

[REDACTED]@HSR

From: Frank Mastroly <frank.mastroly@socal.rr.com>
Sent: Tuesday, September 18, 2018 8:33 AM
To: Brightline Rail
Cc: HSR boardmembers@HSR; High Desert Corridor
Subject: Your Purchase of XpressWest
Attachments: 2018-09-18-Brightline to Build Express Intercity Passenger Rail Connecting Southern California and Las Vegas.pdf

Follow Up Flag: Follow up
Flag Status: Completed

As a resident in Huntington Beach in Orange County CA, I am very interested in your recent purchase of XpressWest as described in the attached PDF file.

As a dyed-in-the-wool railfan, I very much want to see the development of high-speed rail in California.

As for the Las Vegas line, I wonder if your present plans include electrification of the line. If so, the Liberty trainsets currently being developed for Amtrak Northeast Corridor service (see <https://media.amtrak.com/next-gen-trainsets/>) could be used and would be compatible with the California High Speed Rail (CAHSR) system. Their top speed of 185mph is more than sufficient for this service.

In fact, these same trainsets could also be used by the CAHSR system, as the CAHSR trains will share trackage with Caltrain between San Jose and San Francisco.

Since Amtrak shares trackage with CSX, Norfolk Southern, and numerous commuter rail systems, these Liberty trainsets are FRA-Compatible. Thus the Las Vegas service could share

Amtrak and Metrolink stations in Barstow, Victorville, Palmdale, Burbank Airport (BUR), and LA Union Station. The Las Vegas trains could even be extended to serve Anaheim.

In short, an integrated high speed passenger rail system is badly needed in California and especially in Southern California.

Good luck and best wishes,

Frank Mastroly

From: Hualiang Teng <hualiang.teng@unlv.edu>
Sent: Friday, September 21, 2018 12:00 PM
To: Hualiang Teng
Subject: RailTEAM railroad infrastructure symposium and seminar on Oct 15-17, 2018
Attachments: Oct 2018 Rail Symposium and Dynamics Seminar.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Hello, folks,

How are you? I wish this email finds you well.

Our registration deadline for our Railroad Infrastructure Symposium is extended to September 30, 2018.

We will host a 1-day free rail dynamics seminar (10/15/2018) in conjunction with the 2-day (10/16/2018-10/17/2018) railroad infrastructure symposium in Las Vegas, NV. Please distribute it to your network.

The two-day free symposium is being held October 16-17, 2018, at the University of Nevada Las Vegas. Twelve (12) professional development hours will be earned through attendance, and thanks to funding from the USDOT and other sponsors, the cost is free! Speakers include the following:

Maryam Allahyar, Director of the FRA Office of Research

Karen Hedlund, National Rail Strategy Adviser, WSP

Frank Vacca of the California High Speed Rail Authority

David Staplin, former Amtrak Deputy Chief Engineer

Dr. Mehdi Ahmadian of Virginia Tech

Dr. Alan Zarembski of the University of Delaware

Other speakers from Amtrak, Norfolk Southern, and Alstom,

Sponsors include USDOT, Bamboardiar, Pandrol, L.B. Foster, X-Train, and Rail Traffic Controller.

The one-day free seminar on Rail Dynamics will be held on October 15, 2018 at UNLV as well. Six (6) professional development hours will be earned through attendance. It will be instructed by a top railroad expert Dr. Mehdi Ahmadian, Director of Railway Technologies Laboratory at Virginia Tech. This seminar will present an introduction to the engineering fundamentals of rail dynamics: wheel-rail contact dynamics and vehicle dynamics.

See attached announcement.

Spaces are limited, so sign up today!

Apologize for cross posting!

From: Aaron Pikus <apikus@gmail.com>
Sent: Tuesday, October 02, 2018 8:18 PM
Subject: Optimization tool for infrastructure and mobility projects
Attachments: Everything Optimized.pdf; optimal.png

Follow Up Flag: Follow up
Flag Status: Flagged

Good Afternoon,

My name is Aaron Pikus, and I am a student at Purdue University. A friend and I developed this route optimization tool that can give you the route that will cost the least to connect two point, and I believe this can help you a lot for current and future infrastructure and mobility projects.

I attached a few slides that explain the service better, and another image that demonstrates how much this tool can help you. Please feel free to email me back (apikus@gmail.com) or call me (503-705-6293) if you have any questions or are interested.

Thanks,
Aaron

Route Optimization

Build a cost-effective route based on distance, elevation, property cost, and existing infrastructure

Optimize for other considerations as well

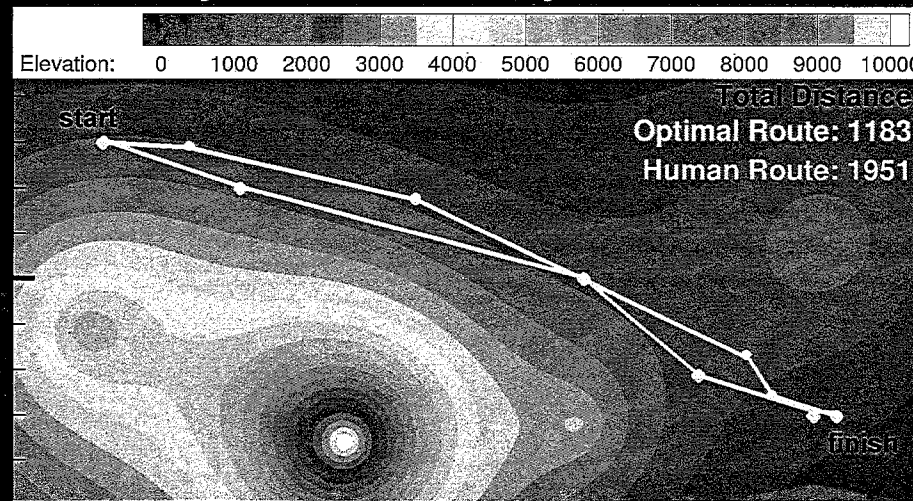
What We Offer

Our tool can give you the best route based on any design variable:

- Distance
- Elevation
- Cost
- Speed
- and more

Over a random elevation map, the route that looks good is much worse than what we can find

For every mile we save, you save millions



We can customize to your needs!

Interested?

Contact us for a quote!

We offer discounts to
strategic partners

Want a new feature added?

No problem, let us
know and we can
adjust the price based
on requirements and
complexity!

COMMITTEE ON
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ENVIRONMENT
HEALTH

CAUCUS LEADERSHIP REPRESENTATIVE



Tony Cárdenas
Congress of the United States
29th District, California

October 5, 2018

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WASHINGTON, DC 20515
P (202) 225-6131
F (202) 225-0819

DISTRICT OFFICE:

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PANORAMA CITY, CA 91402
P (818) 221-3718
F (818) 221-3801

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

Dear Chairman Richard:

As a Californian and Member of Congress, I am enthusiastic about the ongoing construction of the California High-Speed Rail (HSR) line. This project is putting Californians to work, creating desperately needed construction jobs and opportunities for small businesses across the state. Once completed, HSR will reduce greenhouse gas emissions, spur economic development, and provide Angelenos with another option to travel to San Francisco and our state capital. Yet, while I fully support these efforts and outcomes, we must balance the needs of local communities and keep the character of neighborhoods intact.

I write today out of concern as the Representative of my community, the San Fernando Valley. It has come to my attention that the project is currently planning to have the HSR run at grade or above ground in the 29th district. While I understand that every option will have impacts on homes, businesses, and commuters, I urge you to consider building in a way that will keep the HSR line below ground. To run above ground, the HSR would likely disrupt established communities and create unnecessary disturbances for my constituents. I would implore you to listen to the very real concerns of the communities that would be directly impacted by these plans and to find a way of avoiding this course of action. If this route is unavoidable, I would ask that you provide the people of the 29th district with the following information:

- A description of the routes being considered and an explanation for their purpose,
- The effect these routes would have on established communities including any potential interruptions to those communities,
- The engineering or structural reason for at grade or above ground routes, and
- If the purpose is to create a stopping point, whether this can be accomplished underground.

I look forward to working with you and your team to make this project a success and a model for the rest of the nation. If you have any questions or would like to further discuss this letter, please do not hesitate to reach me at (202) 225-6131.

Sincerely,

TONY CÁRDENAS
Member of Congress

CAPITOL OFFICE
STATE CAPITOL, ROOM 4038
SACRAMENTO, CA 95814
TEL (916) 651-4018
FAX (916) 651-4918

DISTRICT OFFICE
6150 VAN NUYS BLVD., #400
VAN NUYS, CA 91401
TEL (818) 901-5588
FAX (818) 901-5562

SENATOR.HERTZBERG@SENATE.CA.GOV

California State Senate

SENATOR
ROBERT M. HERTZBERG
EIGHTEENTH SENATE DISTRICT
REPRESENTING LOS ANGELES COUNTY



COMMITTEES
GOVERNANCE AND FINANCE
CHAIR
ELECTIONS AND
CONSTITUTIONAL AMENDMENTS
ENERGY, UTILITIES
AND COMMUNICATIONS
JUDICIARY
NATURAL RESOURCES
AND WATER

October 9, 2018

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

Dear Chairman Richard:

After careful deliberation and listening to the concerns raised by my constituents in the San Fernando Valley, I write to express my opposition to the construction of any at- or above-ground route regarding the Palmdale to Burbank project section of High-Speed Rail. I have had many conversations with concerned residents, and I appreciate the responsiveness to the critical community feedback you and the High-Speed Rail Authority have demonstrated.

I respect the efforts of the High-Speed Rail Authority and acknowledge the benefits that a high-speed rail transportation line can provide to the residents of the State of California and San Fernando Valley. However, as you and I have discussed repeatedly (including as far back as April 2015), the impact that at- or above-ground operations would have on the San Fernando Valley communities I proudly represent is unacceptable to my constituents.

Thank you for your time and consideration. Should you have any questions regarding this letter, please contact Eveline Bravo-Ayala in my office at (818) 901-5588 or at Eveline.Bravo-Ayala@sen.ca.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "R. M. Hertzberg".

ROBERT M. HERTZBERG

@HSR

From: Jonathan Yates <yates.jonathane@gmail.com>
Sent: Tuesday, October 09, 2018 10:52 PM
To: HSR boardmembers@HSR
Cc: Richard, Dan@HSR
Subject: Plelace the Bakersfield HSR on Truxtun, not on F St

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Board Members,

Judging by the high volume of comments against the LGA and the considerable number of errors and oversights in the Supplemental EIR, it should be clear which station is better for the future success of the HSR and for the city of Bakersfield.

The city government is not acting in the best interest of Bakersfield. Their F St station will further fragment our downtown and will be a major missed opportunity. We don't want a park and ride. We want a thriving, vibrant, walkable urban core.

We need the HSR authority to stick to their principles on station locations and reject the supplemental EIR and put an end to the LGA.

Thank you.
Jonathan Yates

@HSR

From: ulises.bautista0083@outlook.com
Sent: Wednesday, October 10, 2018 2:49 AM
To: HSR boardmembers@HSR
Cc: Richard, Dan@HSR
Subject: Public Comments for the Oct 16, 2018 Board Meeting - Agenda Item #1 and #3

Follow Up Flag: Follow up
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Good morning board members

I just wanted to send this brief message about my situation, my family and I purchased a home three years ago in the west Chester area we live about a block away from F st and it makes me very sad to know that a public station like that would be installed so close to my home. I brought my family to this neighborhood because I know there is a lot of law enforcement and military people that live here and since I am military I thought its always best to have people that have the same beliefs around you. Now if this terminal is constructed near our homes. My family and I would have to find a new place to live and move because we all know the type of people that like to hang out in transportation areas. Its never honest or hard working people. Please keep this station close to truxtun ave by the Amtrak station it would be best option for my neighbors, my family and the city of Bakersfield ca.

- 1) I support/prefer the May 2014 Project with a station at Truxtun Avenue**
- 2) I oppose the Locally Generated Alternative (LGA) with a station at F Street**
- 3) I Request that the High-Speed Rail Authority DOES NOT approve LGA and DOES NOT certify the Supplemental Environmental Impact Report (EIR)**

Respectfully

Ulises Bautista
2637 Bay St
Bakersfield, CA.
93301
661-384-5070

Sent from [Mail](#) for Windows 10

@HSR

From: Terry Foley <foley.terry@gmail.com>
Sent: Wednesday, October 10, 2018 8:19 AM
To: HSR boardmembers@HSR
Cc: Richard, Dan@HSR
Subject: Public Comments for the Oct 16, 2018 Board Meeting - Agenda Item #1 and #3 Key Poin

Follow Up Flag: Follow up
Flag Status: Flagged

My name is Therese Foley. I live at 2721 Drake Street in Bakersfield, California.

I support the May 2014 Project with a station at Truxtun Avenue

I oppose the Locally Generated Alternative (LGA) with a station at F Street

I ask that the the High-Speed Rail Authority DOES NOT approve LGA and DOES NOT certify the Supplemental Environmental Impact Report (EIR).

Thank you for your time and attention.

Therese M. Foley

From: Richard Manies <richmanies@gmail.com>
Sent: Wednesday, October 10, 2018 1:28 PM
To: HSR boardmembers@HSR
Subject: To: Dan Richard

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Richard,

I used to be a big fan of California High Speed Rail. But I am so disappointed that the station that live near by is the so called Kings / Tulare Regional Station. A station that will be built out in the middle of nowhere. What is so frustrating to me is Visalia, CA. has a population of 130,000 + and Tulare within 10 miles of Visalia 56,000 people.

I can't figure why all of the other cities have downtown access to high speed rail stations. To me it's pure discrimination, plain and simple. And you and the board knows it.

The so called Cross Valley is a compete joke. It should be called the train to nowhere. While the other cities can board the train and will be able to San Francisco or Los Angles without having to change trains.

I feel that I am not a citizen of California because you feel that Tulare County is not part of California. So should get nothing . So, when I see you the internet, TV or other media outlet. You are talking to the other California, not us in Tulare County.

Sincerely,
Richard Manies
Tulare, California

@HSR

From: HGim <yooliganz@yahoo.com>
Sent: Thursday, October 11, 2018 8:00 PM
To: HSR boardmembers@HSR
Subject: Rail Route

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,

This letter is to express my strong opposition to the rail rout cutting through the Mountain Glen II community in Sylmar.

This is a condominium neighborhood and the proposed route would devastate not just the neighborhood's home values but the condominium community as well.

Sincerely,
HGim
13182 Alta Vista Way
Sylmar, CA 91342

[REDACTED]@HSR

From: Double J Trucking <gutierrezserrano2@hotmail.com>
Sent: Thursday, October 11, 2018 10:13 PM
To: HSR boardmembers@HSR
Subject: corrupt corporations win

Follow Up Flag: Follow up
Flag Status: Flagged

My name is Juan Carlos Gutierrez An agricultural business for 18 yrs. Sub-hauling silage (cow feed) to local dairies with 5 employees . Due to 100 dairies going out of business . The feed crops have been replaced with almond trees plus the water drought made things even tougher. These devastating times caused my business to downsize to 1 owner-operating truck. Construction of HSR is in process. I would like to become part of the delivering trucking company2-3 team. I Connected Ainoco, Toni@HSR ,Nilsen, Bjorn,Newman, Ivor@HSR and G&J hailing Inc after . months of running through hoops for a job iO am not one foot closer. The truth of the matter is that HSR does not benefit local small business and does not hire locally. HSR rather hire big, huge business rather than hiring individual small business.

@HSR

From: John Oh <yohan.oh@gmail.com>
Sent: Thursday, October 11, 2018 9:10 PM
To: HSR palmdale_burbank@HSR; HSR boardmembers@HSR
Subject: Opposed to Rail Route cutting through MG II

Follow Up Flag: Follow up
Flag Status: Flagged

To whomever it may concern,

We are opposed to the rail route cutting through Mountain Glen II (MG II) in Sylmar. We would like to express our opposition & hope that you take note. Thank you for your time.

John Oh
13263 Alta Vista Way
Sylmar, CA 91342

From: Julie Jeon <happieness@gmail.com>
Sent: Friday, October 12, 2018 11:39 AM
To: HSR boardmembers@HSR
Subject: CA High Speed Rail

Follow Up Flag: Follow up
Flag Status: Flagged

To Whom it May Concern,

I have learned recently that there is a proposal for a High Speed Rail which will s which would be running directly through our GATED community of Mountain Glen II. This is outrageous! How can anyone even dare think about building a high speed rail going through a **PRIVATE GATED** community.

I am opposing the High Speed Rail route going through Mountain Glen II.

--
Julie Jeon
Mountain Glen II resident

@HSR

From: Terry Foley <foley.terry@gmail.com>
Sent: Friday, October 12, 2018 5:21 PM
To: HSR boardmembers@HSR
Cc: Richard, Dan@HSR
Subject: Public Comments for the Oct 16, 2018 Board Meeting - Agenda Item #1 and #3

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Board members and staff:

I am a homeowner and resident in Bakersfield. My address is 2721 Drake Street, Bakersfield, California.

Regarding the above-referenced agenda items:

I support the May 2014 Project with a station at Truxtun Avenue.

I oppose the Locally Generated Alternative (LGA) with a station at F Street

The interim station proposal at F St was not part of the draft EIR available to the public and that I have never been able to comment on this change.

I request that the the High-Speed Rail Authority DOES NOT approve LGA and DOES NOT certify the Supplemental Environmental Impact Report (EIR).

Thank you,

Therese M. Foley

[REDACTED]@HSR

From: Michael Hawkesworth <michaelhawkesworth@att.net>
Sent: Monday, October 15, 2018 9:08 AM
To: HSR boardmembers@HSR
Cc: Richard, Dan@HSR
Subject: Bakersfield HSR Station

Follow Up Flag: Follow up
Flag Status: Flagged

Please use Uncommon sense and keep our CHSR Station on the May of 2014 approved route. It is a much better economical decision to our economy here in Bakersfield. Don't succumb to the politics of City Hall please!
Know that I oppose the LGA and ask that you DO NOT certify the Supplemental EIR.

Thank you,

Michael Hawkesworth

Richard Dan@HSR

From: Stephanie Tatge <statge@ucdavis.edu>
Sent: Monday, October 15, 2018 8:28 AM
To: HSR boardmembers@HSR
Cc: Richard, Dan@HSR
Subject: Public Comments for the Oct 16, 2018 Board Meeting - Agenda Item #1 and #3

Follow Up Flag: Follow up
Flag Status: Flagged

To the board -

I am writing to express that I support the May 2014 Project with a station at Truxtun Avenue. Bakersfield needs a station in the downtown area to bring a coherent city center to its already sprawling development. I oppose the Locally Generated Alternative (LGA) with a station at F st
I Request that the the High-Speed Rail Authority DOES NOT approve LGA and DOES NOT certify the Supplemental Environmental Impact Report (EIR).

Thank you for considering my opinion here

Stephanie Tatge
Bakersfield

--

Stephanie Tatge
*MSc. Candidate, International Agricultural Development
University of California, Davis*



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Michelle Ouellette
(951) 826-8373
michelle.ouellette@bbklaw.com
File No. 31273.00001

October 15, 2018

VIA E-MAIL BOARDMEMBERS@HSR.CA.GOV
VIA EXPRESS MAIL

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

Re: October 16, 2018 High-Speed Rail Authority Meeting, Agenda Item 2,
Staff Presentation on the Recommended State Preferred Alternative for
the Bakersfield to Palmdale Project Section

Chairman Richards and Honorable Board Members:

CalPortland Company (CalPortland), the owner of the CPC Mojave Cement Plant and Quarries, has retained Best Best & Krieger LLP to evaluate the California High-Speed Rail Authority (HSRA) staff's proposed Bakersfield to Palmdale alignment route for the High-Speed Rail Line, a route referred to as "Alternative 2." On September 13, 2018, at a HSRA Open House meeting on the segment, CalPortland first learned that staff wished to recommend that this Board adopt Alternative 2 as its "Preferred Alternative" for evaluation in a Draft Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) for the segment. Alternative 2 is a route that crosses into CalPortland's private land holdings, moving through the middle of its current and future limestone, shale and pozzolan mining operations. CalPortland has conducted a detailed review of Alternative 2, and, as detailed below, given the dramatic financial, engineering/safety and environmental issues raised by the route, hereby submits this letter in strong opposition to selection of Alternative 2 as the "State Preferred Alternative."

Financial Impacts of Alternative 2

The CPC Mojave Cement Plant and Quarries have been in operation since 1955. Then, as now, the Plant and Quarries have been one of the largest businesses in the Mojave community, today employing the full time equivalent of 200 employees and contractors. Based on the Alternative 2 alignment and necessary safety buffers, CalPortland has determined that approximately 63.5 million tons of limestone, equating to 42.3 million tons of cement at 25.4 years of mine and plant life would be lost, resulting in a gross revenue loss for the company of **\$3.81 billion dollars**, and an additional **\$1.2 billion dollars** in losses related to mining efficiency and safety for a total of approximately **\$5 billion dollars**. The tremendous loss associated with



BEST BEST & KRIEGER
ATTORNEYS AT LAW

Mr. Dan Richards, Chair, and Members of the High Speed Rail Authority Board of Directors
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Alternative 2 would be felt not just by CalPortland and, certainly, the HSRA, but also by the workers at the Plant and Quarries, the Mojave community, ready mix concrete producers, residential housing, commercial and industrial construction contractors, concrete block, paving, cement sacking, concrete mix and other building product manufacturers, oil field service companies, developers of direct work projects including airport runways and California Department of Transportation paving projects and other consumers of cement, who could be forced to pay higher prices in a less competitive cement market.

Indeed, there does not seem to be a clear reason why HSRA staff recommends the selection of Alternative 2. At the Open House, CalPortland was told only that the alternative was selected because another local cement competitor objected to other routes, and due to non-specified concerns regarding wind turbines.¹ Indeed, Alternative 2 is strikingly inconsistent with one of HSRA's stated objective for alignment alternatives: to "minimize potential impacts to the CalPortland limestone quarry and cement plant." (April 2016 Bakersfield to Palmdale Project Section Supplemental Alternatives Analysis Report, p. 2-5.) CalPortland strongly urges the HSRA Board not to select an alternative with such massive economic impacts, impacts that are also in direct conflict with stated HSRA objectives.

Engineering and Safety Impacts of Alternative 2

Even if Alternative 2 was not economically prohibitive on all levels, the route is not feasible from an engineering or safety perspective. CPC Mojave Quarries are surface mines, with pits going approximately 1,000 feet below the surface. Alternative 2 calls for the construction of portions of the route adjacent to existing pits and within the safety buffer zone. Simply put, no train alignment (surface or tunnel) would be possible at such close distances to active pits which bottom out well below the underground rail designs. (See Attachment 1, showing the recommended safety buffer zone around Alternative 2.)

Further, there are two significant safety issues raised by Alternative 2. First, CalPortland would recommend a 2,000 foot buffer zone between the rail line and quarries, as fly rock from mining blast areas can strike the rail tracks or trains, resulting in potential derailments and other significant hazards.² (See Attachment 1.) CalPortland has seen no documentation indicating that Alternative 2 was developed in any manner that would avoid this hazard. In 2016, CalPortland provided the HSRA with a map of the current and future mining areas, yet Alternative 2 is still

¹ While it is unknown what benefits Alternative 2 may or may not have with regard to avoidance of existing wind turbines, we note that the April 2016 Bakersfield to Palmdale Project Section Supplemental Alternatives Analysis Report, at page 2-14, states that all of the alternatives under consideration would result in the same potential impact to wind turbines (11 turbines) and, as such, this evaluation measure was not a critical differentiator.

² In March 2016, Martin Marietta reported to the U.S. Department of Labor's Mine Safety and Health Administration regarding a fatality to a pickup truck driver from fly rock that came through the roof of the truck while the driver was parked 1,200 feet from the blast zone.



BEST BEST & KRIEGER
ATTORNEYS AT LAW

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designed too close to CalPortland pits, roads and conveyor designs. (See Attachment 2, showing current and future mining areas.)

Second, CalPortland has seen no documentation indicating that Alternative 2 was developed in any manner that accounted for large open pit blast and geological factors including blast vibration, concussions, fly rock and movement along faults and structures. Indeed, the two “blasting exclusion zones” shown in typical cross-sections of the proposed tunnel design for Alternative 2 are only 220 feet to either side of the train – simply inadequate to protect the train with the necessary 2,000 foot buffer zone, even assuming the route was altered to directly avoid existing pits. Accordingly, CalPortland also strongly urges the Board to reject Alternative 2 so that this segment of the High-Speed Rail project can be safely constructed.

Environmental Impacts of Alternative 2

Under the California Environmental Quality Act (CEQA), the Bakersfield to Palmdale segment of the High-Speed Rail project cannot be approved unless the HSRA first certifies an EIR for the segment. Nowhere in the materials CalPortland has reviewed does HSRA disclose that Alternative 2 will result in multiple significant environmental impacts under CEQA, including significant air quality impacts from the proposed construction of underground tunnels and a significant impact to mineral resources. As detailed in Appendix G to the CEQA Guidelines (14 California Code of Regulations §§ 15000 et seq.), an impact to mineral resources is significant if it will result in the “loss of availability of a known mineral resource that would be of value to the region and the residents of the state.” Here, Alternative 2 would result in the substantial loss of limestone, shale and pozzolan resources, indeed it would result in a loss of quarry mine life, based on current production levels, of 25.4 years. Thus, even if the Board proceeds with consideration of Alternative 2 as its “project”, CEQA will require that the EIR identify specifically feasible mitigation measures by which Alternative 2’s significant environmental impacts to air quality, mineral resources, and other environmental areas can be mitigated or avoided. (Pub. Resources Code §§21002.1(a), 21061; CEQA Guidelines §§15121(a), 15126.4(a).) Further, the EIR will also be required to focus in its selection of alternatives to the “preferred alternative” or “project” on alternatives that can avoid or substantially lessen the route’s significant environmental effects. (Pub. Resources Code §21002; CEQA Guidelines §15126.6(a)–(b).) Indeed, the only way to avoid or reduce the significant impact of Alternative 2 on California’s mineral resources is to pursue a route that will not cut through the CPC Mojave Cement Plant and Quarries. Accordingly, given the significant economic, engineering and safety issues, CalPortland also urges the Board not pursue the time-consuming and likely wasteful process of conducting CEQA review of Alternative 2.

Next Steps

Though CalPortland is a significant landholder in the Mojave community and a key stakeholder, HSRA has not been in direct communication with CalPortland since 2016. Rather



BEST BEST & KRIEGER
ATTORNEYS AT LAW

Mr. Dan Richards, Chair, and Members of the High Speed Rail Authority Board of Directors
October 15, 2018

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than proceeding with selection of Alternative 2 at your October 16, 2018 meeting, CalPortland would welcome a new direct dialogue with the HSRA that would assist it in avoiding the significant financial, engineering and legal issues with Alternative 2 that are detailed above.

Sincerely,

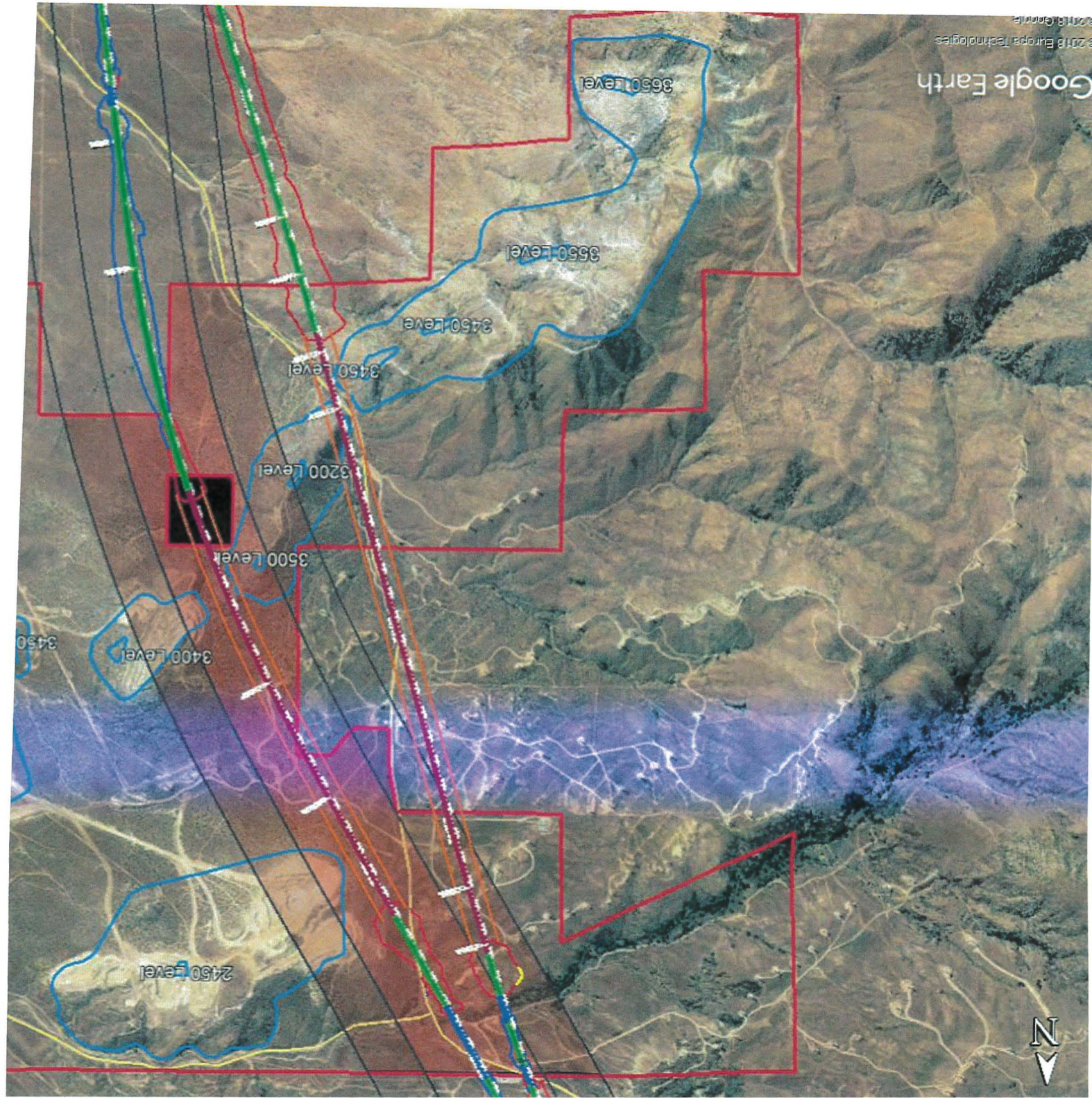
Michelle Ouellette
of BEST BEST & KRIEGER LLP

Enclosures:

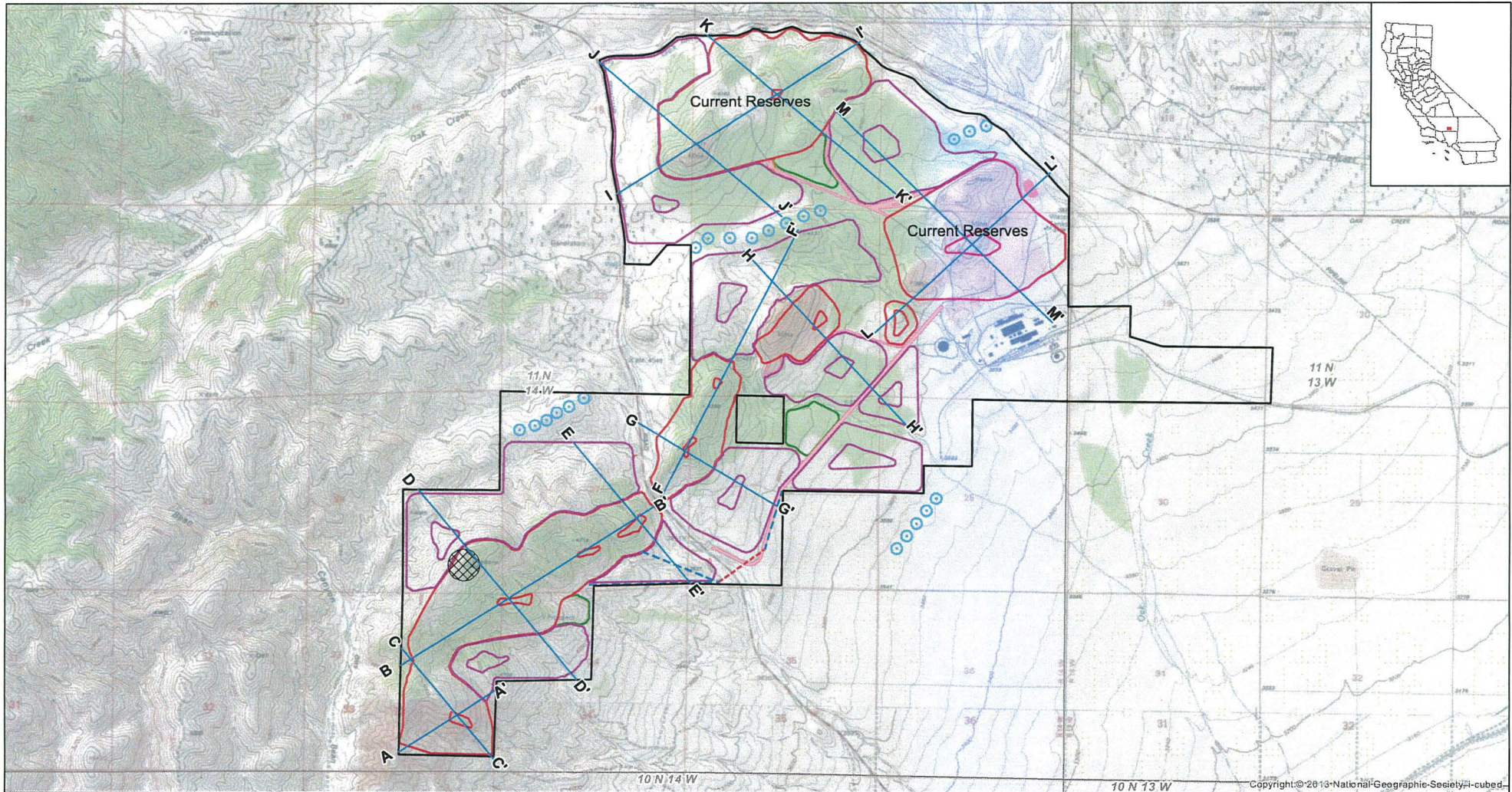
- Attachment 1, showing recommended safety buffer zone around Alternative 2
- Attachment 2, showing current and future mining areas

- cc:
- Client (via email)
 - Congressman Kevin McCarthy (via email)
 - Congressman David Valadao (via email)
 - Congressman Steve Knight (via email)
 - State Senator Jean Fuller (via email)
 - State Senator Scott Wilk (via email)
 - State Senator Andy Vidak (via email)
 - Assembly Member Tom Lackey (via email)
 - Assembly Member Rudy Salas (via email)
 - Assembly Member Vince Fong (via email)
 - Gavin McHugh, McHugh, Koepke & Associates (via email)

Attachment 1



Attachment 2



Explanation

SMARA Project Area	Revegetation Test Plot (2.8 acres)	Conveyor (Overland)	Haul Roads
Pit	Portable Crusher	Conveyor (Truck Tunnel)	Dirt Roads
Waste Dump		Cross Section Lines	
Growth Media Stockpile			
Wind Turbine			

CALPORTLAND COMPANY
MOJAVE MINE LIFE EXTENSION PROJECT
 Project Facilities Map

Figure 5

Date: 09/15/2016	Drawn By: GBL
Checked: [Signature]	Project No: 2684
Base Map: [Signature]	
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N

Farmland Reserve, Inc.

79 South Main Street, Suite 1000
Salt Lake City, UT 84111-1945
(801) 715-9100

HSR Hearing 10/16/2018: Farmland Reserve, Inc. Comments to Supplemental EIR, the “Fresno to Bakersfield Locally Generated Alternative” alignment or “F” St. Route

Hello. Thank you for the opportunity to provide comments on this Supplemental EIR. My name is Todd Turley. I represent Farmland Reserve, Inc., which owns approximately 1,300 acres of pistachio trees that will be bifurcated by the “Fresno to Bakersfield Locally Generated Alternative” alignment or “F” St. route.

The Original Preferred Alignment Should be Selected

We believe the originally selected preferred route – the BNSF alignment – best balances all impacts and provides the best route. **We strongly recommend the High Speed Rail Authority stick with the BNSF alignment for this segment of the line.**

The “F” St. Route Creates Significant Safety Issues

If the “F” St. route were to be selected, it would split our pistachio operations, leaving hundreds of acres of mature and producing trees on opposite sides of the rail line. This would disrupt our state-of-the-art irrigation system and place a

significant and costly burden on our farming operation. Most importantly, it would create a significant public safety hazard. Any time we need to work on the other side of our farm, workers, trucks and other various farm equipment would have to be transported via Burbank St. after accessing the only currently planned underpass in the area. Burbank Street is ultimately planned to become the North Beltway, a major 6-lane highway, which would not provide safe transport of our employees and equipment nor the travelling public.

If the "F" St. Route is Ultimately Selected, Utility Conduits and Agricultural Underpasses Should be Provided

We attempted to resolve this matter with staff but were deferred to the appraisal process. **However, we strongly recommend that the matter be addressed now and that i) conduits be placed along the rail line sufficient to maintain all services to the bifurcated sections of our farm, and ii) agricultural underpasses be constructed and included in the design of the rail line as shown on this map.** These underpasses - away from busy highways - will significantly reduce the impact to our farming operation, maintain wildlife migration corridors, and most importantly protect the safety of our workers and the public at large.

Thank you.

John Karnes

From: John Karnes
Sent: Tuesday, October 16, 2018 8:02 AM
To: boardmembers@hsr.ca.gov
Cc: drichard@hsr.ca.gov
Subject: High Speed Rail - Public Comments for the Oct 16, 2018 Board Meeting - Agenda Item #1 and #3

I am writing to support the May 2014 Project with station at Truxtun Avenue. I do not support the Locally Generated Alternative (LGA) with the station at F Street.

The basis of my support for the Truxtun Avenue station are as follows:

1. **Access to HSR station.** The downtown station is more accessible to downtown Rabobank Convention Center, governmental agencies, hotels and entertainment activities than the LGA station, which is an isolated island bound by railroad tracks and Golden State Hwy. It is my understanding that the LGA station does not provide parking.
2. **Economic potential.** It is entirely possible that people will not utilize the HSR to visit Bakersfield due to the inconvenient location of the LGA station
3. **Heavy Maintenance Facility (HMF).** It is my understanding that only the downtown station route offers the opportunity for the HMF via BNSF. The LGA route does not have this option available.

In closing I request that the High-speed Rail Authority not support the LGA and does support the Truxtun Avenue station.

Thank you
10/16/2018



John Karnes

Senior Project Architect
661.489.4937
johnk@klassencorp.com

Drozd, Doug@HSR

From: Wtcooper47 <wtcooper47@aol.com>
Sent: Monday, October 15, 2018 7:06 PM
To: HSR boardmembers@HSR
Cc: Richard, Dan@HSR
Subject: Comments for Oct. 16, 2018 Board Meeting; Agenda Items #1 and #3

Follow Up Flag: Follow up
Flag Status: Flagged

To the California High Speed Rail Authority Board:

I am writing in support of the May, 2014 project with the HSR station to be located on the Truxtun Ave. site in Bakersfield. I see NO serious impact to the Bakersfield High School campus as was alleged. Trains have used this same route for decades.

In addition, the Truxtun site interfaces with the existing Amtrak station eliminating the need for additional ground transportation through the city.

I see no structures within the Truxtun Ave. station site area that warrant any special consideration as being of any historical importance.

I urge the Board to not approve the Locally Generated Alternative station site and to not certify the supplemental EIR.

Sincerely,
William Cooper

Drozd, Doug@HSR

From: Angela Kim <angelakimbo@gmail.com>
Sent: Monday, October 15, 2018 8:51 PM
To: HSR palmdale_burbank@HSR
Cc: HSR boardmembers@HSR
Subject: Rail Route Opposal

Follow Up Flag: Follow up
Flag Status: Flagged

To whomever it may concern,

I am currently a home owner in Mountain Glen ll and I oppose to the rail route cutting through our neighborhood. Please don't do this as it will be detrimental to our livelihood. Please find other means for your rail.

Best,
Angela Kim

Drozd, Doug@HSR

From: Adam Cohen <[REDACTED]>
Sent: Tuesday, October 16, 2018 6:58 AM
To: HSR boardmembers@HSR
Cc: Perez-Arrieta, Stephanie (FRA); Richard, Dan@HSR; Drozd, Doug@HSR; Kelly, Brian@HSR
Subject: Public Comment for Today's Meeting
Attachments: hsr (1).pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Chairman Richard and Members of the Board,

I am writing to provide a written public comment for today's boarding meeting related to item #1 and #3 on the agenda. I represent over 600 local businesses, associations, and residents in Bakersfield and Kern County. The paper signatures, electronic signatures, and comments were attached to the record and the electronic versions can also be obtained at <https://www.change.org/p/smart-growth-for-california-keep-bakersfield-s-high-speed-rail-station-downtown-truxtun>

The Locally Generated Alternative is not local and is not preferred. Page 16-38 summarizes this best stating "*A majority of the comments received from the general public supported a station at Truxtun Avenue (associated with the May 2014 Project). However, the City of Bakersfield via comment from its City Manager, expressed support for the F-B LGA and the F Street Station*" (emphasis added).

We are very disappointed by staff's response to comments which de-emphasize public transportation and intermodal access at the proposed F St station. Staff's Standard Response in Chapter 18 is extremely concerning. In pertinent part, staff state in Chapter 18 "*The proposed F Street Station would be located near a network of regional highways in an area with no existing train service as well as in proximity to the Kern River Parkway and would provide a direct connection to that facility ... While the Truxtun Avenue Station (May 2014 Project) would be located at an existing public transportation center and would be more convenient for Amtrak and bus riders ... The location of the F Street Station would complement existing public transportation, including local buses, intercity buses, and Amtrak trains*" (emphasis added).

These statements contradict one another and area clear indication that the proposed location and design if the F St site is auto-oriented in nature and defies international best practices for intermodal high-speed rail design. As we approach an automated vehicle future, the location and design of the station site will determine whether users access high-speed rail from privately owned vehicles or by regional rail and public transportation connections.

In the response to comments, staff state "The City of Bakersfield Making Downtown Bakersfield Vision Plan (May 2018; Vision Plan) describes a phased effort to link the F Street Station and the Amtrak Station through the development of transit, bicycle, and pedestrian improvements to enable passengers to transfer from the HSR train to local commuter transit. These improvements include bus rapid transit (BRT) on Chester and California avenues, a downtown shuttle, and mobility hubs at the Amtrak Station, HSR station, and the Golden Empire Transit Center." However, this document is a non-binding vision document for downtown. These are not mitigation measures for separating high-speed rail from Amtrak under the currently approved May 2014 Project.

Additionally, the F St EIR/EIS fails to even study the traffic and environmental impacts of placing high-speed rail approximately 2 miles from the city's Rabobank Arena and Convention Center, an approximately 10,000 seat facility.

The public has spoken very clearly that they support an intermodal regional hub at Truxtun Avenue within walking distance of Rabobank Arena and Convention Center. Please consider the long-term implications of endorsing an auto-oriented site design at F Street vs. an intermodal hub at Truxtun Ave.

Additionally, I would like to raise numerous procedural errors that have prohibited full and fair participation in this EIR/EIS process. First, we previously requested data sets that were referenced in the draft EIR/EIS. Staff never followed-up with this request and we have been denied the ability to comment on the source or validity of the data underlying the preparation of this document. Second, the draft EIR/EIS never made reference to any interim station F Street. This addition in Appendix 2-I contains a discussion of impacts that the public was never able to review or comment on during the draft EIR/EIS. Of note, this proposal for an interim station at F Street is deeply flawed as it requires the construction of new, permanent grade separated track where no track exists today. This is hardly an interim development proposal.

With that being said, ***the authority does have the ability to construct an interim station at Truxtun Avenue using the existing Amtrak facility.*** On Page 8 of this letter, the City of Bakersfield urges you to electrify the BNSF track from Poplar Avenue to the existing Amtrak station to allow HSR trains to continue on a blended system for approximately 20-25 miles from Shafter to Bakersfield on an interim basis. I have attached this letter for your reference. Please refer to Page 8. ***This proposal is endorsed by the City of Bakersfield; requires no new track, station, or parking infrastructure; and can immediately connect Bakersfield to San Jose as part of the initial operating segment at a savings of hundreds of millions of dollars for California taxpayers while the authority environmentally clears, secures funding, and constructs the remainder of Phase 1 to downtown Los Angeles.*** After high-speed rail constructs new, permanent track (to either F St or Truxtun), the BNSF electrified track could be re-used as part of a future Amtrak San Joaquins electrified service upgrade.

In summary, Kern County stakeholders urge the Board to take the following actions:

- 1) **Recirculate the revised EIR/EIS** to allow the public to comment on never seen before substantial changes that now appear in the document;
- 2) **Support an intermodal rail hub with Amtrak at Truxtun Avenue;** and
- 3) **Initiate interim blended electrified service along the BNSF from Shafter to the Bakersfield Amtrak station.**

Thank you for allowing us to provide these comments. Please do not hesitate to reach out at your earliest convenience if we can answer any questions. You have our gratitude for your hard work to connect Bakersfield quickly in a manner that saves California taxpayers money and improves service delivery through innovation and government efficiency.

Very respectfully,

Adam Cohen





April 4, 2016

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

Attn: Draft 2016 Business Plan

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

Thank you for the opportunity for the City of Bakersfield (City) to provide its comments regarding your draft 2016 Business Plan (Draft Business Plan). As the ninth largest city in the State of California and 1 of 12 station cities on Phase I of the High-Speed Rail (HSR) system, we believe that our comments should be of heightened interest and significance.

The City has sincerely appreciated the substantially improved working relationship with the High-Speed Rail Authority (HSRA) under the leadership of Mr. Jeff Morales. In particular, HSRA's efforts to evaluate and consider the Bakersfield F Street Station Alignment (BFSSA Alignment) have been appreciated. The City sincerely believes that the BFSSA Alignment will be a more advantageous and less impactful alignment for the City and the community as a whole.

With respect to the Draft Business Plan, the City's primary concern is the addition of an "interim" station at Poplar Avenue. Prior to the public release of the Draft Business Plan, it had been commonly anticipated that a change to the Initial Operating Segment (IOS) would be forthcoming, with Bakersfield becoming the new southerly terminus of the IOS. What was wholly unexpected and highly disconcerting was the Draft Business Plan proposes the IOS might in fact terminate at the end of Construction Package (CP) 4 at Poplar Avenue, which is approximately 23 miles short of downtown Bakersfield.

Reasons for Opposing Poplar Avenue Interim Station

It is acknowledged and appreciated that the Draft Business Plan also states that the IOS should and will extend to downtown Bakersfield if additional federal funding is obtained, but for the following reasons, the City adamantly opposes terminating the IOS at a Poplar Avenue station:

1. **The establishment of an interim station at Poplar Avenue (instead of downtown Bakersfield) does not comply with multiple provisions of Proposition 1A and reduces the stand-alone value of the IOS.**
2. **The environmental impacts of an interim station at Poplar Avenue have not yet even begun to be identified or evaluated; the speculative environmental impacts are substantial.**
3. **The establishment of an interim station at Poplar Avenue is incompatible with the Sustainable Community Strategy and greenhouse gas reduction requirements of SB 375.**
4. **The establishment of an interim station at Poplar Avenue is impracticable from a business perspective.**
5. **Other options exist to bring HSR service to downtown Bakersfield as part of the IOS on an interim basis if additional funding to construct beyond CP 4 does not materialize.**

Caveats

While the City is opposed to an interim station being located at Poplar Avenue under any circumstance, it is important to note two critical caveats regarding the City's position.

Firstly, in discussions with HSRA staff since the release of the Draft Business Plan, the City has been informed that even if the IOS ultimately does end at Poplar Avenue, that this will not stall, delay, or in any other way negatively affect the ability and timing of HSRA's acquisition of property and relocation of affected businesses along the balance of the adopted Fresno to Bakersfield alignment any differently than if it was included as part of the IOS.

Secondly, it is represented in the Draft Business Plan and has been reinforced through discussions with HSRA staff that an interim station at Poplar Avenue, if constructed, would only be an interim facility until the further extension of Phase I. Furthermore, there are no plans or intentions to retain the Poplar Avenue interim station as a permanent station upon extension of Phase I to Bakersfield, either in addition to or in place of the planned permanent station in downtown Bakersfield.

Both of these caveats are absolutely critical to the City and any deviance or departure from them will be adamantly challenged and opposed.

Information Regarding Poplar Avenue Station Site

In order to help understand some of the City's reasons for opposing the Poplar Avenue station location, the following information is offered:

- The proposed interim station is located at the end of CP 4, which is located at the point where the adopted HSR alignment (generally adjacent to the BNSF Railroad) intersects Poplar Avenue, approximately four miles northwest of central Shafter. While the Draft Business Plan does not attempt to identify any more precise location for the station, there is virtually no existing urban development within over a mile of this point. Other than an agricultural trucking/warehousing facility, the area surrounding this location is privately-owned farmland.
- There is no urban infrastructure that exists within the vicinity of the proposed Poplar Avenue interim station. Other than State Highway 43 (a four-lane highway between Shafter and Wasco), the only streets in the surrounding area are two-lane rural roads.
- The Poplar Avenue station site has virtually no existing transportation connectivity. The only form of public transit available to the site is Kern Transit, which runs small intra-regional busses six times per day to and from Bakersfield. Even by car, the site is approximately seven to eight miles to the nearest freeway (State Route 99 via Lerdo Highway).
- Note attached Figure 1, which shows the relative locations of the proposed Poplar Avenue interim station and the Bakersfield F Street Station. Particular attention is drawn to the urbanization in proximity to each station location.

Supporting Information

The following information is provided in support of the City's reasons for opposing this proposal.

1. The establishment of an interim station at Poplar Avenue (instead of downtown Bakersfield) does not comply with multiple provisions of Proposition 1A.

Among the provisions of Proposition 1A (Streets and Highways Code Section 2704) are the following:

Sec. 2704.08(f): In selecting corridors or usable segments thereof for construction, the authority shall give priority to those corridors or usable segments thereof that are expected to require the least amount of bond funds as a percentage of total cost of construction. Among other criteria it may use for establishing priorities for initiating construction on corridors or usable segments thereof, the authority shall include the following: (1) projected ridership and revenue, (2) the need to test and certify trains operating at speeds of 220 miles per hour, (3) the utility of those corridors or usable segments thereof for passenger train services other than high-speed train service that will not result in any unreimbursed operating or maintenance costs

to the authority, and (4) the extent to which corridors include facilities contained therein to enhance the connectivity of the high-speed train network to other modes of transit, including, but not limited to, conventional rail (intercity rail, commuter rail, light rail, or other rail transit), bus, or air transit.

Sec. 2704.09(h): Stations shall be located in areas with good access to local mass transit or other modes of transportation.

Section 2704.09(i): The high-speed rail system shall be planned and constructed in a manner that minimizes urban sprawl and impacts on the natural environment.

For the reasons cited above, the Poplar Avenue station location clearly does not meet the cited requirements of Proposition 1A. The station location has no meaningful connectivity to any mass transit or other modes of transportation. The negative impacts of this circumstance become even more acute and relevant when taking into consideration the fact that the Poplar Avenue station would function as the southerly terminus of the IOS.

One of the essential supporting purposes of locating a station in downtown Bakersfield and the core areas of other HSR station cities is to help in facilitating more dense and compact urban forms in core areas and conversely to help alleviate more accelerated urban sprawl (see Sec. 2704.09(i) above). Even as an interim facility, the Poplar Avenue station will have the opposite effect of this goal.

It will delay and diminish efforts (currently being planned via the Bakersfield Station Area Plan) to focus new development in downtown Bakersfield leveraged off of the Bakersfield HSR station. Conversely, it will have an inducing effect on the predominately rural/suburban urban form in the general vicinity of the Poplar Avenue station location. Even after the interim station is abandoned, a portion of the ancillary development attracted by the Poplar Avenue station will remain, possibly inducing the premature conversion of productive farmland and/or producing urban decay.

2. The environmental impacts of an interim station at Poplar Avenue have not yet even begun to be identified or evaluated; the speculative environmental impacts are substantial.

To the City's knowledge, no CEQA or NEPA review, or any preliminary environmental screening has been conducted for the Poplar Avenue station. For a considerable public improvement with considerable associated impacts to be located in a remote and rural location, it can only be rationally concluded that the environmental impacts will be substantial. Conducting such formal CEQA/NEPA review would be involved and time consuming and vulnerable to legal challenge when considering the substantial change and impact to a rural location. Insofar as one of the tenants for proposing the interim Poplar

Avenue station is to help ensure that the IOS can begin operating as soon as possible, the distinct possibility of environmental complications, challenges, and delays would be counter to that objective.

While it is acknowledged that the Poplar Avenue station is proposed to be an interim station only, a public facility of this nature and magnitude cannot avoid producing substantial direct and indirect impacts; including, but not limited to:

- **Traffic and Circulation:** These impacts will be greatly heightened given the limited nature and capacity of the existing circulation system in the area of the station.
- **Land Use:** As stated, the area around the station is completely rural in character and mostly comprised of productive farmland. The station and its future demand for ancillary uses will constitute a complete and dramatic change from the existing nature and character of the area.
- **Agricultural Resources:** The Poplar Avenue station location is situated directly in the middle of an area of productive farmland. Either this farmland will be permanently lost to urban development, or there will be substantial costs to converting it and placing it back into agricultural production after the station is abandoned.
- **Air Quality:** The cumulative added vehicle miles traveled for Bakersfield area passengers to travel to and from this remote station location will have a considerably exacerbating effect on air quality emissions compared to a downtown Bakersfield station.

3. The establishment of an interim station at Poplar Avenue is incompatible with the Sustainable Community Strategy and greenhouse gas reduction requirements of SB 375.

The Sustainable Communities and Climate Protection Act of 2008 (Sustainable Communities Act, SB 375, Chapter 728, Statutes of 2008) supports the State's climate action goals to reduce greenhouse gas (GHG) emissions through coordinated transportation and land use planning with the goal of more sustainable communities.

Under the Sustainable Communities Act, each of California's Metropolitan Planning Organizations (MPOs) must prepare a "sustainable communities strategy" (SCS) as an integral part of its regional transportation plan (RTP). The SCS contains land use, housing, and transportation strategies that, if implemented, would allow the region to meet its GHG emission reduction targets. Once adopted by the MPO, the RTP/SCS guides the transportation policies and investments for the region.

In July 2014, the Kern Council of Governments (KernCOG) adopted the RTP/SCS for Kern County, which includes Bakersfield.

The SCS identifies specific implementation strategies that local governments, KernCOG, and other stakeholders may consider in order to successfully implement the SCS. This includes construction and upgrades to transit facilities within the metropolitan area, identification of transit-priority areas within Metropolitan Bakersfield, encouragement of infill along major transit corridors that is consistent with the Central Core Area of Bakersfield, and other implementation strategies.

These strategies facilitate future development that efficiently moves the public and goods throughout the region while connecting homes to major regional employment centers. The SCS demonstrates that placement of the HSR Station within Metropolitan Bakersfield would be consistent with the goals and policies of SB 375, and ensures that the City and Kern County continue to meet the Greenhouse Gas Emissions and Vehicle Trip reduction targets established by the California Air Resources Board.

4. The establishment of an interim station at Poplar Avenue is impracticable from a business and cost perspective.

Table 6.3 in the Ridership and Revenue Forecasting Technical Supporting Document attempts to forecast ridership for various operating scenarios, including differences between the Valley to Valley (VtoV) IOS (San Jose to Poplar Avenue) and the Valley to Valley Extended (VtoV Ext.) IOS (San Francisco to Bakersfield).

The City contends that HSR ridership between the Bakersfield area and other San Joaquin Valley stations in particular (Kings/Tulare and Fresno) will be dramatically different between a station located at Poplar Avenue and downtown Bakersfield. At an established fare of \$40 for the 33-mile trip between the Fresno and Kings/Tulare stations, it must be assumed that ridership on this segment will be relatively limited. Since the only other San Joaquin Valley station on the IOS is in the Bakersfield area, the majority of travel within the San Joaquin Valley (based on cost and time efficiency) would be between the Bakersfield area and the other two stations.

For travel within the San Joaquin Valley, Table 6.3 estimates 2025 annual ridership on the VtoV segment (Poplar Avenue station) at 700,000 passengers with annual revenues at \$37.04 million. By contrast, intra-San Joaquin Valley travel on the VtoV Ext. segment (Bakersfield station) is estimated at 1,000,000 passengers (43% greater) with revenues of \$55.47 million (50% greater). For the minimum four year difference between the completion of the IOS and Phase I, this is at least \$73.72 million (\$18.43 million/year) viewed as a missed opportunity by not extending the IOS to downtown Bakersfield.

While these differences are substantial, the City contends that the differences in ridership (and revenue) estimates for these two scenarios would actually be greater than forecasted. The reason for this is not based on complicated modeling, but rather simple math. Using the established fare between Bakersfield and Fresno of \$56, the estimated time and cost of driving from Bakersfield to the Poplar Avenue station, and the estimated time and cost of driving from Bakersfield to Fresno, a passenger taking a HSR train all the way from downtown Bakersfield to Fresno would be paying about the same as driving (based on total driving costs) while saving about 40 minutes in travel time.

By comparison, a Bakersfield resident taking HSR from the Poplar Avenue station to Fresno would be paying an additional cost of \$10 compared to driving (additional \$45 based on gas costs only) to save only about 20 minutes in overall travel time. To the average consumer, the differences in value are significant and would lead one to assume that only a limited number of consumers would chose the HSR option for travel between Fresno and the Bakersfield area with the station at Poplar Avenue.

To our knowledge, the Draft Business Plan does not contain a separate estimate of the direct and indirect costs of constructing an interim station at Poplar Avenue. It is reasonably assumed that as an interim station, facilities would be limited to only those nominally needed, but even with that, the costs cannot be insubstantial. In addition to the basic cost of rail platforms and station facilities, the following would be needed for an interim station:

- A very large amount of (assumed) surface parking, increased by the fact that this would serve as the southerly terminus of the IOS.
 - Bus facilities to accommodate an estimated 72 bus trip ends per day to provide feeder bus service to southern California.
 - Improving and widening access roads and approaches. Merced Avenue, the most direct route from the Poplar Avenue station to State Route 99, currently does not cross the Friant-Kern Canal.
 - Extending needed utilities and infrastructure for an unknown distance to an isolated rural location.
 - While the sum of all these costs will be considerable, the effective cost is even more compounded when considering: (1) that all of these facilities will only have an estimated functional life of four years; and (2) the added cost of removing the majority of the facilities or converting them to an alternative use upon the extension of the HSR system to downtown Bakersfield.
- 5. Other options exist to bring HSR service to downtown Bakersfield as part of the IOS on an interim basis if additional funding to construct beyond CP 4 does not materialize.**

As noted, the Poplar Avenue station is 23 miles northwest of downtown Bakersfield. Not only is the interim station remote and inconvenient to potential HSR riders from the Bakersfield area, the station location is perhaps even more unattractive to potential HSR riders arriving at Bakersfield. Unlike the proposed bus feeder service to southern California, there is no proposed feeder service to central Bakersfield and no significant existing transit service. Passengers arriving at the Poplar Avenue station and destined for the Bakersfield area would essentially be "stuck" if they did not have access to a waiting vehicle.

As noted above, the Poplar Avenue interim station poses numerous disadvantages and negative impacts, and the direct and indirect costs of constructing (and ultimately abandoning) an interim station at that location would be very substantial. If funding is unavailable to construct the 23-mile segment of the HSR system from CP 4 to Bakersfield as part of the IOS, please consider these other less costly options to bring HSR service to Bakersfield on an interim basis, as follows:

1. Electrify the adjacent BNSF/Amtrak rail line in order to allow HSR trains to continue to the existing Bakersfield Amtrak station on an interim basis.
2. Utilize ultra-clean diesel engines that could be used to propel HSR trains from a staging point at Poplar Avenue to the Bakersfield Amtrak station on an interim basis. While this would lengthen travel times from Poplar Avenue to Bakersfield compared to the first option, it would be substantially less costly. It would also be much less costly and impactful than constructing and abandoning a Poplar Avenue interim station. In addition to providing a one-seat ride on the IOS to downtown Bakersfield, it would also make the proposed feeder bus service to southern California more efficient and effective by being able to utilize the existing feeder bus terminal adjacent to the Bakersfield Amtrak station.

Impacts to Shafter Heavy Maintenance Facility Site

As a separate, but also significant final concern regarding the possibility of ending the IOS at the end of CP 4, it is noted that doing so would by default preclude the opportunity to locate the HSR Heavy Maintenance Facility (HMF) at the proposed site just south of Shafter. The City is supportive of establishing the HMF at one of the two proposed sites in Kern County (Shafter or Wasco).


The HSRA has prepared an evaluation matrix of 12 proposed HMF sites. Based on eight separate criteria used to evaluate the sites, the Shafter site received the highest possible rating in 6 of 8 criteria. None of the other 11 sites received the highest rating in more than three criteria categories. To eliminate the Shafter HMF site from consideration simply and solely because it was located a few miles beyond the established end of the IOS would be doing a disservice to Kern County and, ultimately, the efficiency of the entire HSR system.

Summary and Conclusion

In conclusion, it is reiterated that the City is appreciative of the efforts that Mr. Morales and the HSRA have made to address and respond to the City's HSR-related issues and concerns. The City is also appreciative of the Draft Business Plan's stated goal to attempt to extend the IOS to downtown Bakersfield. However, for the aforementioned reasons, the City must go on record stating its firm opposition to the possibility of locating an interim station at Poplar Avenue, and requesting that the Draft Business Plan be modified to eliminate this option, or, at a minimum, evaluate and consider the identified options to extend IOS service to downtown Bakersfield through interim means.

Thank you for thoughtful and meaningful consideration of the City's comments, which were approved by a vote of the Bakersfield City Council on March 30, 2016.

Sincerely,



Alan Tandy
City Manager

cc: Steven Teglia, Assistant City Manager
Andrew Heglund, Deputy City Attorney
Nick Fidler, Public Works Director
Doug McIsaac, Community Development Director

Drozd, Doug@HSR

From: Mike Luna <michael.luna@my.csun.edu>
Sent: Tuesday, October 16, 2018 8:49 AM
To: HSR boardmembers@HSR
Subject: We are opposed the rail route!

Follow Up Flag: Follow up
Flag Status: Flagged

Hello:

Our family and I are definitely opposed to a High-Speed Rail being built to pass directly in front of our home on Mira Mar Drive, located in the Mtn. Glen II HOA community. We received our HOA newsletter and are extremely shocked to learn and understand what is planned.

We would appreciate that our voice on this is amplified to whatever entities within www.hsr.ca.gov are necessary in order to avoid this from occurring.

Sincerely,

Mike Luna & Sahag Gureghian
13216 Mira Mar Drive
Sylmar, CA 91342

818-749-1665
818-632-2909

Comments for the Record of the
October 16, 2018
High-Speed Rail Authority
Bakersfield, California

The obscurity of the California High-Speed Rail project was created at the Laws inception, with the direct resultant a brutal and illegal hijacking 10-years ago.

Without question, this was an unwarranted and serious mishandling **TO A VOTER-APPROVED PROPOSITION 1A, A LAW THAT WAS MANEUVERED** to guarantee unions and politicians obtain their fair share.

After 10-years, all the Authority can demonstrate is a fractured landscape, with billions of California taxpayer dollars spent for nothing that even represents a valid high-speed rail passenger transportation system.

Furthermore, at this progress level there will be at least one more generation having to endure these incompetencies.

Yes, they are responsible for the ever-increasing taxpayer debt obligations created by mismanagement with no accountability, again!

I repeat, 10-years with the key results being, broken promises, confusion, obfuscation, numerous do-overs, ambiguity, incompetent presentations, real estate disasters, and serious lack of communication within the Authority's realm, to name just a few of their very costly deficiencies.

Couple those hindrances with 100 of millions of dollars in contractual fines paid as a direct result of what could be called incompetence. The causation is clear, the rush to show they were doing and going full speed ahead with only 7% of design in their bucket with it was stated it would be 15%.

Comments for the Record of the
October 16, 2018
High-Speed Rail Authority
Bakersfield, California

The Authority's one constant, they are masters at abusing and invoking the unintended consequences paradigm!

The direct very costly resultant from this abusive achievement is increasing debt obligation by billions. Moreover, does anyone even know how much does go down the drain?

Another issue of concern is the propaganda program that comprising zero execution from the CA Executive and Legislative arenas as noted above.

Again, the axiom of 'p**s poor planning' has once again achieved a factual outcome 'p**s poor performance'. Resultant, zero connectivity to any independent utility; therefore, no operating system even close to an HRS system to be found after 10-years and millions of pages of useless babble!!!

A couple of tidbits heard recently, a major utility will not perform HSR work unless the money in their account! Not the first time we have heard of financial obligations being late or tagged because of nonpayments. We have heard of delays were payments were not immediately released for one reason or another.

Another not so surprising and a huge one, Tutor Perini is inspecting itself, and this from a government individual in the know.

The question becomes, "Why is anyone repeating these comments if they were false?"

Truth be known, they are true; however, what else are they not telling us?

With that said, where are the electrical plants to provide green power to this boondoggle?

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Transparency! We were informed years ago this was the most transparent Authority by the current Chair. He made that pledge. However, the preponderance what has come from the Authority has been just the opposite!

Obscurity started at the beginning creating another huge reason the project is a failure never to be corrected! The only valid option in compliance with the law in Proposition 1A, regarding shutting the project down in strict accordance with not in this lifetime!

Do-overs, by the bucket full along with over 100 million dollars handed to two contractors due to the Authority delays. NOTE: These were known contractual payment if they failed to meet basic contract requirements. So, what we have is contractors did nothing and were paid to do nothing. Says a lot about CAHSR's TRANSPARENCY and competencies!!!

The LAT's latest article demonstrates how this uncontrolled rouge authority with zero accountability oversight is destroying businesses along with taxpayer's properties for what?

Moreover, after 10-years and millions of pages of invalid documentation there is only one quantifiable result, the stench from this project burning a massive hole in The State of California's bank account.

More to the critical point, no one has truly addressed, the debt obligations of the bond sales and the monies transferred into this project from sources unknown right now!

The Authority is using a system of accountability known to this non-transparent entity. Yes, there is a need to present (full disclosure) regarding estimated debt obligations that seem to be a non-entity likely

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falling into this range between 25 to 35 billion taxpayers' dollars with a zero return on investment. This project will produce nada; the one certainty is obvious, only a few individuals left in California who pay taxes in this freewheeling liberal bastion of feel-good freebie legislation knowing the only outcome is a ton of unsuspecting taxpayer debt.

<https://vig.cdn.sos.ca.gov/2008/general/pdf-guide/suppl-complete-guide.pdf>

A handwritten signature in black ink, appearing to read "Alan Scott". The signature is written in a cursive, flowing style with a long horizontal stroke extending to the right.

Alan Scott

Kings County Resident

Email: a_scott1318@comcast.net