speed trains while re-purposing CHSRA funds for Metrolink improvements from Palmdale to Burbank
- Failed to commit to holding board meeting in NE San Fernando Valley prior to identification of preferred alternative, and failed to identify preferred alternative in mid-2017 as communicated widely to elected officials and communities.

Having just passed the three-year anniversary, on December 2, of the introduction of infeasible route alternatives E1, E2 and E3, our communities are now experiencing their fourth holiday season with the threat of high speed trains hanging over their heads and degrading their lives (we have not forgotten that three years ago CHSRA mailed “Permit to Enter (PTE) letters to residents on Christmas Eve!). This unfunded, chronically delayed and infeasible catastrophe burns millions of dollars per day, is nearly a decade behind schedule, has not laid one foot of track and bears no resemblance to what voters approved nearly a decade ago. Southern California has been disrespected as we’ve seen compromises in Northern California, such as the blended/CalTrain system, that have not been replicated or studied with Metrolink in the Palmdale to Burbank project section. Why is CHSRA treating the NE San Fernando Valley like second-class citizens?

It’s been several years since Dan Richard and other top CHSRA personnel stood near Gold Creek on Little Tujunga Road, where the recent Creek Fire originated, and traveled in our cars along the route of the trains through Kagel Canyon, Lake View Terrace, Shadow Hills and Sun Valley...*in what has turned out to be the exact route of the recent Creek Fire*. Over those years, we’ve provided CHSRA with unassailable evidence, comments and testimony that the E2 and SR14/E1 above ground routes must be eliminated immediately. During this time, the SAFE Coalition of community leaders has amassed a unanimous and unyielding “United Front” of elected officials, residents, businesses, community leaders and residents in opposition to the flawed above-ground routes.

You’ve not listened to us, so we now call on you to listen to common sense and to heed none other than Mother Nature! The attached article, entitled, “High Speed Flames,” demonstrates once again that CHSRA must move OUT of the northeast San Fernando Valley.

As CHSRA formulates its 2018 Business Plan, our “United Front” of residents, businesses, community leaders and elected officials will settle for nothing less than resolution of all “unfinished business.” As we saw in the fatal derailment of the high-speed Amtrak train in Washington on Monday (pictured below), densely populated and sensitive environmental areas are no place for high speed trains. **We again call for the 2018 Business Plan to clearly eliminate above ground routes in the northeast San Fernando Valley from further consideration.**



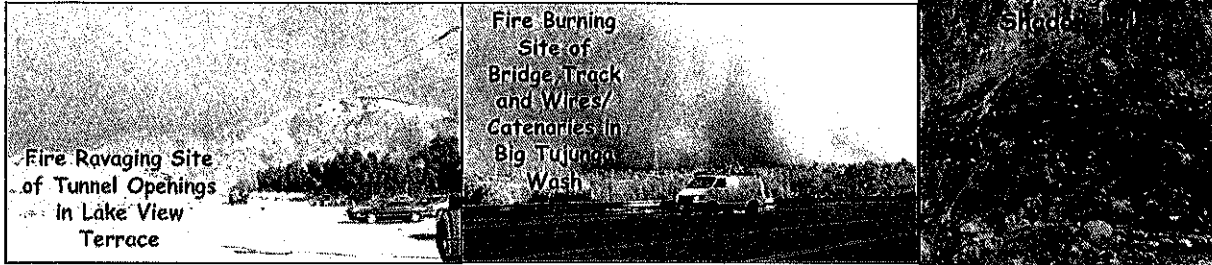
Please confirm receipt of this letter and its inclusion as official public comment for both the EIR/EIS and the 2018 Business Plan. Since we have every confidence that we will not hear from you any time soon, Happy Holidays!

Dave DePinto
President, Shadow Hills Property Owners Assn.
Member, SAFE Coalition (www.dontrailroad.us)

Note: Copies being sent to all elected officials and press in Southern California

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

High Speed *Flames!*



Path of Creek Fire Mirrors E2 High Speed Train Route

The northeast San Fernando Valley communities of Sylmar, Kagel Canyon, Lake View Terrace, Sunland-Tujunga, Shadow Hills, La Tuna Canyon and Sun Valley suffered massive damage from the recent La Tuna and Creek Fires – loss of life, property, vegetation, clean air and water, open space and work days/income. Risk of fire is ever-present in this era of climate change. Governor Brown recently proclaimed severe fires as the “new normal.”

So, why *Electrify* the Big Tujunga Wash?

For three years, the SAFE Coalition of northeast San Fernando Valley, comprised of community leaders and thousands of residents, has been opposing high speed train proposals which feature 220 mph trains every 5-10 minutes screaming along either of the E2 or E1/SR14 routes daily from 5 a.m. until midnight. *The trains would be powered by and connected to over one mile of elevated, fully-exposed high voltage wires (“catenaries”) crossing the Big Tujunga Wash’s sensitive environment. Catenaries and the trains’ braking systems are known to and will cause sparks along the E2 and E1/SR14 routes. And, the nearly decade-long construction phase will create potential fire hazards. This high-speed train intrusion into the peaceful Big T environment increases fire potential exponentially.*

Thousands of letters and oral testimony from stakeholders, and CHSRA’s own geotechnical evaluation of Angeles National Forest routes, have documented these fire risks and potential damage to air, water, visual aesthetics, traffic congestion, noise, wildlife, equine industry, local economy, vibration and more to residents, businesses and sensitive environmental areas. The Authority has yet to heed, respond, respect and provide overdue closure to these diverse voices and the “United Front” of public opinion, and has failed to eliminate these dangerous “above ground” and forest routes from further consideration and from its delayed and flawed environmental studies.

Yes, this is the 710 Freeway debacle all over again. Environmental study delays, coupled with a 5-10 year construction phase possessing massive environmental impacts, are making this a battle spanning multiple decades and generations of Valley stakeholders. The date for high speed trains to debut in this area is no sooner than 2031...thirteen more years of uncertainty! This is unacceptable public policy!

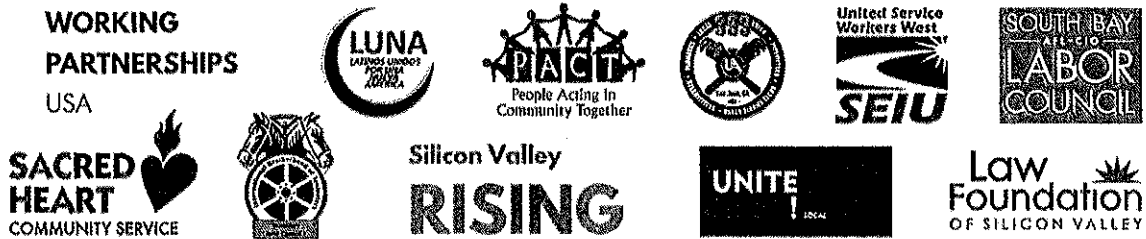
Enter Mother Nature. As the pictures above and any map will show, the recent Creek Fire path mirrors the proposed E2 route: It erupted in Gold Creek near Kagel Canyon, raced along Little Tujunga Canyon Road, burst through Angeles National Forest, spread rapidly across Lake View Terrace, crossed Foothill Boulevard and 210 Freeway, decimated the Big Tujunga Wash, and then burned into and above the Shadow Hills bluffs along Wentworth Street. The utility towers in the photos prove that the Creek Fire follows the train Authority's "transportation and utility corridors." Conservative estimates of short-term damage and losses to our communities include:

- 7 human injuries
- 30+ horse fatalities
- 60 residences destroyed
- 63 other properties destroyed
- 2,500 structures threatened
- 15,000+ acres burned
- 2,000+ personnel deployed; 800+ firefighters, 217 fire engines, 12 helicopters, 54 hand crews, 16 bulldozers
 - Unified Command and 23 Cooperating Agencies Included: LA County Fire, LA City Fire, LA Police Department, CalFire, LA County Sheriff, US Forest Service
- 100,000 people evacuated; missed days of work/income
- 18 schools closed; 210 freeway closed; power outages; cable/internet outages.

Fact: Above-ground, high speed trains, as well as deceptively named "cut and cover 'tunneled' routes" (which, in reality, are above-ground), will permanently alter our communities' character and quality of life near residences, businesses and open space. **There is no safe place for any above-ground high speed trains in the densely populated northeast San Fernando Valley.** With the Authority presently preparing its bi-annual Business Plan and intending to divulge its "preferred alternative" in Spring 2018, **now** is the time for the "United Front" of residents, businesses, community organizations and elected officials to be listened to by the High Speed Rail Authority Board of Directors.

*With the damage from the Creek and La Tuna Fires fresh in our memories, how can our federal, state, county and municipal governments possibly allow electrification of the Big Tujunga Wash for unnecessary and damaging high speed trains? How can such errant public policy replace common sense? How can these foolish and damaging above-ground high speed train routes remain a threat to our hostaged communities? **We need action and closure from this regional nightmare!***

Concerned citizens should express their thoughts by e-mailing Dan Richard, Chairman, California High Speed Rail Authority, at both dan.richard@hsr.ca.gov and palmdale_burbank@hsr.ca.gov. Also, visit the SAFE Coalition website (www.dontrailroad.us) or email us at safe@dontrailroad.us.



December 15, 2017

Honorable Dan Richard
Chair, California High-Speed Rail Authority
770 L Street, Suite 620
Sacramento, CA 95814

RE: San Jose Residents Need Your Help!

Dear Mr. Richard,

Since our coalition first became aware of Google's behemoth downtown San Jose development plan we have endeavored to engage them and the City of San Jose in a meaningful dialogue to address the numerous impacts the community will grapple with once this development is built.

Thus far, both have refused to engage in a meaningful and transparent public dialogue about the potential dangers for our neighborhoods from this development and what the community needs from this project.

Our coalition has conducted three well-publicized community town hall meetings focused on the impact that will come from 20,000 Google workers and 6-8,000 support workers descending upon downtown San Jose. At these town hall meetings, we learned from community members of the fear gripping many families who believe they will be forced out of their homes as rents continue to skyrocket, or how they are dealing with the realization that property values will continue rising, making the dream of home ownership unattainable. Commuters talked about the additional time many believe they will have to spend away from their families while stuck in traffic gridlock. Mothers shared concerns about the limited number of day care slots that will go to the highest bidder.

Workers shared stories about the poor wages and benefits of the thousands of subcontracted service workers that tech companies such as Google employ. Residents are perplexed about being asked again and again to pay higher taxes to fund new transit projects that will now largely benefit Google, a company set to receive billions in federal tax cuts. Parents shared concerns of more children being displaced from their communities disrupting our schools and of city services stretched further and further than they are now to benefit Google instead of our

communities. Construction workers wondered whether they would be able to find work on the project and whether they would pay area standard wages.

Google has refused to engage in each of our community town halls, despite our invitation. Additionally, the City of San Jose has yet to conduct a single public meeting of its own on the project to allow the community to have any say as its negotiations with Google continue in secret.

Making matters worse is the fact that the City of San Jose has excused Google from meeting their initial obligation to produce a required Community Engagement Plan by October 20th.

This is unacceptable and we need your help.

Engaging the public means our communities need a real seat at the table in this negotiation between Google and the City of San Jose. Google should not be allowed to wait out the clock until after the deal has already been cut to engage our communities. That's not engagement.

We are pleading for the California High Speed Rail Authority to pass a resolution urging the City of San Jose and Google to meaningfully engage the community...NOW. Our regional transit agencies should demand Google and the City of San Jose have a real public dialogue before making any decisions to shape the planning of billions of taxpayer funded transit projects around Diridon Station to the benefit Google over our communities. We are asking you to urge Google and the City of San Jose to take the impacts of the proposed development seriously and demand the City of San Jose support our communities in reaching a Community Benefits Agreement with Google that will ensure fairness and equity for local residents who will surely be negatively impacted by this development.

Sincerely,

Derecka Mehrens, Working Partnerships USA

Maria Noel Fernandez, Silicon Valley Rising

Salvador Bustamante, Latinos United for a New America

Mariel Block, Law Foundation of Silicon Valley

Denise Solis, SEIU-USWW

Enrique Fernandez, UNITE HERE Local 19

Akemi Flynn, People Acting in Community Together (PACT)

Doug Bloch, Teamsters Joint Council 7

Steve Flores, Plumbers, Steamfitters and Refrigeration Fitters, UA Local 393

Poncho Guevara, Sacred Heart Community Service

Ben Field, South Bay Labor Council

Drozd, Doug@HSR

From: donotreply@pbcommentsense.com
Sent: Thursday, December 07, 2017 10:56 AM
To: HSR boardmembers@HSR
Subject: California High-Speed Train Comment

Submission via California High-Speed Authority's Contact Form:

First Name: Robert
Last Name: Stanley
Contact Category: Board of Directors
Interest As: Business and/or Organization
Organization: Stanley Green Energy
Title: CEO
Email Address: co2free@att.net
Telephone: 5303215680
City: Chico
State: CA
County: Butte
Zip Code: 95928

Message:

I have come up with five major engineering flaws with the High Speed Train System, For three of them I have filed a utility patent and the other two I need to file a patent. All five of my inventions need to be on the High Speed Train System to ensure the best possible system. I don't have a degree so no one will listen to me but if you don't you will look like fools when I get these patents. I sure I can sue you for failing to implement these vital engineering fixes. You need to send me a grant for 10,000\$ so I can patent the last two inventions. That is pennies to fix major major engineering flaws or you can hire me as a consultant. Robert 530-321-5680

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Please note this record is also saved in PBCommentSense Board Corridor as record #391.
<https://cahsr.pbcommentsense.com/pbcs/submission/edit.aspx?id=29145&projectID=28>