

APPENDIX D: OUTREACH

Appendix D: Outreach Activities

A series of public outreach meetings were held during the preparation of the Preliminary Alternatives Analysis. The meetings consisted of Public Scoping, meetings with the So Cal ICG and the TWGs and various meetings with stakeholders held before and following the scoping meetings. These meetings are identified in this Appendix with letters and comments immediately following this text. The comments included herein are those received after formal scoping, during the development of the Preliminary AA Report. For the Draft Revised Scoping Report and Appendices go to the California High-Speed Rail Authority Library website located at

(<http://www.cahighspeedrail.ca.gov/library.asp?p=8467>).

The public scoping for the EIR/EIS began on September 17, 2009 with the announcement of the Notice of Preparation (NOP) distributed to the State Clearinghouse and various federal, state and local agencies and elected officials, as well as the interested public. Formal scoping meetings are shown below.

Public Scoping Meetings

- ♦ October 13, 2009 – La Jolla
- ♦ October 14, 2009 – San Diego
- ♦ October 15, 2009 – Escondido
- ♦ October 19, 2009 – Murrieta
- ♦ October 20, 2009 – Corona
- ♦ October 21, 2009 – Monterey Park
- ♦ October 22, 2009 – Riverside
- ♦ October 26, 2009 – West Covina
- ♦ October 28, 2009 – El Monte
- ♦ October 29, 2009 – Pomona
- ♦ November 2, 2009 – Ontario
- ♦ November 3, 2009 – San Bernardino
- ♦ October 15, 2009 – Carlsbad/Resource Agencies
- ♦ October 22, 2009 – Riverside/Resource Agencies

Southern California Inland Corridor Group (So Cal ICG)

Meetings Dates 2009 and 2010

2009

- ♦ Thursday, January 29, 2009
- ♦ Thursday, February 26, 2009
- ♦ Thursday, March 26, 2009
- ♦ Thursday, April 23, 2009
- ♦ Wednesday, May 27, 2009 (Conference Call)
- ♦ Thursday, June 25, 2009
- ♦ Thursday, August 27, 2009
- ♦ Tuesday, September 15, 2009
- ♦ Thursday, September 24, 2009
- ♦ Wednesday, October 14, 2009
- ♦ Monday, November 16, 2009
- ♦ Monday, December 7, 2009
- ♦ Monday, December 14, 2009.

2010

- ♦ Thursday, January 14, 2010
- ♦ Monday, February 8, 2010
- ♦ Monday, March 8, 2010
- ♦ Monday, April 12, 2010
- ♦ Thursday, May 13, 2010
- ♦ Monday, June 14, 2010
- ♦ Tuesday, June 29, 2010
- ♦ Monday, August 9, 2010
- ♦ Monday, September 13, 2010
- ♦ Monday, October 11, 2010
- ♦ Monday, November 11, 2010

Technical Working Group (TWG)

Meetings Dates 2009 and 2010

2008

TWG Round #1

- ♦ San Diego County TWG – November 18, 2008
- ♦ Riverside County TWG – November 19, 2008
- ♦ San Bernardino County TWG – November 24, 2008
- ♦ Los Angeles County TWG – December 8, 2008

2009

TWG Round #2

- ♦ Los Angeles County TWG – February 9, 2009
- ♦ Riverside County TWG – February 10, 2009
- ♦ San Diego County TWG – February 12, 2009
- ♦ San Bernardino County TWG – February 23, 2009

TWG Round #3

- ♦ San Diego County TWG – July 21, 2009
- ♦ San Bernardino County TWG – July 27, 2009
- ♦ Riverside County TWG – July 30, 2009
- ♦ Los Angeles County TWG – August 3, 2009

TWG AA Round #1

- ♦ San Bernardino County TWG – December 7, 2009
- ♦ Los Angeles County TWG – December 8, 2009
- ♦ Riverside County TWG – December 9, 2009
- ♦ San Diego County TWG – December 17, 2009

2010

TWG AA Round #2

- ♦ Los Angeles County TWG – May 17, 2010
- ♦ Riverside County TWG – May 19, 2010
- ♦ San Diego County TWG – May 20, 2010
- ♦ San Bernardino County TWG – May 24, 2010

2008/2009 “Listening Sessions”

In 2008 through early fall 2009, the LA-SD Section team conducted a “listening tour” with key stakeholders in the four counties. Issues and concerns of stakeholders, including understanding existing and future physical and operational opportunities and constraints of the 2005 Programmatic alignment and stations, were discussed. One hundred and nineteen (119) meetings were held. Seventy-five (75) of these meetings were stakeholder-oriented in nature with an overview and presentation provided followed by an exchange of questions and answers, including general preferences on alignments and station locations. The remaining 44 meetings were technically focused with the LA-SD Section team soliciting specific information about alignments, station locations, and local preferences.

Stakeholder Meetings from Beginning of Scoping (September 17, 2009) through November 19, 2010

**Los Angeles County
2009**

- ♦ Thursday, September 17, 2009 – Assembly Member Ed Hernandez Briefing
- ♦ Friday, September 18, 2009 – State Senator Gil Cedillo Briefing
- ♦ Wednesday, September 23, 2009 – San Gabriel Valley Council of Governments (SGVCG) Transportation Forum
- ♦ Tuesday, October 6, 2009 – City of El Monte City Council Briefing
- ♦ Tuesday, October 6, 2009 – City of West Covina City Council Briefing
- ♦ Wednesday, October 7, 2009 – District Director Marisela Cervantes Briefing
- ♦ Monday, October 12, 2009 – High-Speed Train (HST) and Eastside/Metro Staff Joint Briefing
- ♦ Wednesday, October 14, 2009 – Assemblyman Kevin DeLeon and District Director Steve Veres Briefing
- ♦ Tuesday, October 20, 2009 – Assembly Member John Perez’s Staff Briefing
- ♦ Tuesday, October 27, 2009 – Walnut Valley Rotary
- ♦ Thursday, November 5, 2009 – Southern California Association of Governments (SCAG) Transportation Committee Presentation
- ♦ Thursday, November 5, 2009 – Public Scoping - Debriefing Meeting - Los Angeles County
- ♦ Monday, November 9, 2009 – SR-60 Coalition Briefing
- ♦ Tuesday, November 10, 2009 – Metro Eastside Coordination Meeting
- ♦ Wednesday, November 18, 2009 – San Gabriel Valley City Manager’s Group
- ♦ Thursday November 19, 2009 – SGVCG Transportation Committee
- ♦ Thursday, December 17, 2009 – Assembly Member Charles Calderon Briefing

2010

- ♦ Tuesday, January 12, 2010 – Monthly Outreach Coordination Meeting
- ♦ Wednesday, January 20, 2010 – SCAG Transit Technical Advisory Committee (TAC)
- ♦ Tuesday, February 16, 2010 – Senator Gloria Romero’s District Staff Briefing
- ♦ Thursday, February 18, 2010 – SGVCG Transit Committee
- ♦ Monday, February 22, 2010 – SGVCG Public Works Directors’ TAC
- ♦ Tuesday, February 23, 2010 – Senator Bob Huff’s District Staff Briefing

- ♦ Tuesday, February 23, 2010 – Representative Schiff’s District Staff Briefing
- ♦ Wednesday, February 24, 2010 – Senator Ron Calderon’s District Staff Briefing
- ♦ Wednesday, February 24, 2010 – Senator Carol Liu’s District Staff Briefing
- ♦ Thursday, February 25, 2010 – Los Angeles Union Station Technical Working Group (TWG) Meeting
- ♦ Wednesday, March 3, 2010 – Office of Assembly Member Mike Eng’s Staff High-Speed Rail (HSR) Briefing
- ♦ Friday, March 5, 2010 – Los Angeles Mayor’s Staff Briefing
- ♦ Monday, March 8, 2010 – Senator Gil Cedillo’s District Staff Briefing
- ♦ Tuesday, March 9, 2010 – Monthly Outreach Coordination Meeting
- ♦ Tuesday, March 9, 2010 – Assembly Member Kevin DeLeon’s District Staff Briefing
- ♦ Tuesday, March 9, 2010 – Assembly Member Ed Hernandez’s District Staff Briefing
- ♦ Tuesday, March 9, 2010 – City of Monterey Park Staff Briefing
- ♦ Friday, March 19, 2010 – Representative Roybal-Allard’s District Staff HSR Briefing
- ♦ Tuesday, March 23, 2010 – Assembly Member Charles Calderon’s District Staff Briefing
- ♦ Tuesday, March 23, 2010 – City of El Monte Interstate 10 Briefing
- ♦ Thursday, March 25, 2010 – Envision El Monte Event
- ♦ Monday, March 29, 2010 – City of Montebello
- ♦ Thursday, April 1, 2010 – Southern California Association of Governments (SCAG) Transportation Committee and Regional Council
- ♦ Thursday, April 1, 2010 – Friends of the Los Angeles River – High Speed Rail and the Los Angeles River
- ♦ Thursday, April 8, 2010 – Gateway Cities Council of Governments (COG)
- ♦ Thursday, April 8, 2010 – Metro Legislative Briefing
- ♦ Monday, April 12, 2010 – Assembly Speaker-Elect John Perez’s District Staff Briefing
- ♦ Tuesday, April 13, 2010 – Monthly Outreach Coordination Meeting
- ♦ Wednesday, April 14, 2010 – Los Angeles Union Station Technical Working Group (TWG) Meeting
- ♦ Friday, April 16, 2010 – Representative Napolitano’s District Staff High-Speed Rail (HSR) Briefing
- ♦ Friday, April 16, 2010 – City of Alhambra City Staff Briefing
- ♦ Tuesday, April 20, 2010 – Metro High-Speed Train (HST) Meeting
- ♦ Friday, April 23, 2010 – Edel Vizcarra/Planning & Transportation Deputy with Council Member Jose Huizar
- ♦ Monday, April 26, 2010 – Supervisor Gloria Molina’s Staff Briefing
- ♦ Monday, April 26, 2010 – Gateway Cities Administrative COG Meeting
- ♦ Tuesday, April 27, 2010 – Board of Directors of the Los Angeles River Revitalization Corporation Meeting
- ♦ Wednesday, April 28, 2010 – City of Montebello City Council Briefing
- ♦ Thursday, April 29, 2010 – Los Angeles County Regional Planning HST Briefing
- ♦ Friday, May 7, 2010 – East Los Angeles Site Visit
- ♦ Tuesday, May 11, 2010 – City of Los Angeles, Planning Department
- ♦ Wednesday, May 12, 2010 – HST/Caltrans District 7 Coordination Meeting
- ♦ Thursday, May 13, 2010 – Cities of Commerce, Vernon, and Gateway Briefing
- ♦ Monday, May 17, 2010 – Supervisor Don Knabe Briefing
- ♦ Thursday, May 27, 2010 – State Senator Gil Cedillo Follow Up Briefing
- ♦ Thursday, May 27, 2010 – Office of Assembly Speaker John A. Pérez’s Staff Follow Up Briefing
- ♦ Thursday, May 27, 2010 – Supervisor Antonovich’s Staff Briefing
- ♦ Wednesday, June 2, 2010 – Metro Corridor Study Teams HSR Briefing
- ♦ Tuesday, June 8, 2010 – Monthly Outreach Coordination Meeting

- ♦ Tuesday, June 8, 2010 – San Gabriel Valley COG Staff Prep Meeting
- ♦ Thursday, June 10, 2010 – Gateway Cities COG
- ♦ Monday, June 14, 2010 – John Fasana Briefing
- ♦ Wednesday, June 16, 2010 – Coordination Meeting
- ♦ Thursday, June 17, 2010 – San Gabriel Valley COG Transportation Committee Meeting
- ♦ Tuesday, June 22, 2010 – Joint Los Angeles/Metro Los Angeles Union Station TWG
- ♦ Friday, June 25, 2010 – Doug Failing and Metro Staff HST Briefing
- ♦ Monday, June 28, 2010 – HSR Administration Committee Meeting
- ♦ Thursday, July 1, 2010 – Gateway Cities TWG for California HSR
- ♦ Wednesday, July 7, 2010 – Los Angeles City Council Staff HSR Briefing
- ♦ Wednesday, July 7, 2010 – Joint Metro/City of El Monte Meeting
- ♦ Tuesday, July 13, 2010 – City of Monterey Park HST Follow Up Meeting
- ♦ Tuesday, July 13, 2010 – City of San Gabriel High-Speed Train (HST) Follow Up Meeting
- ♦ Tuesday, July 13, 2010 – City of El Monte HST Follow Up Meeting
- ♦ Wednesday, July 14, 2010 – City of Alhambra HST Follow Up Meeting
- ♦ Wednesday, July 14, 2010 – Cities of Industry and La Puente HST Follow Up Meeting
- ♦ Thursday, July 15, 2010 – City of Whittier HST Follow Up Meeting
- ♦ Monday, July 19, 2010 – City of Pico Rivera HST Follow Up Meeting
- ♦ Monday, July 19, 2010 – City of Vernon HST Follow Up Meeting
- ♦ Tuesday, July 20, 2010 – 91/605/405 Technical Advisory Committee (TAC) for Gateway Cities Council of Governments (COG)
- ♦ Monday, July 26, 2010 – City of Montebello HST Follow Up Meeting
- ♦ Tuesday, July 27, 2010 – Eastside Phase 2 Project Team High-Speed Rail (HSR) Meeting
- ♦ Tuesday, July 27, 2010 – City of Commerce HST Follow Up Meeting
- ♦ Tuesday, July 27, 2010 – City of Vernon HST Follow Up Meeting
- ♦ Thursday, July 29, 2010 – Project Development Team Coordination Meeting
- ♦ Thursday, July 29, 2010 - SCAG and LA to San Diego via the IE Project Development Team Coordination Meeting
- ♦ Thursday, July 29, 2010 - Meeting with Arturo Chavez of Senator Gil Cedillo's Office
- ♦ Wednesday, August 4, 2010 - Follow up HST meeting - City of Baldwin Park
- ♦ Thursday, August 5, 2010 - HST Follow up Meeting - City of West Covina
- ♦ Monday, August 9, 2010 - Conference Call - Office of Assembly Member Mike Eng
- ♦ Monday, August 9, 2010 - City of Alhambra City Council Presentation
- ♦ Tuesday, August 10, 2010 - City of Montebello HST Briefing
- ♦ Wednesday, August 11, 2010 - Follow Up Meeting with City of Vernon
- ♦ Wednesday, August 11, 2010 - San Gabriel Valley Council of Governments - Transportation Committee
- ♦ Thursday, August 12, 2010 - HSR meeting with Congresswoman Chu's staff
- ♦ Thursday, August 12, 2010 - City of Alhambra City Council - Special Session
- ♦ Monday, August 16, 2010 - HST Follow-up Meeting - City of
- ♦ Tuesday, August 17, 2010 - City of Rosemead - HST Briefing
- ♦ Thursday, August 19, 2010 - Gateway Cities - HSR - Technical Working Group Meeting
- ♦ Wednesday, August 25, 2010 - City of San Dimas Briefing
- ♦ Monday, August 30, 2010 - Gateway Cities - HSR - Administrative Committee
- ♦ Wednesday, September 8, 2010 - City of La Verne HST Briefing
- ♦ Monday, September 13, 2010 - Business meeting with SGVCOG re: MOU and related issues
- ♦ Tuesday, September 14, 2010 - City of San Dimas City Council Presentation
- ♦ Tuesday, September 14, 2010 - Alhambra Unified School District - Presentation to School Board
- ♦ Tuesday, September 14, 2010 - City of Rosemead City Council Presentation
- ♦ Tuesday, September 21, 2010 - Downtown Community Meeting
- ♦ Wednesday, September 22, 2010 - Montebello City Council Presentation
- ♦ Thursday, September 23, 2010 - San Gabriel Valley Council of Governments Transportation Committee
- ♦ Monday, September 27, 2010 - HST Briefing with USC - Office of the General Counsel Real Estate and Asset Management
- ♦ Tuesday, September 28, 2010 - HST Follow up Meeting - Supervisor Knabe's staff
- ♦ Wednesday, September 29, 2010 - HST meeting with CRA-LA
- ♦ Thursday, September 30, 2010 - HST Follow up meeting - City of Covina
- ♦ Thursday, September 30, 2010 - HST Meeting - Nick Conway of SGVCOG and Roelof Van Ark
- ♦ Monday, October 4, 2010 - City of Pomona City Council Presentation
- ♦ Wednesday, October 6, 2010 - CAHST Los Angeles River Meeting
- ♦ Wednesday, October 6, 2010 - I-10 Alternative Community Open House
- ♦ Thursday, October 7, 2010 - Gateway Cities - HSR - Technical Working Group Meeting
- ♦ Tuesday, October 19, 2010 - City of San Gabriel City Council Presentation
- ♦ Tuesday, October 26, 2010 - City of Pomona – Status Update
- ♦ Tuesday, October 26, 2010 - HST Follow up/Joint Meeting: Pomona-San Dimas-Cal Poly
- ♦ Tuesday, October 26, 2010 - Press Briefing - Pasadena Star News
- ♦ Wednesday, October 27, 2010 - City of West Covina – Status Update
- ♦ Wednesday, October 27, 2010 - HST - Rosemead Community Open House
- ♦ Thursday, October 28, 2010 - HST - Alhambra Community Open House
- ♦ Monday, November 01, 2010 - HST Planning Meeting - ACE Improvements & Alhambra Sub-Division
- ♦ Monday, November 1, 2010 - SGVCOG - LA-SD Team Meeting with I-10 Working Group
- ♦ Monday, November 01, 2010 - HSR- Presentation to Whittier County Community Coordinating Council
- ♦ Tuesday, November 2, 2010 - City of West Covina - City Council Presentation
- ♦ Thursday, November 4, 2010 - Gateway Cities - HSR - Technical Working Group Meeting
- ♦ Monday, November 8, 2010 - City of Alhambra HST Presentation
- ♦ Tuesday, November 9, 2010 - City of South El Monte City Council Presentation
- ♦ Tuesday, November 9, 2010 - City of Claremont City Council Presentation
- ♦ Tuesday, November 16, 2010 - City of Commerce City Council Presentation
- ♦ Thursday, December 2, 2010 - Gateway Cities - HSR - Technical Working Group Meeting
- ♦ Thursday, November 18, 2010 - Montebello Open House with LA-A Section

San Bernardino County

2009

- ♦ Monday, September 28, 2009 – San Bernardino Association of Governments (SANBAG) Monthly Coordination Meeting
- ♦ Friday, October 9, 2009 – Senator Gloria Negrete McLeod and District Director Marti Rodriguez Briefing
- ♦ Friday, October 9, 2009 – Assemblyman Anthony Adams' Staff Briefing
- ♦ Tuesday, October 13, 2009 – Assembly Member Bill Emmerson's Staff Briefing
- ♦ Friday, October 16, 2009 – Congressman Joe Baca's Staff Briefing
- ♦ Wednesday, October 21, 2009 – Assembly Member Norma Torres' Staff Briefing
- ♦ Thursday, November 5, 2009 – Public Scoping - Debriefing Meeting - San Bernardino County
- ♦ Thursday, November 12, 2009 – Inland Valley Development Agency / San Bernardino International Airport - Authority Staff Briefing
- ♦ Wednesday, November 18, 2009 – Inland Empire Caucus

2010

- ♦ Thursday, January 7, 2009 – American Railway Engineering and Maintenance-of-Way Association Committees 11 and 17
- ♦ Monday, February 22, 2010 – San Bernardino Transit Center Presentation
- ♦ Thursday, March 25, 2010 – Oversight Hearing on Inland Empire Transportation - *Growing Sustainability: Envisioning the Future of Transportation in the Inland Empire*
- ♦ Tuesday, April 27, 2010 – Caltrans District 8 and Los Angeles to San Diego HST Coordination Meeting
- ♦ Saturday, May 8, 2010 – National Train Day Event - San Bernardino
- ♦ Thursday, July 1, 2010 – Inland Empire Chapter of American Public Works Association
- ♦ Wednesday, July 7, 2010 – City of Montclair Staff Briefing
- ♦ Tuesday, July 20, 2010 – City of San Bernardino/San Bernardino International Airport Authority HST Follow Up Meeting
- ♦ Wednesday, August 11, 2010 - City of Ontario/Los Angeles World Airports (ONT) Follow Up Meeting
- ♦ Thursday, October 07, 2010 - HST Meeting with SANBAG-Fontana
- ♦ Wednesday, November 3, 2010 - HST Follow up meeting: Ontario, LAWA, Fontana, Rancho Cucamonga

Riverside County

2009

- ♦ Thursday, October 1, 2009 – Congress Member Mary Bono Mack Staff Briefing
- ♦ Friday, October 2, 2009 – The Nature Conservancy Briefing
- ♦ Friday, October 23, 2009 – Senator Dennis Hollingsworth's Staff Briefing
- ♦ Monday, November 9, 2009 – Public Scoping - Debriefing Meeting - Riverside County
- ♦ Tuesday, December 1, 2009 – Perris Chamber of Commerce
- ♦ Friday, December 11, 2009 – Corona Chamber of Commerce's Quarterly Luncheon
- ♦ Monday, December 14, 2009 – City of Riverside High Speed Rail (HSR) Task Force

2010

- ♦ Friday, January 15, 2010 – Corona Data Needs - Conference Call
- ♦ Friday, January 22, 2010 – City of Riverside High-Speed Train (HST) Meeting
- ♦ Thursday, February 11, 2010 – Western Riverside Regional Conservation Authority
- ♦ Tuesday, February 16, 2010 – City of Norco and City of Corona Staff Briefing
- ♦ Wednesday April 14, 2010 – Riverside Transit Agency - Murrieta/Temecula Transit Center Meeting

- ♦ Thursday, April 29, 2010 – Riverside County Transportation Commission Rail Policy Committee HST Presentation
- ♦ Monday, July 12, 2010 – Murrieta/Temecula HST Follow Up Meeting
- ♦ Tuesday, July 20, 2010 – Cities and communities of Corona, Norco, and Eastvale Technical Working Group (TWG) Follow Up Meeting
- ♦ Tuesday, July 20, 2010 – City of Corona Staff Follow Up Meeting
- ♦ Wednesday, July 21, 2010 – City of Riverside and March Joint Powers Authority HST Follow Up Meeting
- ♦ Wednesday, August 4, 2010 - HST Presentation to March JPA Board of Directors
- ♦ Thursday, August 12, 2010 - Greater Riverside Chambers of Commerce
- ♦ Thursday, August 12, 2010 - The Inland Gateway Association of Realtors
- ♦ Thursday, August 26, 2010 - HST Briefing Update - City of Perris
- ♦ Thursday, September 23, 2010 - High-Speed Train Presentation, I-215 South Economic Recovery Luncheon
- ♦ Thursday, October 28, 2010 - RCTC Comm. High Speed Rail Ad Hoc

San Diego County

2009

- ♦ Thursday, September 17, 2009 – University of California, San Diego Extension Seminar - *Intermodal Transportation Centers: Solutions to San Diego's Vexing Congestion Problems*
- ♦ Friday, September 18, 2009 – State Senator Denise Ducheny Briefing
- ♦ Thursday, October 8, 2009 – San Diego Chapter of Club Managers Association of America
- ♦ Monday, October 12, 2009 – Caltrans District 11 Staff Briefing
- ♦ Friday, October 16, 2009 – San Diego Association of Governments (SANDAG) Transportation Committee Briefing
- ♦ Friday, October 16, 2009 – Public Scoping - SANDAG Debriefing
- ♦ Friday, October 23, 2009 – Councilmember Sherri Lightner Meeting
- ♦ Thursday, October 29, 2009 – Transit Alliance For A Better North County
- ♦ Wednesday, November 4, 2009 – Senator Mark Wyland and Assemblyman Martin Garrick's Staff Meeting
- ♦ Thursday, November 5, 2009 – Caltrans District 11 Meeting
- ♦ Monday, November 9, 2009 – City of Del Mar City Council Meeting
- ♦ Tuesday, November 10, 2009 – UC Planning Group - San Diego
- ♦ Thursday, November 12, 2009 – Caltrans External Advisory Liaison Committee Meeting
- ♦ Thursday, November 12, 2009 – Rose Creek Watershed Alliance Meeting
- ♦ Friday, November 13, 2009 – SANDAG Executive Committee
- ♦ Monday, November 16, 2009 – Mira Mesa Community Planning Group
- ♦ Wednesday, December 2, 2009 – San Diego Area Passenger Rail Layover Facility
- ♦ Tuesday, December 15, 2009 – American Council of Engineering Companies General Membership Meeting
- ♦ Tuesday, December 15, 2009 – Community Planners Advisory Committee on Transportation Meeting
- ♦ Wednesday, December 16, 2009 – Caltrans District 11 Coordination Meeting

2010

- ♦ Tuesday, February 16, 2010 – SANDAG Intermodal Transportation Center (ITC)
- ♦ Thursday, March 18, 2010 – Office of Assembly Member Nathan Fletcher Briefing
- ♦ Thursday, March 18, 2010 – Assembly Member Lori Saldana High-Speed Train Briefing
- ♦ Wednesday, March 25, 2010 – Councilmember Todd Gloria Meeting
- ♦ Tuesday, April 6, 2010 – Uptown Planners Community Planning Group
- ♦ Wednesday, April 7, 2010 – Mission Valley Community Planning Group

- ♦ Tuesday, April 13, 2010 – Urban Land Institute San Diego Breakfast Meeting - *High Speed Rail: Transforming San Diego's Business Opportunities*
- ♦ Tuesday, April 13, 2010 – Carmel Valley Community Planning Board
- ♦ Thursday, April 15, 2010 – Lindbergh Intermodal Transportation Center Meeting
- ♦ Thursday, April 15, 2010 – Serra Mesa Community Planning Group
- ♦ Friday, April 16, 2010 – San Diego Association of Governments (SANDAG) Meeting
- ♦ Wednesday, April 21, 2010 – Kearny Mesa Community Planning Group Meeting
- ♦ Tuesday, May 4, 2010 – Caltrans District 11 Meeting
- ♦ Wednesday, May 5, 2010 – Mission Valley Community Planning Group
- ♦ Wednesday, May 5, 2010 – Rancho Penasquitos Planning Board
- ♦ Tuesday, May 11, 2010 – UC Planning Group
- ♦ Thursday, May 13, 2010 – Del Mar Heights Community Planning Group
- ♦ Thursday, May 20, 2010 – SANDAG Meeting
- ♦ Tuesday, May 25, 2010 – SANDAG Intermodal Transportation Center (ITC)
- ♦ Thursday, May 27, 2010 – SANDAG - Mid Coast Alignment Meeting
- ♦ Wednesday, June 2, 2010 – Miramar Staff Follow Up Briefing
- ♦ Thursday, June 24, 2010 – SANDAG - Lindbergh Field ITC
- ♦ Friday, July 9, 2010 – California High-Speed Rail (HSR) Authority Briefing
- ♦ Friday, July 9, 2010 – University of California, San Diego Staff Briefing
- ♦ Friday, July 9, 2010 – San Diego Gas and Electric Staff Briefing
- ♦ Friday, July 9, 2010 – Former Senator Steve Peace and Port Commissioner Scott Peterson Lunch
- ♦ Friday, July 9, 2010 – Mayor Jerry Sanders, Board Members, and Key Staff Briefing
- ♦ Friday, July 9, 2010 – San Diego County Airport Authority Board Briefing
- ♦ Thursday, July 22, 2010 – SANDAG ITC Workshop
- ♦ Thursday, July 22, 2010 – Prelim Potential HSR Maintenance Facility Sites Review
- ♦ Monday, July 26, 2010 – City of San Diego
- ♦ Tuesday, August 3, 2010 - City of Escondido Follow Up Meeting with City Staff
- ♦ Tuesday, August 17, 2010 - HST Meeting - Vulcan Project with Paul Robinson
- ♦ Friday, August 27, 2010 - LIFE coalition-Mira Costa College Presentation
- ♦ Wednesday, September 15, 2010 - SANDAG/Midcoast Meeting re:Mission Bay Area Alignment
- ♦ Friday, September 17, 2010 - SANDAG Transportation Committee
- ♦ Tuesday, October 5, 2010 - SANDAG/ITC Follow up meeting with Tait Galloway and others
- ♦ Wednesday, October 13, 2010 - Presentation to Escondido City Council
- ♦ Thursday, October 21, 2010 - San Diego County Regional Airport Authority - ITC planning
- ♦ Tuesday, November 2, 2010 - Monthly SANDAG - HSR - ITC - Mid-Coast Meeting

All Counties

2009

- ♦ Monday, September 21, 2009 – Mobility 21 Conference
- ♦ Friday, November 20, 2009 – Southern California Association of Governments (SCAG) CEO's Meeting
- ♦ Friday, December 18, 2009 – SCAG CEO's Meeting

2010

- ♦ Tuesday, January 12, 2010 – American Society of Civil Engineers Orange County Branch Transportation TG January Luncheon
- ♦ Friday, March 19, 2010 - Southern California High-Speed Train (HST) Regional Agency CEO's Meeting
- ♦ Thursday, April 8, 2010 – Caltrans District 7, 8 and 11 Meeting
- ♦ Monday, May 17, 2010 - Four Corners Policy Committee
- ♦ Tuesday, June 1, 2010 – Los Angeles to San Diego HST Coordination Meeting with Metrolink
- ♦ Thursday, June 17, 2010 – Association of Environmental Professionals Presentation
- ♦ Friday, June 18, 2010 - HST Southern California CEO's Meeting
- ♦ Thursday, July 1, 2010 – Southern California Regional Rail Authority Briefing
- ♦ Thursday, July 1, 2010 - Inland Empire Chapter of APWA
- ♦ Monday, October 18, 2010 - Caltrans Section Report Meeting – Districts 7, 8 11
- ♦ Wednesday, October 20, 2010 - Annual Conference – Society of Certified Appraisers
- ♦ Wednesday, October 27, 2010 - I-10 Metrolink Corridor - LAUS to El Monte
- ♦ Tuesday, November 2, 2010 - APA Conference Panel - Transforming the Transportation and Urban Landscape in the U.S.- High Speed Rail for a Developing Country



May 13, 2008

Mr. Mehdi Morshed
Executive Director
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, California 95814

Re: California High Speed Rail Route

Dear Mr. Morshed:

Reference is made to our meeting of May 9, 2008, to discuss the current status of the California high-speed rail initiative and its possible impacts on Union Pacific Railroad.

It was a very informative meeting to hear the efforts you are undertaking as the high-speed train bond measure is being prepared for the November, 2008 ballot.

After hearing your plans regarding the proposed routing for this service, Union Pacific feels it is important for the California High Speed Rail Authority (CHSA) to once again understand Union Pacific's position as related to potential alignments along Union Pacific corridors. Union Pacific has carefully evaluated CHSA's project and for the variety of reasons we discussed during our meeting, does not feel it is Union Pacific's best interest to have any proposed alignment located on Union Pacific rights-of way. Therefore, as your project moves forward with its final design, it is our request you do so in such a way as to not require the use of Union Pacific operating rights-of-way or interfere with Union Pacific operations. The State of California and the nation need railroads to retain their future ability to meet growing demand for rail cargo transportation, or that cargo will be in trucks on the highways.

Should you have any questions or comments, please do not hesitate to contact me.

Sincerely,
A handwritten signature in black ink, appearing to read "Jerry Wilmoth".

Cc: Scott Moore - UP
Wesley Lujan - UP

Jerry Wilmoth
General Manager Network Infrastructure

UNION PACIFIC RAILROAD
10031 Foothills Blvd., Roseville, CA 95747
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Jerry Wilmoth
General Manager Network Infrastructure

Mr. D. Leavitt, California High-Speed Rail Authority
Attn: Los Angeles to San Diego EIR/EIS
November 23, 2009

Page -2-

November 23, 2009

California High-Speed Rail Authority
Dan Leavitt, Deputy Director
Attn: Los Angeles to San Diego EIR/EIS
925 L Street, Suite 1425
Sacramento, CA 95814

**Re: Union Pacific Railroad Scoping Comments
For Los Angeles to San Diego via the Inland Empire EIR/EIS**

Dear High-Speed Rail Authority:

Union Pacific Railroad Company submits the following comments in response to the High-Speed Rail Authority's (Authority) Notice of Preparation pursuant to CEQA dated September 17, 2009, concerning the Project Environmental Impact Report/Environmental Impact Statement for the Los Angeles to San Diego segment of the high-speed train system (HSR). These comments also should be considered as responding to the Notice of Intent pursuant to NEPA as published by the Federal Railroad Administration in the Federal Register. Union Pacific understands that the Authority and the FRA will jointly prepare the EIR/EIS for this project.

For unknown reasons, the Authority did not send a copy of this notice to the undersigned or to any Union Pacific office of which I am aware. Consequently, Union Pacific was not advised of the November 20, 2009, deadline for scoping comments. Union Pacific requests that the Authority accept this letter as our late-filed scoping comments.

Union Pacific Railroad Company (Union Pacific) is a Delaware corporation that owns and operates a common carrier railroad network in the western half of the United States, including the State of California. Specifically, Union Pacific owns and operates rail main lines connecting the Los Angeles industrial and port complex to the San Francisco Bay Area, Sacramento, the Pacific Northwest, and to points in the Midwest such as Chicago and St. Louis. Union Pacific's Sunset Corridor connecting the Los Angeles port complex with Texas and the entire southeast is one of the busiest and most important rail lines in the country. Union Pacific's rail network, especially the Sunset Corridor, is vital to the economic health of the Los Angeles and Long Beach ports and of California and the nation as a whole.

Union Pacific previously submitted comments by letter dated May 13, 2008, to Mr. Mehdi Morshed, the Authority's Executive Director (copy attached), wherein the undersigned stated that it was not in Union Pacific's best interests to permit any proposed high-speed rail alignment on our rights of way. Union Pacific's position on this matter remains the same.

Union Pacific submits the following comments with reference to the scoping of the joint EIR/EIS for the Los Angeles to San Diego segment of the high-speed rail system.

- 1) Union Pacific owns the Los Angeles, Alhambra, and Yuma subdivisions rights of way in fee simple between central Los Angeles and the Colton – San Bernardino urban complex. Union Pacific controls the operation and maintenance of these subdivisions. No other carrier or government agency has the right to permit other railroads or rail operators to use any part of this right of way. These CTC-dispatched main lines, primarily single track but with some segments of double track, form the western end of the vital Sunset Route and are the main conduits for movement of Pacific Rim containers out of the ports of Los Angeles and Long Beach. The importance of these subdivisions to the efficient movement of containers and other freight traffic cannot be overstated. Confirming Union Pacific's prior statements, both written and oral, we will not voluntarily make any part of these subdivisions available for the high-speed rail alignment.
- 2) Major rail shippers are located along these subdivisions. In many instances, these shippers have constructed large unloading and storage facilities, including facilities for lumber, manufactured goods, automobiles, feed, and a multitude of other goods crucial to the Los Angeles area. Any HSR alignment on or adjacent to these subdivisions would terminate Union Pacific's ability to serve these shippers, and future shippers needing rail service, leading to serious economic loss to shippers, consumers, the state and the railroad.
- 3) In the Colton – San Bernardino urban complex, Union Pacific owns and operates a major freight yard which is crucial to its ability to serve customers on the routes to the east and Pacific Northwest. This yard, located at West Colton, is not available in whole or in part for the HSR alignment; it is fully reserved for present and future railroad operation.

The Authority must be aware of the following matters as it prepares the EIR/EIS:

- a) As a common carrier railroad, Union Pacific is subject to federal law governing abandonment or discontinuance of freight operations. Specifically, the Interstate Commerce Commission Termination Act (49 USC §10501 et seq.) prohibits a railroad from abandoning or discontinuing freight services over main or branch lines of railroad without authority from the federal Surface Transportation Board (STB). Union Pacific's operations over these subdivisions are subject to STB jurisdiction. The Authority may not undertake any action that effectively requires or causes Union Pacific to abandon or discontinue freight service on or over any portion of these subdivisions unless prior authority from the STB has been obtained. Union Pacific will deem any attempt by HSR to interfere with Union Pacific's operations over these subdivisions, including service to shippers, or to appropriate any part its right of way by eminent domain, as an attempt to force a de facto abandonment of freight service in violation of federal law.
- b) Slow speed freight trains and high-speed trains are incompatible on the same tracks at any time and at any location, including at-grade cross-overs. Union Pacific requires overhead clearance of 23 feet 6 inches, which is higher than the Authority contemplates for its electrical system. The Authority must provide grade-separated cross-overs for freight trains at necessary locations. The Authority must not contemplate operation of freight trains on any HSR trackage at any time (and vice-versa). HSR must comply

Mr. D. Leavitt, California High-Speed Rail Authority
Attn: Los Angeles to San Diego EIR/EIS
November 23, 2009

Page -3-

with all applicable FRA regulations with regard to freight trackage. Union Pacific does not believe it is possible or practical to devise any mitigation measures which will permit shared use of any part of its rights of way. Union Pacific will not voluntarily make any part of any right of way in the Los Angeles to Colton – San Bernardino segment available to HSR under any circumstances.

I want to emphasize again the critical importance of the Los Angeles, Alhambra and Yuma subdivisions rights of way to the movement of freight and containers into and out of the Los Angeles basin. The successful operation and growth of the ports at Los Angeles and Long Beach is directly tied to our ability to move containers over these subdivisions. Our capacity is already constrained during periods of normal traffic growth. We must reserve all of our rights of way for future capacity expansion. There is simply no room for high-speed rail on these lines.

Union Pacific is confident that its concerns listed herein will be fully addressed by the Authority and FRA during the EIR/EIS process. Union Pacific is willing to meet with the Authority and FRA to discuss its concerns about high-speed rail operation and to better understand the Authority's intentions regarding use of Union Pacific rights of way. Following such meeting, Union Pacific will be glad to consider all future requests by the Authority for information concerning operations, construction standards and mapping data.

Please direct all requests and correspondence to the undersigned.

Sincerely,



Jerry S. Wilmoth
General Manager - Network Infrastructure

Attachment



Fernandeano Tataviam Band of Mission Indians
Tribal Historic & Cultural
Preservation

Larry J. Ortega Sr.
Tribal President

MAR 11 2010

March 8, 2010

Dan Leavitt, Deputy Director
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Re: High Speed Rail—Bakersfield to Palmdale, Palmdale to Los Angeles, Los Angeles, to Anaheim, and Los Angeles to San Diego.

Dear Mr. Leavitt:

We appreciate the opportunity to be able to provide comments on the proposed High Speed Rail Project, Bakersfield to San Diego Corridor. The Fernandeano Tataviam Band of Mission Indians (Tribe) is a California Native American Indian government in northern Los Angeles County. The State of California trustee agency for Native American Cultural Resources, the Native American Heritage Commission, designated the Tribe as the local trustee agency within northern Los Angeles County by limits of its tribal historic boundaries. In accordance with California Government Code §65352.3 (SB18), and the California Environmental Quality Act (CEQA), and the National Environmental Protection Act (NEPA), the Tribe fully engages, to the extent of the respected governing laws, to protect and maintain all historic and cultural sites.

After careful review of the locations for each project that are within our ancestry boundaries. View the attached form of consultation preference for the desired locations. Please observe the attached map to view our ancestor's territory. Since the tribe requests consultation please observe the attached map to view our ancestry territory and a copy of our Tribal Cultural Resource Services. Should you have any further questions please contact Nicole Johnson, at njohnson@tataviam-nsn.us or at our Tribal Office (818) 837-0794 ext. 202.

Sincerely,

for
William Gonzales
THCP Committee Chairman

TRIBAL CULTURAL RESOURCES SERVICES

The Fernandeano Tataviam Band of Mission Indians (Tribe) has the necessary qualifications, experience and abilities to provide Native Monitoring for scared lands and burial sites to the Client. The Tribe is prepared to work with the Client to provide any and all documentation needed to facilitate permit processes. The Tribe is agreeable to provide Native Monitoring and Consulting on the terms and conditions as set out in this Agreement.

SUMMARY OF GENERAL TERMS & CONDITIONS

1. Native Monitoring and Consulting

The Tribe would provide the services consisting of Tribal Consulting and Monitoring (the "Services"), and the Tribe would also provide the services if agree upon duration the solid disturbance of the project.

2. Compensation

For the Services provided by the Tribe will pay to the Tribe in accordance to the Fee Structure. Compensation will be set upon terms agree by both interested parties as their Services are render.

3. Fee Structure

Time spent on the project by professional, monitor, and clerical personnel will be billed hourly. The following ranges of hourly rates for various categories of personnel are currently in effect:

Hourly Rate	Category
\$125	Consultation
\$75	Monitoring
\$75	Clerical

Hourly rates will be adjusted semi-annually to reflect changes in the cost-of-living index as published. If overtime for nonprofessional personnel is required, the premium differential figured at time and one-half of their regular hourly rates are charged at direct cost to the project. Unless otherwise stated, any cost estimate presented in a proposal is for budgetary purposes only, and is not a fixed price.

4. Capacity/Independent Contractor

It is expressly agreed that the Tribe would be acting as an independent contractor and not as an employee in providing the Services hereunder.

Consultation Preference for each project EIR/EIS
(check the appropriate box):

We want to participate

We are not concerned about this project/do not need to participate

California HST Section:

San Francisco to San Jose

San Jose to Merced

Merced to Sacramento

Merced to Fresno

Fresno to Bakersfield

Bakersfield to Palmdale

Palmdale to Los Angeles

Los Angeles to Anaheim

Los Angeles to San Diego

Knowing that some information is not available outside of the Native American Community, we encourage your participation in the environmental review for the HST projects. Providing comments now does not limit your ability to comment at a later time. FRA will ensure that any information that you provide to us will remain subject to the confidentiality provisions of the NHPA (Section 304).

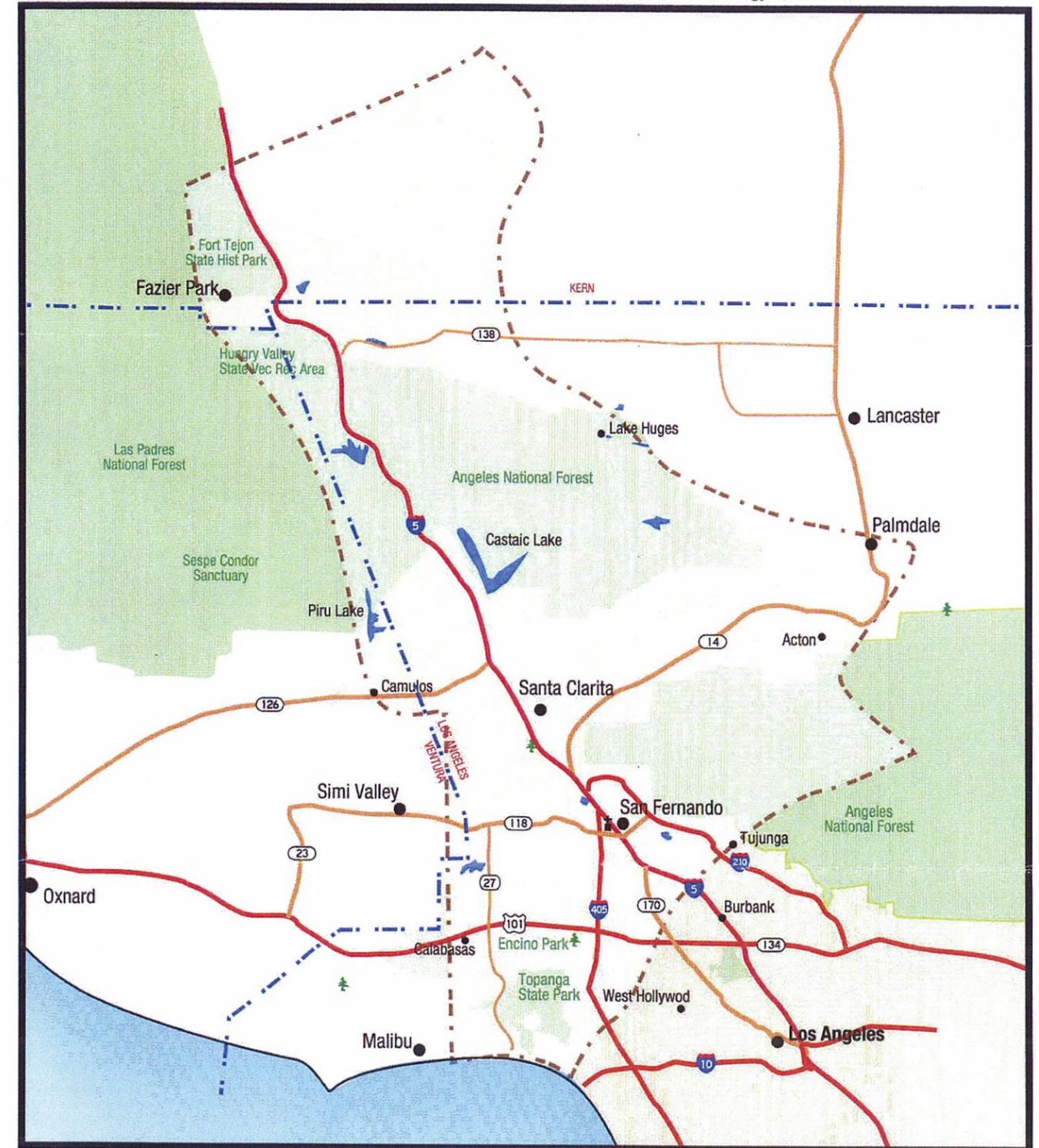
At your request, FRA or the Authority's management and staff can be available to meet with you to discuss any concerns you may have with the proposed HST System and to discuss possible resolution of any resource conflicts related to the proposed project. Please contact Dan Leavitt of the Authority, or Melissa DuMond with FRA at the following addresses if you have any questions or if you wish to request a meeting on these projects or related issues.

Melissa Elefante DuMond, AICP
Environmental Protection Specialist
Office of Passenger and Freight Programs
Federal Railroad Administration
1200 New Jersey Avenue, SE (West Building-
Mail Stop 20)
Washington, DC 20590
(202) 493-6366
melissa.dumond@dot.gov

Mr. Dan Leavitt
Deputy Director
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814
(916) 324-1541
dleavitt@hsr.ca.gov

Ferandeño Tataviam Band of Mission Indians Tribal Traditional Territory

source: Handbook of the Indians of California. Bureau of American Ethnology Bulletin 78.



Tribal Historic & Cultural Preservation

- - - Tribal boundaries
- - - County boundaries
- Interstates
- Highways

March 8, 2010

Attn: Melissa Elefante Du Mond, AICP Environmental Specialist
Office of Passenger and Freight Programs
Federal Railroad Administration
Federal Railroad Administration
1200 New Jersey Ave, SE (West Bldg. Mail Stop 20)
Washington, DC 20590

Re: Government-to-Government Consultation for the California High Speed Train Project

The Soboba Band of Luiseño Indians appreciates your observance of Tribal Cultural Resources and their preservation in your project. The information provided to us on said project has been assessed through our Cultural Resource Department, where it was concluded that although it is outside the existing reservation, the project area does fall within the bounds of our Tribal Traditional Use Areas. This project location is in close proximity to known village sites and is a shared use area that was used in ongoing trade between the Luiseno and Cahuilla tribes. Therefore it is regarded as highly sensitive to the people of Soboba.

Soboba Band of Luiseño Indians is requesting the following:

1. **Government to Government** consultation in accordance to Section 106. Including the transfer of information to the Soboba Band of Luiseno Indians regarding the progress of this project should be done as soon as new developments occur.
2. Soboba Band of Luiseño Indians continues to be a lead consulting tribal entity for this project.
3. Working in and around traditional use areas intensifies the possibility of encountering cultural resources during the construction/excavation phase. For this reason the Soboba Band of Luiseño Indians requests that Native American Monitor(s) from the Soboba Band of Luiseño Indians Cultural Resource Department to be present during any ground disturbing proceedings. Including surveys and archaeological testing.
4. Request that proper procedures be taken and requests of the tribe be honored (Please see the attachment)

Sincerely,


Joseph Ontiveros
Soboba Cultural Resource Department
P.O. Box 487
San Jacinto, CA 92581
Phone (951) 654-5544 ext. 4137

Cell (951) 663-5279
iontiveros@soboba-nsn.gov

Cultural Items (Artifacts). Ceremonial items and items of cultural patrimony reflect traditional religious beliefs and practices of the Soboba Band. The Developer should agree to return all Native American ceremonial items and items of cultural patrimony that may be found on the project site to the Soboba Band for appropriate treatment. In addition, the Soboba Band requests the return of all other cultural items (artifacts) that are recovered during the course of archaeological investigations. Where appropriate and agreed upon in advance, Developer's archeologist may conduct analyses of certain artifact classes if required by CEQA, Section 106 of NHPA, the mitigation measures or conditions of approval for the Project. This may include but is not limited or restricted to include shell, bone, ceramic, stone or other artifacts.

The Developer should waive any and all claims to ownership of Native American ceremonial and cultural artifacts that may be found on the Project site. Upon completion of authorized and mandatory archeological analysis, the Developer should return said artifacts to the Soboba Band within a reasonable time period agreed to by the Parties and not to exceed (30) days from the initial recovery of the items.

Treatment and Disposition of Remains

A. The Soboba Band shall be allowed, under California Public Resources Code § 5097.98 (a), to (1) inspect the site of the discovery and (2) make determinations as to how the human remains and grave goods shall be treated and disposed of with appropriate dignity.

B. The Soboba Band, as MLD, shall complete its inspection within twenty-four (24) hours of receiving notification from either the Developer or the NAHC, as required by California Public Resources Code § 5097.98 (a). The Parties agree to discuss in good faith what constitutes "appropriate dignity" as that term is used in the applicable statutes.

C. Reburial of human remains shall be accomplished in compliance with the California Public Resources Code § 5097.98 (a) and (b). The Soboba Band, as the MLD in consultation with the Developer, shall make the final discretionary determination regarding the appropriate disposition and treatment of human remains.

D. All parties are aware that the Soboba Band may wish to rebury the human remains and associated ceremonial and cultural items (artifacts) on or near, the site of their discovery, in an area that shall not be subject to future subsurface

disturbances. The Developer should accommodate on-site reburial in a location mutually agreed upon by the Parties.

E. The term "human remains" encompasses more than human bones because the Soboba Band's traditions periodically necessitated the ceremonial burning of human remains. Grave goods are those artifacts associated with any human remains. These items, and other funerary remnants and their ashes are to be treated in the same manner as human bone fragments or bones that remain intact

Coordination with County Coroner's Office. The Lead Agencies and the Developer should immediately contact both the Coroner and the Soboba Band in the event that any human remains are discovered during implementation of the Project. If the Coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, the Coroner shall ensure that notification is provided to the NAHC within twenty-four (24) hours of the determination, as required by California Health and Safety Code § 7050.5 (c).

Non-Disclosure of Location Reburials. It is understood by all parties that unless otherwise required by law, the site of any reburial of Native American human remains or cultural artifacts shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, parties, and Lead Agencies, will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code § 6254 (r).

Ceremonial items and items of cultural patrimony reflect traditional religious beliefs and practices of the Soboba Band. The Developer agrees to return all Native American ceremonial items and items of cultural patrimony that may be found on the project site to the Soboba Band for appropriate treatment. In addition, the Soboba Band requests the return of all other cultural items (artifacts) that are recovered during the course of archaeological investigations. Where appropriate and agreed upon in advance, Developer's archeologist may conduct analyses of certain artifact classes if required by CEQA, Section 106 of NHPA, the mitigation measures or conditions of approval for the Project. This may include but is not limited or restricted to include shell, bone, ceramic, stone or other artifacts.

Cc: Dan Leavitt, Deputy Director
California High-Speed Rail Authority

Consultation Preference for each project EIR/EIS
(check the appropriate box):

We want to participate

We are not concerned about this project/do not need to participate

California HST Section:

San Francisco to San Jose

San Jose to Merced

Merced to Sacramento

Merced to Fresno

Fresno to Bakersfield

Bakersfield to Palmdale

Palmdale to Los Angeles

Los Angeles to Anaheim

Los Angeles to San Diego

Knowing that some information is not available outside of the Native American Community, we encourage your participation in the environmental review for the HST projects. Providing comments now does not limit your ability to comment at a later time. FRA will ensure that any information that you provide to us will remain subject to the confidentiality provisions of the NHPA (Section 304).

At your request, FRA or the Authority's management and staff can be available to meet with you to discuss any concerns you may have with the proposed HST System and to discuss possible resolution of any resource conflicts related to the proposed project. Please contact Dan Leavitt of the Authority, or Melissa DuMond with FRA at the following addresses if you have any questions or if you wish to request a meeting on these projects or related issues.

Melissa Elefante DuMond, AICP
Environmental Protection Specialist
Office of Passenger and Freight Programs
Federal Railroad Administration
1200 New Jersey Avenue, SE (West Building-
Mail Stop 20)
Washington, DC 20590
(202) 493-6366
melissa.dumond@dot.gov

Mr. Dan Leavitt
Deputy Director
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814
(916) 324-1541
dleavitt@hsr.ca.gov



PALA BAND OF MISSION INDIANS
 Tribal Historic Preservation Office
 35008 Pala Temecula Rd. PMB 445
 Pala, CA 92059

Ph: (760) 891-3591
 Fax: (760) 742-4543

March 16, 2010

Melissa Elefante DuMond, AICP
 Environmental Protection Specialist
 Office of Passenger and Freight Programs
 Federal Railroad Administration
 1200 New Jersey Ave. SE (West Building – Mail Stop 20)
 Washington, DC 20590

Re: Initiation of Government-to-Government Section 106 Consultation for the California High-Speed Train Projects

Dear Ms. DuMond:

The Pala Band of Mission Indians Tribal Historic Preservation Office has received your notification of the project referenced above. This letter constitutes our response on behalf of Robert Smith, Tribal Chairman.

We have consulted our maps and determined that the project as described is not within the boundaries of the recognized Pala Indian Reservation. Portions of the project, however, do fall within the boundaries of the territory that the tribe considers its Traditional Use Area (TUA). Therefore, we request to be kept in the information loop as the project progresses and would appreciate being maintained on the receiving list for project updates, reports of investigations, and/or any documentation that might be generated regarding previously reported or newly discovered sites. If the project boundaries are modified to extend beyond the currently proposed limits, we request updated information and the opportunity to respond to your changes.

We appreciate involvement with your initiative and look forward to working with you on future efforts. If you have questions or need additional information, please do not hesitate to contact me by telephone at 760-891-3591 or by e-mail at sgaughen@palatribe.com.

Sincerely,

Shasta C. Gaughen, MA
 Tribal Historic Preservation Officer
 Pala Band of Mission Indians

Consultation Preference for each project EIR/EIS
(check the appropriate box):

We want to participate

We are not concerned about this project/do not need to participate

California HST Section:

<input type="checkbox"/>	<input checked="" type="checkbox"/>	San Francisco to San Jose
<input type="checkbox"/>	<input checked="" type="checkbox"/>	San Jose to Merced
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Merced to Sacramento
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Merced to Fresno
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Fresno to Bakersfield
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Bakersfield to Palmdale
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Palmdale to Los Angeles
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Los Angeles to Anaheim
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Los Angeles to San Diego

Knowing that some information is not available outside of the Native American Community, we encourage your participation in the environmental review for the HST projects. Providing comments now does not limit your ability to comment at a later time. FRA will ensure that any information that you provide to us will remain subject to the confidentiality provisions of the NHPA (Section 304).

At your request, FRA or the Authority's management and staff can be available to meet with you to discuss any concerns you may have with the proposed HST System and to discuss possible resolution of any resource conflicts related to the proposed project. Please contact Dan Leavitt of the Authority, or Melissa DuMond with FRA at the following addresses if you have any questions or if you wish to request a meeting on these projects or related issues.

Melissa Elefante DuMond, AICP
 Environmental Protection Specialist
 Office of Passenger and Freight Programs
 Federal Railroad Administration
 1200 New Jersey Avenue, SE (West Building-
 Mail Stop 20)
 Washington, DC 20590
 (202) 493-6366
melissa.dumond@dot.gov

Mr. Dan Leavitt
 Deputy Director
 California High-Speed Rail Authority
 925 L Street, Suite 1425
 Sacramento, CA 95814
 (916) 324-1541
dleavitt@hsr.ca.gov



Cahuilla Tribal Environmental Protection Office
 P.O. Box 391714 (52701 CA-Highway 371)
 Anza, California 92539
 (951) 763-2631 Fax (951) 763-2632

March 19, 2010

Mr. Dan Leavitt, Deputy Director
 California High-Speed Rail Authority
 925 L Street, Suite 1425
 Sacramento, CA 95814

RE: California High-Speed Train Projects
 Los Angeles to San Diego

Dear Mr. Leavitt;

Thank you for contacting the Cahuilla Band of Indians concerning the above referenced project. We currently have no knowledge of any cultural resources within the project plan.

Although the project area is outside the Cahuilla Indian Reservation territory, it is not outside the Traditional Use Area for the Cahuilla Band of Indians and we request that we be kept in the information loop with regard to this area as the project progresses and we would appreciate being maintained on the receiving list for project updates, reports of investigations and/or any documentation that might be generated regarding previously reported or newly discovered cultural resource sites within the area designated.

Finally, working in and around traditional use areas intensifies the possibility of encountering cultural resources during the construction/excavation phase. For this, we would want Approved Cultural Monitors to be present on site during all survey and all ground disturbing activities. The Cahuilla tribe does have trained and certified Native American Monitors who are qualified to monitor construction and archaeological activities, and you can contact the Cahuilla Tribal Environmental Protection Office at the above numbers for proposed monitoring.

Sincerely,

Yvonne L. Markle

Yvonne L. Markle
 Cahuilla Environmental Office Manager
environmentalofficer@cahuilla.net

Consultation Preference for each project EIR/EIS
 (check the appropriate box):

We want to participate	We are not concerned about this project/do not need to participate	California HST Section:
<input type="checkbox"/>	<input checked="" type="checkbox"/>	San Francisco to San Jose
<input type="checkbox"/>	<input checked="" type="checkbox"/>	San Jose to Merced
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Merced to Sacramento
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Merced to Fresno
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Fresno to Bakersfield
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Bakersfield to Palmdale
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Palmdale to Los Angeles
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Los Angeles to Anaheim
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Los Angeles to San Diego

Knowing that some information is not available outside of the Native American Community, we encourage your participation in the environmental review for the HST projects. Providing comments now does not limit your ability to comment at a later time. FRA will ensure that any information that you provide to us will remain subject to the confidentiality provisions of the NHPA (Section 304).

At your request, FRA or the Authority's management and staff can be available to meet with you to discuss any concerns you may have with the proposed HST System and to discuss possible resolution of any resource conflicts related to the proposed project. Please contact Dan Leavitt of the Authority, or Melissa DuMond with FRA at the following addresses if you have any questions or if you wish to request a meeting on these projects or related issues.

Melissa Elefante DuMond, AICP
 Environmental Protection Specialist
 Office of Passenger and Freight Programs
 Federal Railroad Administration
 1200 New Jersey Avenue, SE (West Building-
 Mail Stop 20)
 Washington, DC 20590
 (202) 493-6366
melissa.dumond@dot.gov

Mr. Dan Leavitt
 Deputy Director
 California High-Speed Rail Authority
 925 L Street, Suite 1425
 Sacramento, CA 95814
 (916) 324-1541
dleavitt@hsr.ca.gov



PECHANGA CULTURAL RESOURCES
Temecula Band of Luiseño Mission Indians

Post Office, Box 2183 • Temecula, CA 92593
Telephone (951) 308-9295 • Fax (951) 506-9491

March 30, 2010

VIA E-MAIL and USPS

Melissa Elefante DuMond, AICP
Environmental Protection Specialist
Office of Passenger and Freight Programs
Federal Railroad Administration
1200 New Jersey Avenue, SE (West Building Mail Stop 20)
Washington, DC 20590

Re: Pechanga Tribe Comments on the Request for Section 106 Tribal Consultation for the High Speed Train Projects

Dear Ms. DuMond:

Thank you for inviting us to submit comments on the above named Project. This comment letter is written on behalf of the Pechanga Band of Luiseño Indians (hereinafter, "the Tribe"), a federally recognized Indian tribe and sovereign government. The Tribe formally requests, pursuant to Public Resources Code §21092.2, to be notified and involved in the entire NEPA/CEQA environmental review process for the duration of the above referenced project (the "Project"). The Tribe submitted comments on this project on August 30, 2004 and this letter incorporates those comments as well.

If you haven't done so already, please add the Tribe to your distribution list(s) for public notices and circulation of all documents, including environmental review documents, archeological reports and all documents pertaining to this Project. The Tribe further requests to be directly notified of all public hearings and scheduled approvals concerning this Project. The Tribe also requests that these comments be incorporated into the record of approval for this Project as well.

The Tribe submits these comments concerning the Project's potential impacts to cultural resources in conjunction with the environmental review of the Project. The Tribe reserves the right to fully participate in the environmental review process, as well as to provide further comment on the Project's impacts to cultural resources and potential mitigation for such impacts. Further, the Tribe reserves the right to participate in the regulatory process and provide comment on issues pertaining to the regulatory process and Project approval. The Tribe thanks the California High-Speed Rail Authority ("Authority"), the Federal Railroad Administration (FRA),

Chairperson:
Germaine Arenas

Vice Chairperson:
Mary Bear Magee

Committee Members:
Evie Gerber
Darlene Miranda
Bridgett Barcello Maxwell
Aurelia Marruffo
Richard B. Scarce, III

Director:
Gary DuBois

Coordinator:
Paul Macarro

Cultural Analyst:
Anna Hoover

Monitor Supervisor:
Jim McPherson

Pechanga Comment Letter to the USDOT, Federal Railroad Administration
Re: Pechanga Tribe Comments on Section 106 Consultation for High Speed Train Projects
March 31, 2010
Page 2

the Department of Transportation (DOT) and all other cooperating agencies on this Project for consulting with the Pechanga Band early and looks forward to continuing consultations to identify sensitive Native American resources and areas for the duration of the Project.

THE FEDERAL RAILROAD ADMINISTRATION (FRA) MUST INCLUDE INVOLVEMENT OF AND CONSULTATION WITH THE PECHANGA TRIBE IN ITS ENVIRONMENTAL REVIEW PROCESS

It has been the intent of the Federal Government¹ and the State of California² that Indian tribes be consulted with regard to issues which impact cultural and spiritual resources, as well as other governmental concerns. The responsibility to consult with Indian tribes stems from the unique government-to-government relationship between the United States and Indian tribes. This arises when tribal interests are affected by the actions of governmental agencies and departments. In this case, it is undisputed that major portions of the Los Angeles to San Diego Section lies within the Pechanga Tribe's traditional territory. Therefore, in order to comply with NEPA/CEQA and other applicable Federal and California law, it is imperative that the USDOT, the FRA and the Authority consult with the Tribe in order to guarantee an adequate knowledge base to appropriately evaluate the Project's effects, as well as generating adequate avoidance and mitigation measures.

PECHANGA CULTURAL AFFILIATION TO PROJECT AREA

The Pechanga Tribe asserts that the Project area is part of Luiseño, and therefore the Tribe's, aboriginal territory as evidenced by the existence of Luiseño place names, *tóota yixélval* (rock art, pictographs, petroglyphs), and an extensive Luiseño artifact record in the vicinity of the Project. This culturally sensitive area is affiliated with the Pechanga Band of Luiseño Indians because of the Tribe's cultural ties to this area as well as extensive history with both this Project and other projects within the area. As the Tribe commented in 2004, the area covered by the Los Angeles to San Diego route will impact the Tribe's creation site, called *'éxva Teméeku*. Since 2004, the Tribe has gathered significant additional information on this area, which is described below.

The Pechanga Tribe's knowledge of our ancestral boundaries is based on reliable information passed down to us from our elders; published academic works in the areas of anthropology, history and ethno-history; and through recorded ethnographic and linguistic accounts. Of the many anthropologists and historians who have presented boundaries of the Luiseño traditional territory, few have excluded the proposed Project area from their descriptions (Sparkman 1908; Kroeber 1925; White 1963; Harvey 1974; Oxendine 1983; Smith and Freers

¹ See Executive Memorandum of April 29, 1994 on Government-to-Government Relations with Native American Tribal Governments and Executive Order of November 6, 2000 on Consultation and Coordination with Indian Tribal Governments.

² See California Public Resource Code §5097.9 et seq.; California Government Code §§65351, 65352, 65352.3 and 65352.4

1994), and such territory descriptions correspond almost identically with that communicated to the Pechanga people by our elders. While historic accounts and anthropological and linguistic theories are important in determining traditional Luiseño territory, the most critical sources of information used to define our traditional territories are our songs, creation accounts, and oral traditions.

Luiseño history originates with the creation of all things at 'éxva Teméeku, the present day City of Temecula, and dispersing out to all corners of creation (what is today known as Luiseño territory). It was at Temecula that the Luiseño deity *Wuyóot* lived and taught the people, and here that he became sick, finally expiring at Lake Elsinore. Many of our songs relate the tale of the people taking the dying *Wuyóot* to the many hot springs at Elsinore, where he died (DuBois 1908). He was cremated at 'éxva Teméeku. It is the Luiseño creation account that connects Elsinore to Temecula, and thus to the Temecula people who were evicted and moved to the Pechanga Reservation, and now known as the Pechanga Band of Luiseño Mission Indians (the Pechanga Tribe). From Elsinore, the people spread out, establishing villages and marking their territories. The first people also became the mountains, plants, animals and heavenly bodies.

Many traditions and stories are passed from generation to generation by songs. One of the Luiseño songs recounts the travels of the people to Elsinore after a great flood (DuBois 1908). From here, they again spread out to the north, south, east and west. Three songs, called *Monívol*, are songs of the places and landmarks that were destinations of the Luiseño ancestors, several of which are located near the Project area. They describe the exact route of the Temecula (Pechanga) people and the landmarks made by each to claim title to places in their migrations (DuBois 1908:110). Further, the story of *Táakwish* and *Tukupar* includes place names for events from the Idyllwild area to the Glen Ivy/Corona area (Kroeber 1906). In addition, Pechanga elders state that the Temecula/Pechanga people had usage/gathering rights to an area extending from Rawson Canyon on the east, over to Lake Mathews on the northwest, down Temescal Canyon to Temecula, eastward to Aguanga, and then along the crest of the Cahuilla range back to Rawson Canyon. The Native American Heritage Commission (NAHC) Most Likely Descendent (MLD) files substantiate this habitation and migration record from oral tradition. These examples illustrate a direct correlation between the oral tradition and the physical place; proving the importance of songs and stories as a valid source of information outside of the published anthropological data.

Tóota yixélval (rock art) is also an important element in the determination of Luiseño territorial boundaries. *Tóota yixélval* can consist of petroglyphs (incised) elements, or pictographs (painted) elements. The science of archaeology tells us that places can be described through these elements. Riverside and Northern San Diego Counties are home to red-pigmented pictograph panels. Archaeologists have adopted the name for these pictograph-versions, as defined by Ken Hedges of the Museum of Man, as the San Luis Rey style. The San Luis Rey style incorporates elements which include chevrons, zig-zags, dot patterns, sunbursts, handprints, net/chain, anthropomorphic (human-like) and zoomorphic (animal-like) designs. Tribal

historians and photographs inform us that some design elements are reminiscent of Luiseño ground paintings. A few of these design elements, particularly the flower motifs, the net/chain and zig-zags, were sometimes depicted in Luiseño basket designs and can be observed in remaining baskets and textiles today.

An additional type of *tóota yixélval*, identified by archaeologists also as rock art or petroglyphs, are cupules. Throughout Luiseño territory, there are certain types of large boulders, taking the shape of mushrooms or waves, which contain numerous small pecked and ground indentations, or cupules. Many of these cupule boulders have been identified within a few miles of the Project. Additionally, according to historian Constance DuBois:

When the people scattered from Ekvo Temeko, Temecula, they were very powerful. When they got to a place, they would sing a song to make water come there, and would call that place theirs; or they would scoop out a hollow in a rock with their hands to have that for their mark as a claim upon the land. The different parties of people had their own marks. For instance, Albañas's ancestors had theirs, and Lucario's people had theirs, and their own songs of Munival to tell how they traveled from Temecula, of the spots where they stopped and about the different places they claimed (1908:158).

Thus, our songs and stories, our indigenous place names, as well as academic works, demonstrate that the Luiseño people who occupied western Riverside County and portions of northern San Diego County are ancestors of the present-day Luiseño/Pechanga people, and as such, Pechanga is culturally affiliated to this geographic area.

The Tribe welcomes the opportunity to meet with the FRA, the Authority and/or USDOT to further explain and provide documentation concerning our specific cultural affiliation to lands within your jurisdiction.

PROJECT IMPACTS TO CULTURAL RESOURCES AND REQUESTED TRIBAL INVOLVEMENT

The Tribe previously submitted comments on the Program EIR/EIS in 2004 for this Project and commented at the public scoping meeting held in Los Angeles at that time. Our primary concern is that the proposed route that travels along Interstate 15 through Temecula will pass through our creation location, 'éxva Teméku, and the surrounding area which is sacred and sensitive to the Tribe. Since our last comment letter, we have gathered additional information regarding this Traditional Cultural Property (TCP) and the surrounding areas. We are further concerned that the Project may impact sensitive cultural sites along the "Los Angeles to San Diego" route. Recent development in western Riverside County has resulted in the identification of hundreds of new sensitive cultural resources along the proposed route. The Tribe is also conducting internal research and has identified numerous Village Complexes, traditional Luiseño place names, rock art locations and other cultural locations within the proposed route.

It is currently our understanding that no environmental documents have been prepared to date for the "Los Angeles to San Diego" portion of the Project and that technical studies are ongoing. The Tribe requests to be involved and participate with the FRA, the Authority, USDOT and local agencies in assuring that an adequate environmental assessment is completed, and in developing all monitoring and mitigation plans and measures for the duration of the "Los Angeles to San Diego" portion of the Project. In addition, given the sensitivity of the this area, it is the position of the Pechanga Tribe that Pechanga tribal monitors be present during all archaeological studies and all ground-disturbing activities conducted in connection with the Project, including but not limited to archaeological excavations, geologic testing, brushing, grubbing, etc.

The CEQA Guidelines state that lead agencies should make provisions for inadvertent discoveries of cultural resources (CEQA Guidelines §15064.5). As such, it is the position of the Pechanga Tribe that an agreement specifying appropriate treatment of inadvertent discoveries of cultural resources be executed between the FRA or its designee and the Pechanga Tribe. This may also be addressed in a Programmatic Agreement, as appropriate.

The Tribe believes that adequate cultural resources assessments and management must always include a component which addresses inadvertent discoveries. Every major State and Federal law dealing with cultural resources includes provisions addressing inadvertent discoveries (See e.g.: CEQA (Cal. Pub. Resources Code §21083.2(i); 14 CCR §1506a.5(f)); Section 106 (36 CFR §800.13); NAGPRA (43 CFR §10.4)). Moreover, most state and federal agencies have guidelines or provisions for addressing inadvertent discoveries (See e.g.: FHWA, Section 4(f) Regulations - 771.135(g); CALTRANS, Standard Environmental Reference - 5-10.2 and 5-10.3). Because of the extensive presence of the Tribe's ancestors within the Project area, it is not unreasonable to expect to find vestiges of that presence. Such cultural resources and artifacts are significant to the Tribe on a much deeper level than just being scientifically important as they are reminders of their ancestors. Moreover, the Tribe is expected to protect and assure that all cultural sites of its ancestors are appropriately treated in a respectful manner. Therefore, as noted previously, it is crucial to adequately address the potential for inadvertent discoveries early on in the environmental process.

Further, the Pechanga Tribe believes that if human remains are discovered, State law would apply and the mitigation measures for the permit must account for this. According to the California Public Resources Code, § 5097.98, if Native American human remains are discovered, the Native American Heritage Commission must name a "most likely descendant," who shall be consulted as to the appropriate disposition of the remains. Given the Project's location in Pechanga territory, the Pechanga Tribe intends to assert its right pursuant to California law with regard to any remains or items discovered in the course of this Project. In addition, the Native American Graves Protection and Repatriation Act may also apply to the discovery of human remains and associated/unassociated funerary and grave goods and which must be addressed by FRA, the Authority and USDOT.

PECHANGA TRIBAL INVOLVEMENT

The Pechanga Tribe will itself be engaging in further assessment of the Project area, in consultation with tribal elders, to identify more specific information about this culturally sensitive area. The Tribe will also be offering proposed mitigation once it has completed the assessment of the Project. Moreover, the Tribe possesses necessary information about the archaeological and cultural sensitivity that an archaeological survey alone will not reveal, and should be consulted with at the earliest possible stage of the environmental review to assist in identifying and mitigating the cultural resources impacts for this Project. Given that Native American cultural resources may be affected by the Project, the Pechanga Tribe requests to be involved and participate with the FRA, the Authority, USDOT and local agencies in creating mitigation plans for the duration of the Project under California Public Resources Code § 21081.

CONCLUSION

In order to approve an EIR/EIS, the FRA is required to make findings that it has adopted mitigation measures that have eliminated or substantially lessened all significant effects on the environment where feasible (CEQA Guidelines § 15092). In addition, a programmatic agreement may be necessary to properly avoid and mitigate proposed impacts. As such, the Tribe urges the FRA to require a thorough investigation and analysis of impacts to cultural resources in the EIR/EIS, in consultation with the Pechanga Tribe, in order to properly assess the effects on such resources and adopt appropriate mitigation measures.

The Pechanga Tribe looks forward to working together with the Federal Railroad Administration, the Authority and United States Department of Transportation in protecting the invaluable Pechanga cultural resources found in the "Los Angeles to San Diego" portion of the Project area. Please contact me at 951-308-9295 X8104 once you have had a chance to review these comments so that we might address the issues concerning the Project as well as scheduling monitors to participate during the archaeological studies. Thank you.

Sincerely,



Anna Hoover
Cultural Analyst

Cc Pechanga Office of the General Counsel



**SAN LUIS REY BAND
of Mission Indians**

Tribal Council

MeI Vernon

Captain

Carmen Mojado
*Secretary of Government
Relations*

Charlotte Herrera
Secretary of the Treasury

Tom Beltran
*Secretary of Economic
Development*

Al Cerda
*Secretary of Tribal Ethics
and Information*

Clara Guy
Tribal Elder

Henry Contreras
Council Member

David Herrera
Council Member

Mary Lou Beltran
Council Member

Carrie Lopez
Tribal Advisor

Merri Lopez, Esq.
Tribal Legal Advisor

Contact information
1889 Sunset Drive
Vista, CA 92081

Tel: (760) 724-8505
Fax: (760) 724-2172

Revised: 01 05

April 6, 2010

Re: Comments on Proposed California High-Speed Rail Authority

Dear Mr. Leavitt, Deputy Director,

The San Luis Rey Band of Mission Indians hereby submits the following comments on the proposed California High-Speed Rail Authority ("Project").

The San Luis Rey Band ("Band" or "Tribe") is a San Diego County Tribe whose traditional territory includes the current cities of Vista, Oceanside, Carlsbad, San Marcos and Escondido, among others. The Band's primary concerns are the preservation and protection of cultural, archaeological, sacred and historical sites of significant to the Band located within the Project area.

The Band is concerned about protecting the unique and irreplaceable cultural resources which will be affected by the Project. The Tribe is also concerned about the appropriate and lawful treatment of Native American human remains and cultural and sacred items which are likely to be disturbed during the Project's development and ground disturbing activities. The Band does have a Most Likely Descendant on file with the Native American Heritage Commission in the event that human remains are discovered during the grading process.

The need for mitigation measures for this Project are undisputed. The strongest protections must be afforded to protect these invaluable resources. The Band intends to use all appropriate and necessary procedures available to ensure that these resources are properly addressed via the CEQA and SB 18 processes.

To ensure a complete and undisputed understanding by all parties regarding the protection of these priceless resources, the Band respectfully



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Revised: 01 05

requests that the following mitigation measures be added as mandatory conditions for approving the grading permit for the Project. The Developer must be required to submit written proof of these requirements before the permit may be issued.

1. The Developer must execute a Pre-Excavation Agreement with the Band prior to any ground-disturbing activities on the Project site. The agreement will, at minimum, include the following provisions:
 - A. Require appropriate treatment of human remains and cultural items.
 - B. Require a good faith effort by the parties to agree on what is appropriate treatment and dignity when addressing human remains and cultural items.
 - C. Require that any human remains or cultural items recovered during the grading process be returned to the Band, and not curated in a facility absent the express written consent of the Band.
 - D. Require avoidance for all significant and sacred archaeological sites which may be found during development. Avoidance is the preferred method of preservation under CEQA for such resources.
 - E. Require Native American monitors to be present during all ground-disturbing activities.
 - F. Provide for the compensation of tribal monitors at the expense of the Developer.

2. Additionally, the Band requests that Native American monitors be added as a mandatory requirement, in addition to any archaeological monitor required by state law.

With these clarifications, the San Luis Rey Band believes that the mitigation measures described above will provide adequate protection for the cultural resources and human remains that may be discovered in the Project area. The Band intends to carefully monitor this Project to ensure that the requirements imposed by CEQA and SB 18 are rigorously applied for the duration of the Project.



SAN LUIS REY BAND of Mission Indians

Tribal Council

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Captain

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Revised: 01/05

The Band truly appreciates the commitment of California High Rail Authority to continue consultation with the Tribe during the Project. We look forward to continuing this positive relationship and we thank you for your assistance in protecting our invaluable Luiseno cultural resources.

Sincerely,

Mel Vernon

San Luis Rey Band of Mission Indians

Consultation Preference for each project EIR/EIS (check the appropriate box):

We want to participate

We are not concerned about this
project/do not need to participate

California HST Section:

We want to participate	We are not concerned about this project/do not need to participate	California HST Section:
<input type="checkbox"/>	<input type="checkbox"/>	San Francisco to San Jose
<input type="checkbox"/>	<input type="checkbox"/>	San Jose to Merced
<input type="checkbox"/>	<input type="checkbox"/>	Merced to Sacramento
<input type="checkbox"/>	<input type="checkbox"/>	Merced to Fresno
<input type="checkbox"/>	<input type="checkbox"/>	Fresno to Bakersfield
<input type="checkbox"/>	<input type="checkbox"/>	Bakersfield to Palmdale
<input type="checkbox"/>	<input type="checkbox"/>	Palmdale to Los Angeles
<input type="checkbox"/>	<input type="checkbox"/>	Los Angeles to Anaheim
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Los Angeles to San Diego

Knowing that some information is not available outside of the Native American Community, we encourage your participation in the environmental review for the HST projects. Providing comments now does not limit your ability to comment at a later time. The Authority and FRA will ensure that any information that you provide to us will remain subject to the confidentiality provisions of the NHPA (Section 304).

At your request, the Authority's staff can be available to meet with you to discuss any concerns you may have with the proposed HST System and to discuss possible resolution of any resource conflicts related to the proposed project. Please contact Dan Leavitt of the Authority at the following addresses if you have any questions or if you wish to request a meeting on these projects or related issues.

Mr. Dan Leavitt, Deputy Director
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814
(916) 324-1541
dleavitt@hsr.ca.gov



Main Office
 818 West Seventh Street
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 www.scag.ca.gov

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 Carl Morehouse, Ventura

 Energy & Environment
 Keith Hanks, Azusa

 Transportation
 Mike Ten, South Pasadena

April 12, 2010

Honorable Curt Pringle
 Chairman, California High Speed Rail Authority
 925 L Street, Suite 1425
 Sacramento, CA 95814

Dear Chairman Pringle:

Thank you very much for arranging your calendar to speak to the Southern California Association of Governments' (SCAG) Transportation Committee on July 1, 10 am, Los Angeles office. In advance of that meeting, I want to take this opportunity to convey actions taken by the Regional Council at their April 1st Board meeting regarding the California High Speed Train Project.

- SCAG supports the concerns raised by Mr. Art Leahy, Metro Chief Executive Officer and Mr. Will Kempton, OCTA Chief Executive Officer in their March 23 letter to the Authority. Particularly, the SCAG Board requested that you receive this letter confirming support and clarifying that the SCAG Board supports the recommendation to examine all potential service alternatives prior (including the shared use corridor alternative) to releasing the final Los Angeles to Anaheim Section of the High Speed Train Project Alternatives Analysis Report.
- SCAG also supports Mr. Leahy and Mr. Kempton's recommendation for improving collaboration with the Authority, local cities, Metrolink, Amtrak, and the LOSSAN Rail Corridor Agency. SCAG believes that active and ongoing coordination is key to the success of the High Speed Train segment. In order to move forward with a successful environmental review process, the region's elected officials should be regularly kept abreast of community outreach and project development milestones.
- Lastly, it is hoped that on July 1st, that you will be able to present more information regarding the projected cost of the HST Program by segment, and how the segments of the HST Program will be funded.

SCAG looks forward to working with Authority in the building of the California High Speed Train Project. The Board and staff look forward to working with your upcoming new Executive Director and his/her management team. We will do our best to support the Authority's mandated vision of a statewide high speed



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 Keith Hanks, Azusa

 Transportation
 Mike Ten, South Pasadena

rail system approved by the voters. Our agency's Executive Director attends monthly regional transportation meetings with the other agency executive directors and they look forward to regular participation by the new Executive Director of the Authority.

Please contact Mr. Hasan Ikhata, Executive Director at 213-236-1944 or ikhata@scag.ca.gov should you have any questions or comments. We look forward to seeing you on July 1st!

Best Regards

Jon Edney
 President, SCAG Regional Council
 El Centro Councilmember

JE:mg

Cc: Arthur T. Leahy, LACMTA Chief Executive Officer
 Will Kempton, OCTA Chief Executive Officer
 Deborah Robinson Barmack, SANBAG Executive Director
 Anne Mayer, RCTC Executive Director
 Eric Haley, SCCRA (Metrolink) Interim Chief Executive Officer
 Mike Ten, Chair, Transportation Committee, SCAG

Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's High-Speed Train Technical Working Group Meeting. Please take a few minutes to provide your comments.

Name (please print): Mehdi Salehinik City: LA State: CA Zip: 90012
Organization/Business: Caltrans D-7 E-mail: Mehdi.Salehinik@dot.ca.gov
Address: 100 S. Main St, LA CA

Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

Route 60 may look more like a viable alternative (than Route 10) if a way is found to avoid the superfund by weaving in and out of the contaminated areas.

More serious negotiations would need to take place with UPRR. A way must be found for both HST and UPRR to coexist. Since property acquisitions are too costly and intrusive, it would be more prudent to negotiate a term with UPRR and compensate them instead (if possible). More ways must be explored to share the existing tracks and R/W of other RR agencies to lessen the impacts on the communities along the HST corridor.

It makes absolutely no sense to have too many stops along the way in highly populated areas. The whole premise of a HST is speed, and too many stops takes away speed and therefore the HST's effectiveness and its purpose for existence.

More detailed information (some x-sections would help) would be needed for future meetings in order for the participants to at least visualize the impact your alternatives may have on communities and existing facilities along the way.

Thank you for your comment. You may drop off your completed comment sheet in a comment box, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to cahighspeedtrain@arellanoassociates.com. Please submit your comment prior to June 4, 2010.

Fold and Tape Completely Before Mailing

A June 4th Deadline *



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's High-Speed Train Technical Working Group Meeting. Please take a few minutes to provide your comments.

Name (please print): Lupe C. Valdez City: Industry State: CA Zip: 91746
Organization/Business: Union Pacific E-mail: LCvaldec@up.com
Address: 13181 Crossroads Pkwy N - Suite 500 Industry CA

Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.
Comment (please write clearly): Already on several email distribution lists

* All UP related questions / discussions must
include Jerry Wilmoth 916 789-6360 -

* Presenting info for the first time - it
is not possible to provide the best
technical input given today's parameters.

* UP is not against HSR ^{efforts} but believes
the operation on UP ROW is not
compatible.

MAY 19 ENT'D
BY: _____

Thank you for your comment. You may drop off your completed comment sheet in a comment box, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to cahighspeedtrain@arellanoassociates.com. Please submit your comment prior to June 4, 2010.

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Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's High-Speed Train Technical Working Group Meeting. Please take a few minutes to provide your comments.

MAY 25 2010

BY: _____ State: _____ Zip: _____

Name (please print): Linda C. Wright City: _____ State: _____ Zip: _____

Organization/Business: CALTRANS District 7 E-mail: linda_c_wright@dot.ca.gov

Address: 100 S. Main St., MS 16 Los Angeles, CA 90012

Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices. *(Already receiving via e-mail.)*

Comment (please write clearly):

SR-60 : Caltrans needs the right of way for highway purposes (purchased w/ FHWA funds for that purpose) - no space for HSR on Metro's proposed Gold line light rail alignment using state-owned R/W through the SR-60 Corridor. (Also the Superfund site - can't breach that or massive, costly, time-consuming cleanup is req'd.) HQ Design has said no longitudinal easements can be done.

El Monte Station: Caltrans-owned portion (park & ride + Metro's office bldg.) + Metro-owned portions (El Monte Bus Terminal, Division 9 bus facility) plus HOT lanes (congestion pricing/toll lanes) all in that "triangle" (I-10/Rio Hondo/Sant Anita) plus City wants to develop a transit village (residential/commercial). No capacity avail. on I-10 (even have to take some R/W to do our HOT lanes!) Caltrans land = FHWA funds for busway patron parking, can't declare "excess" soil unless park & ride spaces are replaced 100%, free of chg to patrons of bus terminal only, in perpetuity. Unless agmt. w/ CT, FHWA. HOT lanes project has very tight Federal deadline or \$ will be lost, can't wait on redesign to accommodate HSR proposed alignments.

Terminal Security question - HSR would be a choice terrorist target (domestic + international) - how can it be secured to prevent a Madrid-type attack, in urban + wide-open rural areas?

Thank you for your comment. You may drop off your completed comment sheet in a comment box, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to cahighspeedtrain@arellanoassociates.com. Please submit your comment prior to June 4, 2010.

Fold and Tape Completely Before Mailing



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's High-Speed Train Technical Working Group Meeting. Please take a few minutes to provide your comments.

Name (please print): JERRY BURKE City: GLENDORA State: CA Zip: 91714
Organization/Business: CITY OF GLENDORA E-mail: JBURKE@CI.GLENDORA.CA.US
Address: 116 E. FOOTHILL BLVD.

Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

PROJECT DOES NOT DIRECTLY IMPACT CITY OF GLENDORA AS NONE OF THE PROJECT IS WITH OUR CITY. WE WOULD PREFER THE MOST NORTHERLY ROUTE AS WELLAS STATION. I WOULD LIKE TO RECEIVE EMAIL PROJECT UPDATES BUT WILL PROBABLY NOT ATTEND FUTURE MEETINGS AS WE ARE NOT DIRECTLY AFFECTED.

MAY 25 ENT'D
BY:

Ava
Please MAIL
/

Thank you for your comment. You may drop off your completed comment sheet in a comment box, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to cahighspeedtrain@arellanoassociates.com. Please submit your comment prior to June 4, 2010.

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Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's High-Speed Train Technical Working Group Meeting. Please take a few minutes to provide your comments.

Name (please print): Tom Melendez City: Montebello State: CA Zip: _____

Organization/Business: City of Montebello E-mail: tmelendez@cityofmontebello.com

Address: 1600 West Beverly Blvd. a.jackson@cityofmontebello.com

Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

MAY 25 ENT'D
BY: _____

UPRR ALTERNATIVE COMMENTS:

1. Opposed to at grade or elevated HSR along UPRR corridor due to noise, potential safety problems, ~~cost~~ aesthetics (impacts on residential properties) and impacts on property values.
2. City may be open to below grade system.
3. City would agree to lower existing UPRR & Metrolink tracks at the same time (dual use on cut & cover)

Route 60 ALTERNATIVE:

1. Avoid conflicts with ^{proposed} Eastside Gold line extension.
2. Northside of Rt. 60 (from Atlantic to Paramount) is primarily in Montevue Park.

Thank you for your comment. You may drop off your completed comment sheet in a comment box, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to cahighspeedtrain@arellanoassociates.com. Please submit your comment prior to June 4, 2010.

Fold and Tape Completely Before Mailing



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's High-Speed Train Technical Working Group Meeting. Please take a few minutes to provide your comments.

Name (please print): Shannon Yauchzee City: West Covina State: CA Zip: 91793

Organization/Business: City of West Covina E-mail: _____

Address: _____

Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

Along interstate 10 between 605 + 57.

- alignment south of the freeway would severely impact many businesses. It is recommended that the alignment above grade be located along the centerline of the 10 freeway.

MAY 25 ENT'D
BY: _____

Thank you for your comment. You may drop off your completed comment sheet in a comment box, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to cahighspeedtrain@arellanoassociates.com. Please submit your comment prior to June 4, 2010.

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Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's High-Speed Train Technical Working Group Meeting. Please take a few minutes to provide your comments.

Name (please print): Jerry R. Wood ^{MAY 3 5 ENTD} City: Paramount State: CA Zip: 90723
Organization/Business: GCCOB BY: E-mail: Jerry@jrwood.com Substant.com
Address: 16401 Paramount Blvd.

Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly): Need an iterative/collaborative process

1. Will schedule individual meetings with city staffs right away - for GCCOB cities
2. This level of planning is "too high" to be useful. 2A - want to see draft AA report before presenting to HSRRA Bd.
3. Plans and more detailed plans at station 3 did not agree. What is the best engineering judgment for various alignments (concrete and cut?)
4. What are the ROW impacts? Even at this level need this detail.
5. What about tunnel or depressed options? Were they considered?
6. Overall the ROW impacts from UP or UP adjacent or stream are way too much - but can't figure without more detailed plan to examine. ^{including economic}

Thank you for your comment. You may drop off your completed comment sheet in a comment box, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to cahighspeedtrain@arellanoassociates.com. Please submit your comment prior to June 4, 2010.

Raul Velazquez

From: Jeff Anderson [Jeff.Anderson@westcovina.org]
Sent: Tuesday, May 25, 2010 1:49 PM
To: 'cahighspeedtrain@arellanoassociates.com'
Cc: Shannon Yauchzee; Chris Chung
Subject: LA-SD HST Section via the Inland Empire

Jeff Anderson, West Covina, CA 91793
City of West Covina, Planning Department, jeff.anderson@westcovina.org
1444 W Garvey Ave, West Covina, Ca 91793

Comments.

The West Covina Planning Department has the following concerns with the proposed high-speed railway alignment proposed for the south side of the San Bernardino Freeway (I-10).

Visual Impact - An elevated right-of-way along the south side of the San Bernardino Freeway would cause a loss of view of the San Gabriel Mountains to many residential areas along in the area.

Visual Impact and Land Use - An elevated right-of-way alignment would create a view separation between motorists on the freeway and commercial and office uses to the south which have been developed to rely on freeway visibility. In addition it would create affects on properties adjacent to the railway, which are currently separated from the freeway by housing units/properties.

Noise Impacts - The City of West Covina has concerns with the noise that will be introduced to residential areas by the high speed train, especially in an elevated setting.

Population and Housing - The creation of a right-of-way for the railway would require the purchase and demolition of a substantial number of housing units.

May 28, 2010

Mr. Mehdi Morshed, Executive Director
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Subject: Comments on Proposed California High Speed Rail Project in the Los Angeles to San Diego Section (West Covina)

Dear Mr. Morshed:

Thank you for the opportunity to provide comments on the proposed LA-SD High Speed Train Project and the potential for an alternative route and a station in the City of West Covina. The City of West Covina Community Development Commission ("Commission") believes that this proposed creation of a high-speed train with a West Covina station would provide a tremendous economic boost to the San Gabriel region and the City. While the benefits of this project are tremendous, we have specific concerns with the alignments and the location of a proposed West Covina station as follows:

- Currently, the proposed high-speed rail lines would encroach approximately 50 to 200 feet south of Caltran's right-of-way on Interstate 10 freeway. The majority of the land required for the rail lines would need to be acquired from private properties. As such, this would severely impact West Covina's vital commercial corridors along the freeway and will be economically detrimental to the City. It is recommended that the rail lines should be constructed on Caltran's right-of-way on the Interstate 10 freeway.
- The proposed location of the West Covina station is at the area which includes the Lakes Office Tower (Between Vincent Avenue and Glendora Avenue). Due to the proximity of the current office buildings and parking structure to the freeway, any attempt to remove and demolish the office buildings, parking structure and adjacent shopping center in order to construct the station would have a tremendous negative impact to the redevelopment area, tax increment base and bonds that were issued on the project. As an alternative, the West Covina station may be located to Westfield Mall or Civic Center, which can better accommodate a rail station.

Ecd1030ml

1444 W. Garvey Avenue • P. O. Box 1440 • West Covina CA 91793 • Phone (626) 939-8417 • Fax (626) 939-8665

I appreciate your consideration of the above comments. If you have any questions please feel free to call me at (626) 939-8417.

Sincerely,

Christopher J. Chung
CDC Director

Ecd1030ml

1444 W. Garvey Avenue • P. O. Box 1440 • West Covina CA 91793 • Phone (626) 939-8417 • Fax (626) 939-8665

PUBLIC UTILITIES COMMISSION

20 WEST 4TH STREET, SUITE 500
LOS ANGELES, CA 90013

June 4, 2010

SCH# 2009091070

Los Angeles to San Diego via Inland Empire High Speed Train System
Los Angeles, San Bernardino, Riverside and San Diego CountyDan Leavitt
Deputy Director
California High-Speed Rail Authority
925 L Street Suite 1425
Sacramento, CA 95814

Re: **SCH# 2009091070 – Response to Technical Working Group Meeting of Project Draft Environmental Impact Report / Draft Environmental Impact Statement (DEIR/DEIS) for the Los Angeles to San Diego via Inland Empire High-Speed Train (HST) system**

Dear Mr. Leavitt:

The California Public Utilities Commission's (Commission) Rail Crossing Engineering Section (RCES) is taking this opportunity to address the California High-Speed Rail Authority's (Authority) latest presentation of the DEIR/DEIS for the Los Angeles to San Diego HST project (project). RCES staff participated in the May 17, 2010 Technical Working Group Meeting in which the Authority presented the Alternative Analysis and Conceptual Engineering for the DEIR/DEIS project.

As indicated at the meeting, RCES staff will respond to the Authority as it provides finalized alternatives and public documents. Previously on November 20, 2009, RCES submitted comments in response to the NOP for this project. Our comments are still applicable.

Thank you for your consideration of these comments and we look forward to working with the Authority on this project. If you have any questions in this matter, please contact me at 213-576-7078 or by email at rxm@cpuc.ca.gov.

Sincerely,

A handwritten signature in black ink, appearing to be "Rosa Muñoz".

Rosa Muñoz, PE
Utilities Engineer
Rail Crossings Engineering Section
Consumer Protection and Safety Division



Finance and Business Operations

900 University Avenue
Riverside, CA 92521-0101

June 4, 2010

California High-Speed Rail Authority
c/o Arellano Associates
13791 Roswell Avenue, Suite A
Chino, CA 91710

To Whom It May Concern:

This letter is in response to information presented at the May 19, 2010 Technical Working Group meeting presentation for local alternatives to the San Diego to Los Angeles segment of the proposed High-Speed Rail Line. Specifically, three station options along the I-215 corridor were presented for feedback: two stations at UC Riverside, and one at the March Global Port Station.

The UC Riverside campus wishes to express strong support for placement of the high-speed rail through the I-215 corridor. Of the three station options listed in proximity to the campus, UC Riverside supports consideration for the March Global Port Station in the context of local and regional planning priorities. UC Riverside does not support ongoing consideration of the two UC Riverside station options for the following key reasons related to right-of-way requirements and existing and potential traffic congestion:

- UC Riverside Station (between University Avenue and Martin Luther King Jr. Boulevard): In accordance with its physical master plan, the campus anticipates parking structures on either side of the freeway and a pedestrian bridge over the freeway where the high-speed rail station is proposed. The area already is very congested with traffic on and off the freeway at University Avenue as well as Martin Luther King Boulevard to the southeast. Discussions with the City of Riverside regarding traffic conflicts between pedestrians and vehicles have confirmed that these conditions are already highly impacted.
- UC Riverside Station Alternative (east of Martin Luther King Jr. Boulevard): The constraints in this proposed location are significant with the topography of the southeastern hills of the campus northwest of the freeway alignment with natural plant communities used for academic study. Also problematic is the fact that agricultural research, the Citrus Varietal collection, and single family homes are on the other side of the freeway from this proposed station site and will be significantly impacted by a station at this location.

The UC Riverside campus is pleased to provide this input to the overarching California High-Speed Rail planning process. Please feel free to contact me if you or your staff has any questions regarding this letter.

Sincerely,

A handwritten signature in red ink, appearing to read 'T. D. Ralston'.

Timothy D. Ralston, AIA

Associate Vice Chancellor
Capital and Physical Planning/Real
Estate Services

cc: Vice Chancellor Bolar
Associate Vice Chancellor Caskey
Director Bullock
Director McKee
Riverside City Engineer Boyd
Riverside Planning Director Gutierrez
Riverside Principal Planner Diane Jenkins



U.S. Department
of Transportation
**Federal Highway
Administration**

**Federal Highway Administration
California Division**

June 9, 2010

650 Capitol Mall, Suite 4-100
Sacramento CA 95814
(916) 498-5001
(916) 498-5008 fax

In Reply Refer To:
HDA-CA
High Speed Train (LA to SD)

Mr. David Valenstein
Acting Division Chief
Environment and Systems Planning
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Mr. Valenstein:

**SUBJECT: COOPERATING AGENCY FOR HIGH SPEED TRAIN PROJECT; LOS
ANGELES TO SAN DIEGO**

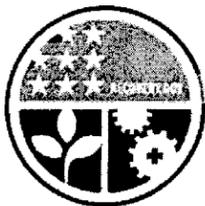
We have received your letter dated May 24, 2010, requesting that the Federal Highway Administration (FHWA) participate as a cooperating agency in production of the Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the High Speed Train Project from Los Angeles to San Diego. The EIR/EIS will address construction of approximately 800 miles of electric-powered steel-wheel-on-steel-rail track with associated appurtenances in portions of Los Angeles, San Bernardino, Riverside and San Diego Counties.

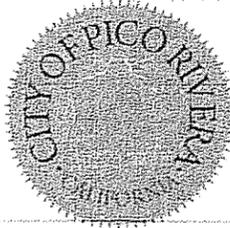
FHWA is pleased to inform you that we accept your invitation to be a cooperating agency for this project. We anticipate participating in all facets of interest to FHWA in production of the environmental document. FHWA has particular interest in potential impacts to the Interstate and State Highway Systems, including any potential design exceptions that may be necessary.

If you have any questions, contact Cindy Vigue at (916) 498-5017, email cindy.vigue@dot.gov, or Larry Vinzant at (916) 498-5040, email larry.vinzant@dot.gov.

Sincerely,

For
Vincent Mammano
Acting Division Administrator





City of Pico Rivera
PUBLIC WORKS DEPARTMENT

6615 Passons Boulevard · Pico Rivera, California 90660
 (562) 801-4415
 Web: www.pico-rivera.org · e-mail: lgaray@pico-rivera.org

City Council
 Gregory Salcido
Mayor
 Bob J. Archuleta
Mayor Pro Tem
 David W. Armenta
Councilmember
 Gustavo V. Camacho
Councilmember
 Barbara
 Contreras Rapisarda
Councilmember

Letter to Mr. Baker
 CALIFORNIA HIGH-SPEED TRAIN SYSTEM
 LOS ANGELES TO SAN DIEGO VIA THE INLAND EMPIRE SECTION HIGH SPEED RAIL
 Page 2 of 2

Al Cablay
 Director

June 14, 2010

Mr. Jeff Baker
 California High Speed Rail Authority
 925 L Street, Suite 1425
 Sacramento, CA 95814

SUBJECT: CALIFORNIA HIGH-SPEED RAIL - LOS ANGELES TO SAN DIEGO CORRIDOR

Dear Mr. Baker:

This letter is to express concerns and issues specific to the City of Pico Rivera. We understand the California High Speed Rail Authority (CHSRA) has initiated the Alternatives Analysis Report (AA) for the proposed high speed rail system, Los Angeles to San Diego via the Inland Empire Section (LA-SD). On May 17, 2010, the City of Pico Rivera attended the Technical Working Group meeting in where the City was provided an opportunity to provide input on the expanded range of corridor alternatives for the LA-SD segment.

Firstly, the goal to allow cities to provide input in advance of submitting the Draft Preliminary Alternatives Analysis Report to the CAHSRA is noteworthy. However, attempting to accomplish this goal via one meeting was in our estimation too ambitious. The City has not had sufficient time to adequately review the alternatives presented since draft documents were not made available in advance or at anytime to the City. Nevertheless, the City is submitting comments below. However, the City further reserves the right to comment upon the future availability of appropriate technical documents.

City Comments

- The technical documents presented lack considerable information. As a result, a complete set of City comments is not available at this time.
- Due to the lack of specifics, the City of Pico Rivera is unable to fully support the proposed UPRR Adjacent Alignment option. Presently, the City is being challenged with a second high-speed rail corridor project --- the LOSSAN Corridor. Both projects could potentially change the landscape of the community that would not bring any tangible benefits to our City. There are many concerns and issues the City has raised. For example, constructing two high-speed rail projects, each with extensive impacts would in our opinion exacerbate these concerns. Accordingly, the City strongly urges the CAHSRA to either eliminate the UPRR corridor alternative, tunnel the corridor, or construct it within the existing UPRR ROW.

- According to the conceptual plans that have been distributed, the proposed UPRR alignment deviates from the UPRR right-of-way for a majority of the proposed alignment through our City. This alignment severely disrupts an existing residential neighborhood and appears to require the acquisition of 200 to 300 dwellings. The impact to this neighborhood community is substantial and thus unacceptable to the City.
- The City does not support a viaduct design system. The option to use an elevated viaduct system which can reach a height of 60 feet or more above grade will create unacceptable environmental and visual impacts to the City. Additionally, the City anticipates graffiti to be a major post construction issue.
- The City of Pico Rivera supports the I-10 Freeway West and State Route 60 Freeway alignment options as they appear to minimize impacts to residential, commercial, and industrial properties.
- In order for the City to provide adequate reviews to the proposed UPRR Corridor option the following information/changes are required:
 1. The HSR system is to be tunneled or remain within the UPRR right-of-way .
 2. Eliminate impacts to right-of-way. If unavoidable, the CHSRA is to provide detailed information on a parcel by parcel level of the impacts to properties
 3. Provide detailed concept plans.
 4. Provide the City with a detailed report/study on the economic impacts during both the construction and operation of the HSR.

On behalf of the City, we appreciate the opportunity to comment. Should you have any questions, please contact Mr. Art Cervantes, P.E., Deputy Director of Public Works at (562) 801-4225.

Sincerely,


 Al R. Cablay, M.S.
 Director of Public Works

ARC:AC:JL:lg

cc: Assistant City Managers (J. Prang, D. Lopez)
 Deputy Director of Public Works
 Associate Engineer (J. Loera)
 Jose Martinez, Cordova Engineering
 Jerry Wood, Gateway Cities

CALIFORNIA COASTAL COMMISSION

SAN DIEGO AREA
7575 METROPOLITAN DRIVE, SUITE 103
SAN DIEGO, CA 92108-4421
(619) 767-2370



July 15, 2010

Jose Martinez
Regional Manager
California High Speed Rail Authority
Los Angeles to San Diego via the Inland Empire Section
c/o Arellano Associates
13791 Roswell Ave. Suite A
Chino, CA 91710

Re: High-Speed Train Technical Working Group Meeting (Resource Agencies) for the California High-Speed Train Project from Los Angeles to San Diego via the Inland Empire, CA

Dear Mr. Martinez:

Coastal Commission staff appreciates the opportunity provided to comment on the various alternatives for the High-Speed Train Project Phase from Los Angeles to San Diego. While the presented information proved helpful in gaining an overall perspective as to the scope and alignment of the various alternatives, the absence of project details and the scale of the information is too large to provide specific impact identification or guidance to assist in elimination of specific alternatives from consideration. Given the available information, Coastal staff can provide the following general comments regarding the alternatives presented.

Depending on which alternatives are ultimately selected for implementation, and which agency would be the project proponent, portions of the above-referenced project (primarily those in San Diego County) may trigger the need for coastal development permits and/or federal consistency certifications or determinations from the Commission. The former procedure (coastal development permit) is triggered if the activity is located within the coastal zone and within an area where the Commission retains original permit jurisdiction or where permit authority has not been delegated to a local government.¹ This requirement arises under the California Coastal Act of 1976, as amended (Cal Pub. Res. Code ("PRC"), Division 20: Section 30000, et seq.). The federal consistency procedures are triggered in the event the activity receives federal funding, requires federal permits (consistency certification), or is proposed by a federal agency (consistency determination), based on the requirements of Section 307 of the Coastal Zone Management Act 16 U.S.C. Section 1456 (with implementing regulations at 15 CFR Part 930).

¹ If the activity is within the Coastal Zone but outside of the Commission's area of original permit jurisdiction, a coastal development permit must be sought from the local government with coastal permit issuing authority.

Jose Martinez

July 15, 2010

Page 2 of 2

In the investigation of potential impacts from the various design alternatives considered as a part of the proposed project, please consider resources protected under the Coastal Act. Sensitive resources in the proposed project areas could include the San Diego River, wetlands, and areas of riparian and coastal sage scrub habitats. Public access and visual resources also need to be protected within the corridor. It appears from preliminary review of available materials that potential impacts would be located within the Coastal Zone of San Diego County.

More specifically, several alternatives are presented that include an east-west connection between the I-5 and I-15 transportation corridors. The four northernmost of these connections (SR-56, Carroll Canyon and Rose Canyon alternatives) appear to create new transportation corridors that would likely impact sensitive resources within these coastal canyons, including the potential to significantly impact biological resources and water quality. Wherever possible, selected alternative alignments should follow along established transportation corridors (I-8 alternative) in order to minimize impacts. The co-location of the high speed rail alignment within existing medians of parallel highway segments should also be encouraged as a way to reduce potential impacts the new infrastructure might create.

The proposed alignment of the rail along the eastern border of Mission Bay would likely impact existing visual resources and aesthetics protected by the Coastal Act if the selected alternative was constructed on an aerial structure above grade. The Coastal Act does not protect private views, but coastal views from public roads and vantage points are considered coastal resources.

In your review of potential alternatives, it will also be important to analyze and discuss the effects the proposed project may have on the ridership, operations, and phased implementation of projects in the LOSSAN corridor, due to the fact that a large component of the LOSSAN corridor within San Diego County is located within the Coastal Zone. As an example, such an analysis would be valuable to determine if LOSSAN ridership is projected to increase, how this would alter projected traffic volumes on the local freeway system.

To determine whether any Coastal Commission coastal development permits are needed, please contact the San Diego District Office at (619) 767-2370. To determine whether the federal consistency process is triggered, please contact Mark Delaplaine, Federal Consistency Coordinator, of the Commission staff at (415) 904-5200.

Sincerely,

Gabriel Buhr
Coastal Programs Analyst III

cc: San Francisco Federal Consistency Unit



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Ecological Services
Carlsbad Fish and Wildlife Office
6010 Hidden Valley Road, Suite 101
Carlsbad, California 92011



In Reply Refer To:
FWS-LA/SB/WRIV/SDG-10B0050-10TA0842

JUL 21 2010

Jose Martinez
Regional Manager
California High Speed Rail Authority
Los Angeles to San Diego via the Inland Empire Section
c/o Arellano Associates
13791 Roswell Ave. Suite A
Chino, CA 91710

Subject: California High-Speed Train Project from Los Angeles to San Diego via the Inland Empire, Los Angeles, San Bernardino, Riverside, and San Diego Counties, California

Dear Mr. Martinez:

We are writing in response to your request for our comment on the new information provided on the subject project at the June 22, 2010 Technical Working Group Meeting (Resource Agencies). The proposed project represents a 160 mile section, from Los Angeles to San Diego via the Inland Empire, of the proposed 800 mile, electric-powered steel-wheel-on-steel-rail California High Speed Train system which will be capable of operating speeds of 220 mph on mostly dedicated, fully grade-separated, access-controlled tracks. We offer the following initial comments pursuant to the Endangered Species Act of 1973 (Act), as amended (16 U.S.C. 1531 *et seq.*), and in keeping with our agency's mission to work "with others to conserve, protect, and enhance fish, wildlife, and plants and their habitats for the continuing benefit of the American people."

Los Angeles Region

1. In the vicinity of the project alignment that follows State Route 60 (SR-60) between Los Angeles Union Station and the San Gabriel River, we recommend avoidance of impacts to the federally threatened coastal California gnatcatcher (*Polioptila californica californica*) and its designated critical habitat in the Whittier Narrows / Montebello Region.
2. In the Los Angeles River, we recommend avoidance of impacts to restoration and mitigation including the LA River Ecosystem Restoration Project.

Mr. Jose Martinez (FWS-LA/SB/WRIV/SDG-10B0050-10TA0842)

2

San Bernardino Region:

1. Along the western Interstate 15 (I-15) alignment in San Bernardino County, City of Ontario, between SR-60 and Mission Boulevard, the project alignment would affect a parcel conserved with section 6 funds, and managed by the Riverside Land Conservancy, for the federally endangered Delhi Sands flower-loving fly (*Rhaphiomidas terminatus abdominalis* "DSF"). We recommend avoiding impacts to this parcel.
2. We strongly recommend that the Interstate 10 (I-10) alignment between the Ontario Airport and where it turns south in Colton be redesigned to avoid the large Delhi Sands sand dune that is occupied by DSF just north of the Colton Dunes Conservation Bank. Additional DSF occupied parcels north of I-10 in this area should also be avoided. We recommend that the alignment closely follow I-10 through the area of Delhi Sands by the Colton Dunes Conservation Bank until it reaches the Cal Portland Mount Slover Mine area to the east. There are areas of Delhi Sands that have not been surveyed for DSF in this area and we recommend that DSF surveys be conducted on Delhi Sands within the proposed project impact area, as well as adjacent areas that may be indirectly affected by the proposed project. We recommend reexamining the feasibility of placing the alignment in the freeway median through this area to avoid impacts to the DSF and Delhi Sands habitat.
3. The project should minimize impacts to the Santa Ana River and address wildlife connectivity along the river. The northernmost project alignment, which runs through Rialto to San Bernardino and then turns south to follow Interstate 215 (I-215), crosses the Santa Ana River three times. The northernmost crossing will potentially affect federally endangered least Bell's vireo (*Vireo bellii pusillus*), San Bernardino kangaroo rat (*Dipodomys merriami parvus*), southwestern willow flycatcher (*Empidonax traillii extimus*) and its designated critical habitat, and Santa Ana sucker and (*Catostomus santaanae*) and its proposed critical habitat. It is not clear why the second and third crossings occur, we recommend that the alignment be redesigned to avoid these extraneous river crossings that will potentially affect federally endangered Santa Ana River woolly-star (*Eriastrum densifolium* subsp. *sanctorum*) as well as southwestern willow flycatcher critical habitat, and Santa Ana sucker critical habitat. There is potential for federal candidate Brand's phacelia (*Phacelia stellaris*) to occur in sandy areas adjacent to the river. In addition, the river is a wildlife movement corridor.

Riverside Region:

1. Our area of greatest concern in the Riverside Region is with the I-15 alternatives from the County line with San Bernardino to the junction with I-215, due to substantial impacts to the western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), habitats, and species. We recommend reexamining the feasibility of placing the alignment in the freeway median through this area.



- a. The I-15 alignments will affect least Bell's vireo and its designated critical habitat and Santa Ana sucker and its proposed critical habitat at the Santa Ana River, as well as wildlife connectivity along the river. There is potential for Brand's phacelia to occur in sandy areas adjacent to the River. In addition, the river is a wildlife movement corridor.
 - b. The I-15 alignments will result in habitat fragmentation within Proposed Extension of Existing Core 2 and Proposed Core 1 (MSHCP figure 3-2). The alignments will cross Proposed Constrained Linkages 14, 15, 5, 6, 3, 4, and proposed Linkages 8, 2, and 1. The easternmost I-15 alignment will affect the Lake Mathews Preserve.
 - c. The I-15 alignments will go through the Lake Street and Nichols Road populations of federally endangered San Diego Ambrosia (*Ambrosia pumila*), and its proposed critical habitat, at these locations. The Lake Street population is conserved, and the Nichols Road population should be conserved in accordance with the MSHCP. There are only four populations of this endangered plant in western Riverside, we strongly recommend that these impacts be avoided.
 - d. The I-15 alignments will go through federally endangered Munz's onion (*Allium munzii*) California Natural Diversity Database occurrence #6 at Alberhill. This is a conserved population of a very rare narrow endemic plant that does not translocate well, we strongly recommend that this impact be avoided.
2. To pursue Participating Special Entity status under the western Riverside County MSHCP, the proposed project will need to address the following:
- a. Species-specific objectives for MSHCP Covered Species that will likely be affected by the project (MSHCP volume II) (e.g., for many species an objective is to maintain floodplain processes along the San Jacinto River).
 - b. Guidelines for the Siting and Design of Roads (as applicable to the subject Rail project) (MSHCP 7.5.1 page 7-80)
 - c. General Construction Guidelines (MSHCP 7.5.3 page 7-87)
 - d. Guidelines for the Construction of Wildlife Crossings (MSHCP 7.5.2 page 7-81) with comment to specific actions that will be taken at MSHCP Proposed Constrained Linkages 14, 15, 16, 19, and 7 (215 corridor) and/or Proposed Constrained Linkages 14, 15, 5, 6, 3, 4, and proposed Linkages 8, 2, and 1 (15 corridor) (Figure 3-2). In addition, address the MSHCP Special Linkage Area (MSHCP Section 3.0, page 3-449) which will connect the Santa Ana and Palomar Mountains.

- e. Best Management Practices (MSHCP Appendix C)
- f. Fuels Management (MSHCP 6.4 page 6-72)
- g. Guidelines Pertaining to the Urban/Wildlands Interface (MSHCP 6.1.4 page 6-42)
- h. Protection of Narrow Endemic Plant Species Policy (MSHCP 6.1.3 page 6-28), maps in MSHCP Errata, available on-line at: <http://www.wrc-rca.org/downloads/ClarificationsandCorrectionstotheMSHCP.pdf>
 - i. Narrow Endemic Species within Survey Area 3, 3a, and 4, including Munz's onion (*Allium munzii*), San Diego ambrosia (*Ambrosia pumila*), many-stemmed dudleya (*Dudleya multicaulis*), spreading navarretia (*Navarretia fossalis*), California Orcutt grass (*Orcuttia californica*), and Wright's trichocoronis (*Trichocoronis wrightii* var. *wrightii*)
- i. Additional Survey Needs and Procedures Policy (MSHCP 6.3.2 page 6-63)
 - i. Criteria Area Species within Survey Area 3, 3a, 4, and 6 (map in MSHCP Errata), including San Jacinto Valley crownscale (*Atriplex coronata* var. *notator*), Parish's brittlescale (*Atriplex parishii*), Davidson's saltscale (*Atriplex serenana* var. *davidsonii*), thread-leaved brodiaea (*Brodiaea filifolia*), smooth tarplant (*Centromadia pungens* ssp. *Laevis*), round-leaved filaree (*Erodium macrophyllum*), Coulter's goldfields (*Lasthenia glabrata* ssp. *Coulteri*), little mousetail (*Myosurus minimus*), mud nama (*Nama stenocarpum*), and Nevin's barberry (*Berberis nevinii*)
 - ii. Mammal Survey Area Species (Figure 6-4 page 6-67) Los Angeles pocket mouse (*Perognathus longimembris brevinasus*)
 - iii. Burrowing Owl Survey Area Species (Figure 6-5 page 6-68) Burrowing Owl (*Athene cunicularia hypugaea*)
- j. Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools Policy (MSHCP 6.1.2 page 6-20)
 - i. riparian, riverine, vernal pool, and fairy shrimp habitat
 - ii. Riparian/Riverine and Vernal Pools Species including vernal pool fairy shrimp (*Branchinecta lynchi*), Riverside fairy shrimp (*Streptocephalus woottoni*), Western yellow-billed cuckoo (*Coccyzus americanus occidentalis*), Southwestern willow flycatcher (*Empidonax traillii extimus*), and least Bell's vireo (*Vireo bellii pusillus*)

3. In addition to the above listed information, the proposed project may have to address impacts to critical habitat not covered under the MSHCP for the Santa Ana sucker, San Diego ambrosia, thread-leaved brodiaea, and spreading navarretia, if the proposed critical habitat is finalized this year.
4. Our concern with the I-215 alignments, from the County line with San Bernardino to the junction with I-15, is focused primarily within the San Jacinto River Floodplain.
 - a. The I-215 alignments diverge from the freeway at the San Jacinto River crossing and go through the Case Road populations of federally threatened thread-leaved brodiaea (*Brodiaea filifolia*), spreading navarretia (*Navarretia fossalis*) and their proposed critical habitat, and federally endangered San Jacinto Valley crownscale (*Atriplex coronata* var. *notatior*), as well as MSHCP covered species smooth tarplant (*Centromadia pungens*). We recommend placing the alignment in the freeway median if feasible, or closely following the freeway, through the San Jacinto River Floodplain. Alternately, the alignment could shift to the west through the southwest corner of criteria cell 3378 but should avoid the spreading navarretia in the center of this cell. In addition, the alignment should avoid the population of mud nama in the northeast corner of criteria cell 3467.

Rare plant surveys were last conducted in this area in 2005, and repeat surveys will be needed. Rare plant surveys should be conducted by a qualified botanist during the appropriate seasons and under desirable rainfall conditions to maximize detectability of the species (see MSHCP table 6-1 for blooming periods). Note also that any method of vegetation removal, such as mowing, discing, clearing, grubbing, manure dumping, or controlled burning, will affect detectability. The Fish and Wildlife Service will not consider the results of surveys to be conclusive if they are conducted at the wrong time of year, when there is inadequate rainfall, or after vegetation on the site has been removed, including vegetation removal for agricultural purposes.

It is important that the I-215 alignments be elevated to avoid impacts to the San Jacinto River floodplain. The San Jacinto River floodplain supports seasonally flooded alkali vernal plain habitat which includes alkali playa, alkali scrub, alkali vernal pool, and alkali annual grassland components, and is associated with the Domino, Traver, Waukena, and Chino soils series in western Riverside County (Ferren and Fiedler 1993, Ferren et al. 1996).

The habitat has a hydrologic regime that includes sporadic flooding in combination with slow drainage on the alkaline soils. During the wet season this habitat forms a complex matrix of flooded pools and dry mounds and banks. The duration and extent of flooding can be extremely variable from one year to the next. Local flooding occurs on a seasonal basis and large scale flooding occurs less frequently, approximately every 20 to 50 years. During normal

circumstances, alkali scrub vegetation expands its distribution and crowds out other species. When large scale flooding occurs, standing and slow moving water is present for weeks or months and results in the death of submerged alkali scrub allowing specially adapted annual species to expand their range. This periodic large scale flooding allows this dynamic habitat matrix to maintain a diverse suite of vegetation types in a successional state.

Seasonally flooded alkali vernal plain habitat in western Riverside County provides habitat for a number of rare and listed species including federally endangered San Jacinto Valley crownscale (*Atriplex coronata* var. *notatior*) and California Orcutt grass (*Orcuttia californica*), and federally threatened vernal pool fairy shrimp (*Branchinecta lynchi*), thread-leaved brodiaea (*Brodiaea filifolia*), and spreading navarretia (*Navarretia fossalis*). In addition, numerous narrow endemic plant species that are covered under the Western Riverside Multiple Species Habitat Conservation Plan occur within this habitat type. These species include Parish's brittle scale (*Atriplex parishii*), Coulter's goldfields (*Lasthenia glabrata* ssp. *coulteri*), little mousetail (*Myosurus minimus*), smooth tarplant (*Centromadia pungens* ssp. *laevis*), Davidson's salt scale (*Atriplex serenana* var. *davidsonii*) and Wright's trichocoronis (*Trichocoronis wrightii*).

Because this is a very broad floodplain, the proposed project will either need to be elevated for many miles, or lose service during flood events. We want to ensure that the river is not dammed or channelized, now or in the future, to protect the project alignment.

- b. In addition, the I-215 alignments should avoid impacts to the Sycamore Canyon Reserve west of the junction with SR-60 and the Stephens' kangaroo rat preserve west of I-215 by March Air Reserve Base.
5. The only alignment (I-15) through southern Riverside County will affect the Santa Margarita Ecological Reserve. There is an inadequate range of alternatives in this area. The alignment should be redesigned to avoid impacts to the Santa Margarita Ecological Reserve.

San Diego Region:

1. We strongly recommend avoiding impacts to the crucial wildlife connectivity area along the project alignment that follows Carroll Canyon. In addition, we strongly recommend avoidance of impacts to the creek, federally endangered willow monardella (*Monardella linoides* subsp. *viminea*), federally threatened coastal California gnatcatcher (*Polioptila californica californica*), vernal pool habitat and associated species, and the Multi-Habitat Planning Area (MHPA) of the Multiple Species Conservation Program (MSCP) along this alignment.

2. We strongly recommend avoiding impacts to the creek, willow monardella, coastal California gnatcatcher, vernal pool habitat and associated species, and the MHPA along the project alignment that follows Rose Canyon.
3. We strongly recommend avoiding impacts to the creek, wildlife connectivity, coastal California gnatcatchers, vernal pools and associated species, the Del Mar Mesa Preserve, and the MHPA along the alignment that follows Carmel Valley Canyon and State Route 56 (SR-56). SR-56 curves to the north by the Del Mar Mesa Preserve in order to avoid sensitive resources in this area. The project alignment diverges from SR-56 to follow the creek along Carmel Valley Canyon. If this alignment can't be substantially redesigned it will result in grave impacts to USFWS trust resources.
4. Impacts to a small number of willow monardella along the alignment through University City may be easier to address, through translocation, than impacts to USFWS trust resources along the other project alignments. Therefore, we recommend that this alignment be carried forward for further review.
5. Through North San Diego County, the only project alignment is the I-15 alignment. There is an inadequate range of alternatives in this area.
 - a. I-15 alignment would have significant impacts on the Pre-approved Mitigation Area (PAMA) of the draft North County Multiple Species Conservation Program (NCMSCP), as well as designated critical habitat for the coastal California gnatcatcher. The PAMA in this area forms "stepping stones" of habitat for the gnatcatcher along I-15 to connect populations of gnatcatchers in San Diego County to populations in Riverside County. The alignment follows the PAMA, first west of I-15 to the north by the County line, then east of I-15 moving south into the community of Rainbow. The proposed alignment will result in substantial habitat fragmentation within the PAMA. We recommend moving the alignment to the east of I-15 at the county line, and then west in the Rainbow/Fallbrook area to avoid the PAMA. Alternately, reexamine the use of the freeway median in this area.
 - b. Just south of the San Luis Rey River, the alignment proposes to tunnel under a hill in the PAMA. Ensure that sufficient geotechnical studies are conducted to avoid impacts to the PAMA from potential dewatering of the groundwater table resulting from tunneling at this location. We recommend against the use of cut-and-cover at this location.
 - c. As the alignment leaves agricultural lands south of the San Luis Rey and again follows the PAMA, the alignment should closely follow I-15 or be placed in the freeway median and should minimize impacts to Moosa Creek.

- d. Address wildlife connectivity along the I-15 alignment, including Rice Canyon, the San Luis Rey River, Gopher Canyon, and Moosa Creek.
6. Entering Marine Corps Air Station Miramar from the north, the alignment goes through the only vernal pool on Miramar that is occupied by federally endangered Riverside fairy shrimp (*Streptocephalus woottoni*) (figure enclosed). We recommend reexamining the use of the freeway median through Miramar to avoid impacts to vernal pool resources. If this is not feasible, the alignment should follow the west side of I-15, not the east side, to avoid the vernal pool that is occupied by Riverside fairy shrimp. Farther south, the proposed alignment shifts to the west side of I-15 where it should instead shift to the east side of I-15 in order to minimize impacts to vernal pool resources. Through south Miramar, there will be fewer impacts to vernal pool resources along the east side of I-15 than there will be along State Route 163 (SR-163).

If tunneling is proposed through Miramar, very comprehensive geotechnical studies will be crucially important. Note that there are different types of vernal pool substrate throughout Miramar. On the south by State Route 52 (SR-52) and SR-163, there is a hardpan about 20 feet thick. On northeast Miramar there is a very thick clay lens. Geotechnical studies for the proposed project should examine the effects of prior projects, such as the road cut for SR-52. We recommend against the use of cut-and-cover at this location.

General

1. Address how the access-controlled facility will provide for wildlife connectivity to allow for the movement of wildlife in response to global climate change and prevent habitat fragmentation. We request that wildlife corridors, and the target species that use them, be identified throughout the project area. Project impacts to these corridors should also be identified and information on how these impacts will be offset should be provided. Many of these corridors are clearly identified in existing regional habitat conservation plans and/or planning efforts such as:
 - a. "Missing Linkages"
<http://www.calwild.org/linkages/index.html>
 - b. "California Essential Habitat Connectivity Project"
http://www.dot.ca.gov/hq/env/bio/program_efforts.htm
 - c. "Western Riverside County Multiple Species Habitat Conservation Plan"
Cores and Linkages:
<http://www.rctlma.org/mshcp/volume1/sec3.html#3.2.3>
2. Where tunneling is proposed to accommodate the project in or adjacent to natural areas, we request that vigorous geotechnical studies be conducted to ensure that tunnel

construction does not result in the dewatering of the groundwater table or of naturally occurring springs and seeps.

3. Ensure that any necessary fuel modification zones, borrow and fill locations, and utility relocation areas are included in the assessed project impacts.
4. Address how the project will avoid and minimize the effects to wildlife resulting from noise and lighting associated with the proposed project.
5. Address how the project will avoid and minimize the effects to wildlife resulting from electrified overhead cables, such as bird mortality resulting from electrocution and collision.
6. Address how the proposed project will affect and interface with other transportation and rail projects including, but not limited to:
 - a. Perris Valley Line
<http://www.perrisvalleyline.info/>
 - b. Eastside Transit Corridor Phase 2
http://www.metro.net/projects/eastside_phase2/
 - c. Projects within the LOSSAN corridor.

We appreciate the opportunity to participate in the transportation planning process and look forward to our continued coordination in these matters. If you have any questions regarding this letter, please contact Sally Brown (extension 278) of this office at (760) 431-9440.

Sincerely,


for Karen A. Goebel
Assistant Field Supervisor

enclosure

cc:

Teresa Wilkinson, CH2M HILL, San Diego, CA 92101
David Valenstein, Federal Rail Administration, Washington, District of Columbia, 20590

References Cited:

- Ferren, W. R., and P. L. Fiedler. 1993. Rare and threatened wetlands of central and southern California. *In* J. E. Keely (edit.), *Interface between Ecology and Land Development in California*. Southern California Academy of Sciences, Los Angeles.
- Ferren, W. R. Jr., Fiedler, P.L., Leidy, R. A., Lafferty, K. D., Mertes, L. A. K. Wetlands of California, Part 3: Key to and catalogue of wetlands of the central and southern California coast and coastal watersheds. *Madrono*. Vol. 43, no. 1, suppl., pp. 183-233. Mar 1996.



UNITED STATES
Department of the Interior



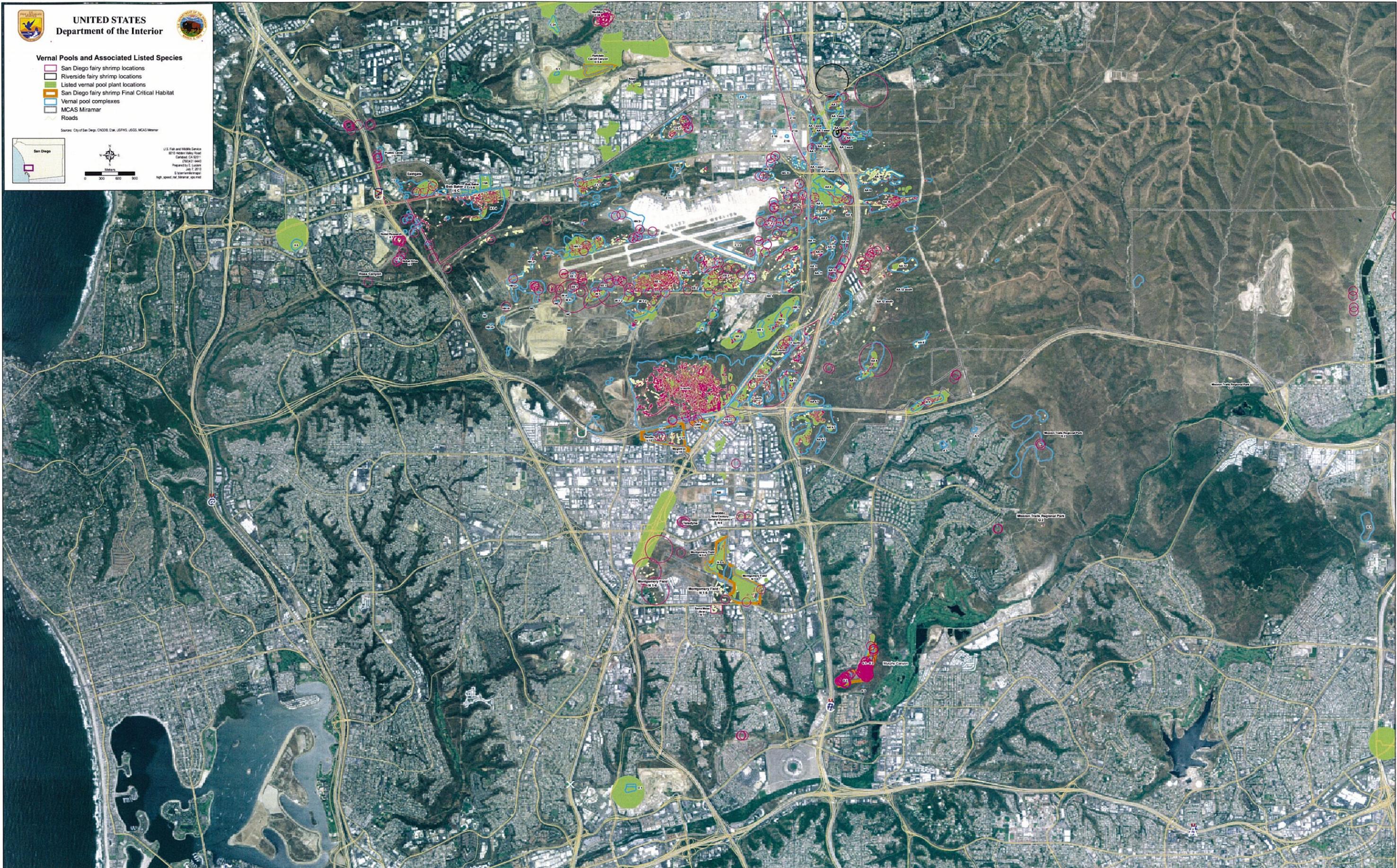
Vernal Pools and Associated Listed Species

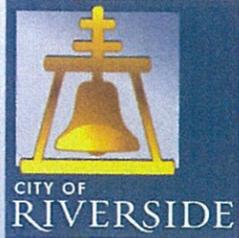
- San Diego fairy shrimp locations
- Riverside fairy shrimp locations
- Listed vernal pool plant locations
- San Diego fairy shrimp Final Critical Habitat
- Vernal pool complexes
- MCAS Miramar
- Roads

Sources: City of San Diego, CNDDB, Esri, USFWS, USGS, MCAS Miramar



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Carlsbad, CA 92008
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Prepared by E. Lucare
July 17, 2010
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Office of the Mayor
Diverse • Inclusive • Committed

August 2, 2010

Curt Pringle, Board Chairman
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

SUBJECT: Letter of Support for the High-Speed Train (HST) Project – Los Angeles to San Diego Section

Dear Chairman Pringle:

I am writing to express the City of Riverside's strong support for the High-Speed Train (HST) project in general, and specifically, the I-215 alignment of the Los Angeles to San Diego section with a station at the March Air Reserve Base near the proposed Perris Valley Line Metrolink Station.

The City of Riverside has long been a supporter of the HST. It is an exciting and visionary project, and one which will have a legendary impact on the State of California. Given the high visibility of the project as well as its unprecedented scope, magnitude, and cost, we have but one opportunity to design a system that that will **attract ridership and be sustainable over the long term**. The overall benefits that a successful HST can provide will only be realized if it is supported by ridership and has strong connectivity to others modes of transportation. An empty train may be faster, but it leaves the people behind!

THE MEASURE OF SUCCESS WILL BE RIDERSHIP. Twenty years from now, few will remember the technical difficulties, the relative cost differences, or even that one alignment may add a few minutes to the trip - but they will notice an empty train!

Also, the Los Angeles-San Diego Section of the HST is currently scheduled to be one of the last phases of the project to be constructed. In fact, it is the eighth of nine phases; only the Altamont Pass section has a lower priority. The Los Angeles-San Diego Section is a critical link in the HST network and will have one of the highest ridership levels of any of the proposed legs. This section will not only provide a quick and efficient transportation alternative from Southern California to the Bay Area and Sacramento, it will also link the Los Angeles and San Diego metropolitan areas like never before. The ridership potential is enormous. We respectfully request that the phasing be reevaluated to give this important section a higher priority.

To this end, we urge support of the Interstate 215 alignment and higher prioritization for the Los Angeles to San Diego Section for the following reasons:

Population Density and Potential Ridership Along the I-215 Corridor

The Inland Empire, comprised of Riverside and San Bernardino Counties, has a population of over four million people as of 2008, and is the second largest area in Southern California (after the Los Angeles, Long Beach, Glendale Area) and the fourteenth largest in the nation. The Inland Empire has the highest population density in Southern California. Since the 2000 Census, the area has experienced a 25.4% growth in population – over four times the growth rate of other areas in Southern California, with Riverside County experiencing a growth rate of 35%. Therefore, how the Inland Empire is connected to the HST will be critical for the overall success of the HST.

Of the staggering growth in the Inland Empire, the **overwhelming majority** is along the I-215 Corridor in Riverside County. Following is a list of incorporated cities and their population (based on 2010 DOF estimates) along the I-215 Corridor in Riverside County that would have easy access to a station in the vicinity of March Air Reserve Base:

Menifee	(68,905)	Hemet	(75,820)
Perris	(55,133)	San Jacinto	(36,933)
Moreno Valley	(188,537)	Riverside	(304,051)

The current population in these six incorporated cities alone is nearly 730,000 potential riders. Existing development in the unincorporated communities of Homeland, Romoland, Lake Mathews, Lake Hills, Woodcrest, Mead Valley, Anza and others can easily add another 100,000 or more potential riders.

Even more staggering is the proposed future development along the I-215 Corridor. When one takes into account projects that have either been entitled by the County or Riverside or identified on the General Plan for future growth, it would not be unreasonable to expect a population growth of another one-half million or more over the next few decades. As an example, the Villages of Lakeview project alone proposes over 11,000 dwelling units, or about 33,000 potential riders. This population explosion will ensure the success of the San Diego to Los Angeles leg of the HST and help improve overall circulation and air quality in the region.

A station along the I-215 corridor would also be a convenient station of choice for The Pass and Coachella Valley residents. The Pass cities of Banning and Beaumont add another 63,000 potential riders while the Coachella Valley cities would bolster the potential ridership with over 400,000 residents.

In addition, an I-215 corridor alignment would provide the opportunity to serve the City of San Bernardino with convenient access to the cities of Grand Terrace, Colton, Rialto, Redlands, Highland, Loma Linda, and Yucaipa, as well as the High Desert cities. These cities alone have a population of nearly 900,000 potential riders. The I-215 corridor alignment is the only reasonable way to provide HST access in close proximity to these San Bernardino County cities, whether it be now or in the future. This is a critical component not only because of the potential ridership it offers, but also because it will facilitate any future expansion of the HST network to points east, such as Phoenix or Las Vegas.

Finally, traffic congestion along the SR 91 makes access to a station along an I-15 alignment untenable to much of Western Riverside County residents. Residents in Riverside and along the

I-215 corridor simply cannot get to an I-15 station easily. With the population base of the region located along the I-215 corridor, this becomes a major impediment to HST ridership. Conversely, the I-215 alignment would provide easy access for a majority of potential riders, and, as such, it is far more likely to be supported.

In summary, the I-215 corridor alignment between the proposed Temecula/Murrieta station and the proposed Ontario station is the most reasonable alignment and the only way to meet the project's ridership goals. This route clearly has the population base to support the HST. Conversely, without a convenient station, many people will make other transportation choices and forego the HST alternative. The I-215 alignment looks forward to the future and positions the HST for future expansion. Since the HST is required to operate without any additional subsidies, it needs to be strategically located near a population base that will support it. This makes the I-215 corridor alignment the only logical choice.

HST Connectivity

In order for the HST to be successful, not only does it need ridership support but it also needs to connect with other transit options. Riders are looking for the quickest and easiest way to get from their homes or offices to their destinations. That will require convenient station locations and good transit options to or from the HST station. The I-215 corridor alignment has superior interconnectivity with other modes of transportation, especially with a station in the vicinity of March Joint Powers Authority/March Air Reserve Base.

- *Rail Lines*

The I-215 corridor will have strong interconnectivity to five separate Metrolink lines, including the San Bernardino, Riverside, 91, Inland Empire-Orange County and the Perris Valley Lines. The San Bernardino and Perris Valley Lines are unique to the I-215 corridor. The proposed Perris Valley Line will link the Perris Valley area to the Metrolink network and will eventually be extended to the Hemet and Temecula/Murrieta areas. A station in the vicinity of the March Air Reserve Base that is linked with the proposed Metrolink Station will be very attractive for potential HST riders. The San Bernardino Metrolink station will provide the same kind of connectivity to the north. The I-215 alignment with strategically placed stations offers multiple points of interconnectivity with the HST that will be convenient, safe and easy.

In addition, the I-215 corridor offers interconnectivity with Amtrak's Southwest Chief, which runs daily between Chicago and Los Angeles, as well as other Amtrak trains.

- *Airports*

One of the key components of the HST project is direct connectivity to commercial airports. The I-215 Corridor alignment is ideal for providing direct and convenient connections between future rail stations and both existing and future airports.

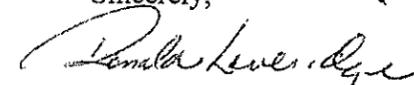
Any station along the I-215 corridor will allow for easy access to the Ontario International Airport as well as other nearby airports, including March Air Reserve Base/March Inland

Port, San Bernardino International Airport, Riverside Municipal Airport and Flabob Airport. This becomes increasingly important as we look into the future and see the growing demand of air passenger travel and the need for additional regional airports offering passenger service. The I-215 alignment of the HST will be well-suited for providing passenger service near the population densities where the demand will be. For instance, transit centers in the vicinity of San Bernardino International Airport and the March facilities will provide a hub where the HST, Metrolink and air travel converge. In addition, the San Bernardino International Airport and the March complex project are major employment centers, both for civilian and military personnel, which will be well served by the HST along the I-215 corridor.

In summary, the I-215 alignment is clearly a superior alignment in terms of the above mentioned measures of success. The ridership exists today, and will be even greater in the future. The I-215 alignment is more convenient to more people – it gets people out of their cars and on to the train. It will encourage residents of the Pass and Desert cities to use the HST, ensures service to San Bernardino, and offers the potential for future expansion to points east. Finally, the I-215 alignment provides superior connectivity to other modes of transportation.

We urge your support of the I-215 alignment of the HST with a station in the vicinity of the March Joint Powers Authority/March Air Reserve Base and in prioritizing the Los Angeles-San Diego section much higher than is currently proposed.

Sincerely,



Ronald O. Loveridge
Mayor

cc: Roelof van Ark, Executive Director



California Regional Water Quality Control Board
Santa Ana Region



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Arnold Schwarzenegger
 Governor

Linda S. Adams
 Secretary for
 Environmental Protection

August 5, 2010

Jose Martinez, Regional Manager
 Los Angeles to San Diego Segment, California High-Speed Rail Authority
 c/o Arellano Associates
 13791 Roswell Avenue, Suite A
 Chino, CA 91710

COMMENTS ON ALTERNATIVE ALIGNMENTS FOR CALIFORNIA HIGH-SPEED RAIL PROJECT, LOS ANGELES TO SAN DIEGO PHASE (VIA INLAND EMPIRE)

Dear Mr. Martinez:

Representatives of the California High-Speed Rail Authority (CHSRA) have asked the Resource Agency Technical Working Group—consisting of regional representatives of the California Regional Water Quality Control Boards (Regional Board), the California Department of Fish and Game, U.S. Army Corps of Engineers, U.S. Environmental Protection Agency, and U.S. Fish and Wildlife Service—to review unpublicized High-Speed Train (HST) alignment alternatives (and sub-alternative options) presented in June/July 2010.

CHSRA has solicited the Working Group's comments regarding any conflicts with the proposed alternatives, germane to the Group member's respective regulatory jurisdictions, for the Los Angeles to San Diego (via Inland Empire) phase, and to provide preferences and non-preferences for the alternatives that will aid CHSRA in eliminating infeasible alternatives/options. Remaining alternatives will be publicly evaluated later when the draft Environmental Impact Report/ Environmental Impact Statement is issued pursuant to the California Environmental Quality Act (CEQA) and a Clean Water Act Section 401 consultation is conducted. The California Regional Water Quality Control Board, Santa Ana Region (Region 8) has jurisdiction for the Los Angeles to San Diego phase extends from Montclair to Murrieta. We will respond separately to the Los Angeles to Anaheim phase, now the subject of similar working group discussion with agencies.

Water bodies that the alternatives could potentially impact were noted during a comparison of CHSRA figures of alternatives, Google Earth, the National Wetlands Inventory, Thomas Guides, and U.S. Geological Survey Quadrangles. Board staff's preference is for the most northern and eastern alternatives (the peripheral routes on the CHSRA maps), which encompass the cities of San Bernardino and Perris and may parallel existing and future Metrolink routes. Our comments are intended to assist the Project to protect water quality standards (water quality objectives and beneficial uses) as described in the Water Quality Control Plan for the Santa Ana River Basin (Region 8 Basin Plan); they are arranged in the sequence of alternatives and conceptual travel from Montclair to Murrieta/Temecula:

Montclair - Ontario International Airport

S1-A2 Alternative; aerial double track ("trackway") along the existing Metrolink northern corridor;

S1-A4 Alternative; aerial trackway along existing Union Pacific Railroad (UPRR) corridor; or parallel to it, the S1-A1.2.1 option, the Holt Avenue aerial or below-grade option.

Other than the need for spans at San Antonio Creek and spreading grounds, West Cucamonga Creek, and Cucamonga Creek, we are not aware of water quality issues that influence any preference/non-preference for these alternatives.

Interstate 215 Alternatives - Ontario International Airport - San Bernardino/Riverside, with Southern Three Options to Box Springs Canyon

S2-A1 Alternative; the northernmost "SANBAG/Metrolink/I-215" Alternative; includes San Bernardino and Riverside (Highgrove); at-grade through Fontana and most of Rialto, remainder is aerial trackway;

S2-A2 Alternative; the Union Pacific Railroad (UPRR) Alternative as an aerial continuation of S1-A4; includes Riverside (Highgrove), not San Bernardino.

Both Alternatives must span (from west to east) the Day Creek, Etiwanda Creek, San Sevaine, and Rialto Channels. The S2-A1 Alternative additionally crosses both the Cajon and East branches of Lytle Creek to the San Bernardino railyards (4th Street Metrolink station). East of the Metrolink station, the S2-A1 Alternative must span two more flood control channels in San Bernardino. Then, it would curve south and west and south again, crossing the Interstate 215/Interstate 10 interchange and the Santa Ana River (SAR).

The S2-A1 Alternative (with the S2-A2 Alternative from Colton) is the easternmost of three aerial options through the Highgrove unincorporated area north of Riverside and generally parallel to Interstate 215 (westernmost option A1.1 designated as nearest "Chicago Avenue," central option A1.2 designated as nearest "Iowa Avenue," and easternmost option A1.3 designated as nearest "U.C. Riverside"). Across the SAR, one of these three options would settle on or near the right-of-way (ROW) for either UPRR (Metrolink) or Burlington Northern Santa Fe (BNSF).

The S2-A2 Alternative leaves the UPRR alignment to run south through the Colton Cement Plant site, where it should avoid an emergent groundwater pond. We have no objection to this Alternative¹. S2-A2 crosses the Santa Ana River (SAR) once to become one of the above-referenced three options (for S2-A2, its overlapping numbers are A2.1 near Chicago Avenue, A2.2 near Iowa Avenue, A2.3 near U.C. Riverside).

In Highgrove, the water bodies are ephemeral riparian segments that are either continuous or discontinuous². We prefer that construction work and the footings of supporting piers avoid

¹ We understand that the USFWS may object to the S2-A2 Alternative due to its proximity to the Colton Dunes and the potential presence of the Delhi Sands Flower Loving Fly (DSF) at this and nearby sites.

² CHSRA needs to be made aware that waters outside of U.S. Army Corps of Engineers jurisdiction are nevertheless waters of the State and consequently a project that impacts them may be subject to individual waste discharge requirements pursuant to the California Water Code. The National Inventory and our research finds no wetlands.

water bodies, which we expect to be accomplished if the eventual trackway will be aerial. Springbrook Wash, the largest continuous Highgrove drainage, is crossed by each option; any construction and stormwater runoff toward Springbrook Wash must be captured and treated, and appropriate Best Management Practices must be implemented. Manmade canals (Riverside Aqueduct and Riverside Gage Canal) are crossed by the central "Iowa Avenue" and easternmost "U.C. Riverside" options. The westernmost of the three options, the "Chicago Avenue" option that swings west of I-215, appears to cross the most water bodies, including:

- 1) an unnamed riparian drainage subparallel to La Cadena Drive that flows west into the SAR,
- 2) two other remnants north of Springbrook Wash, between Orange St. and I-215, and
- 3) multiple crossings of the Riverside Aqueduct.

The central "Iowa Avenue" option follows the existing Metrolink line but joins the western "Chicago Avenue" option to continue southeast as a single alternative, skirting the northern edge of Sycamore Canyon Reserve in a below-grade or tunnel configuration. Such a constraint may involve excavation and/or dewatering, an operation that could impact the beneficial uses of Sycamore Creek.

From available information, we conclude that the western and central options are not preferable to the easternmost "U.C. Riverside" option, which appears least likely to affect beneficial uses as it runs through Box Springs Canyon on an aerial trackway above a vegetated drainage, the existing railroad ROW, and the I-215.

The easternmost "U.C. Riverside" option, as introduced above, would run east and then curve south from the San Bernardino 4th Street Metrolink station and follow and cross over the SAR three times. However, the CHSRA San Bernardino figure indicates the presence of several sensitive riparian species along this section of the SAR, which is part of SAR Reach 4 as described in the Region 8 Basin Plan. Beneficial uses of SAR Reach 4 include WILD, WARM RARE, REC1, and REC2³. We believe that limiting the proximity of the aerial trackway to this reach of the SAR will reduce potential impacts to these beneficial uses. The eastern alternative between San Bernardino and Box Springs Canyon would have the least impact on water quality standards if the aerial trackway utilized existing the ROW used by Metrolink between the San Bernardino Station and Highgrove, traversed Highgrove using the northern part of the central "Iowa Avenue" option, and curved around the Box Spring Mountains using the southern remainder of the easternmost "U.C. Riverside" option, and into Box Springs Canyon. Further, we note that such hybridized planning on this same conceptual route would collaborate well with the Riverside County Transportation Commission (RCTC) staff work already well underway to establish a Perris Valley Metrolink line, with a station in Highgrove.

Interstate 215 Alternative - Box Springs Canyon to Murrieta/Temecula

S2-A1 and S2-A2, Continued

The I-215 Alternative from the Box Springs Canyon area to Murrieta/Temecula combines the southern portions of S2-A1 and S2-A2 into one aerial route. From Box Springs Canyon to

³ Wildlife Habitat, Warm Freshwater Habitat, and Rare, Threatened, or Endangered Species Habitat. REC-1 use includes "body contact" recreation where ingestion of ambient water is likely. REC -2 uses are passive and do not anticipate or expect immersion in, or ingestion of, ambient water.

Perris, along the western side of the I-215 freeway, the existing rail ROW and adjacent lands appear to present a route for accommodating trackway piers with few water bodies to cross. Spans are needed over 1) a tributary of Sycamore Creek adjacent to the Alessandro Blvd exit ramp, 2) a new wastewater treatment plant at Oleander Drive, and 3) various freeway runoff ditches.

At D Street in Perris, the ROW and proposed trackway continue south, away from the southeasterly curving I-215. They then take a relatively sharp curve to the southeast, following Case Road across the San Jacinto River (SJR) to reunite with the I-215. The CHSRA Riverside County South figure indicates locations of sensitive floodplain and playa species extending downstream of the Case Road Bridge. A gap of these species is indicated along the SJR, then closer to Canyon Lake downstream, a separate polygon of sensitive species locations is mapped. We suggest that in the interest of protecting the WILD, WARM and RARE beneficial uses of the waters in this area, that the trackway utilize this gap of mapped species sites, and cross the SJR somewhere near the Goetz Road bridge (in Working Group meetings, the USFWS concurred with this concept). The I-215 Alternative can then rejoin the freeway at Sun City.

South of Sun City, there are several SJR tributaries along and near the I-215 that will need to be crossed. These include Salt Creek, Paloma Creek, and several lesser drainages flowing northward from the hills that define the Region 8 watershed boundary (northern Murrieta). In Menifee, several projects planned beside the west side of I-215 already conflict with these drainages; the east side of the freeway may be potentially easier for trackway planning. Also, a series of drainages must be spanned as the I-215 Alternative enters Region 9 and the station proposed for the Murrieta/Temecula area.

Interstate-15 Alternatives – Ontario International Airport - Temescal Canyon - Murrieta/ Temecula

S2-A3: I-15 (either options A3.1 (Milliken/Hamner) or A3.2: I-15)

East of Ontario Airport, two aerial parallel options curve south¹ between the Milliken Landfill and the Day Creek/Riverside Basin. Both options remain to the west of Interstate 15, with few extant water bodies (remnant dairy ponds, Swan Lake). At the SAR crossing, the option west of Hamner Avenue (A3.1) may require a shorter span over the riparian forest. This area of the SAR supports WILD, WARM, RARE, REC-1, and REC-2 beneficial uses³. South of the SAR in Norco, both options coalesce into a single I-15 alternative, S2-A3: I-15 that continues through Temescal Canyon to Murrieta/Temecula. Where the I-15 crosses Corona Avenue in Norco, an isolated riparian segment must be spanned.

South of State Route 91 in Corona, the I-15 alternative closely passes a portion of Temescal Creek, where creek flows have ponded. This ponding and related discharge of fill into the Creek is the subject of a coordinated enforcement action to address a long-standing Clean Water Act violation. Project activities here would need to be done in coordination with remedial work to resolve and mitigate the violation.

Immediately south of the above pond, the I-15 alternative splits into two options in the vicinity of the Cajalco Road Bridge or in the delta of Bedford Canyon Wash, and straddles each side

of Temescal Creek. Either option may conflict with mitigation measures required by the Regional Board as compensation for the construction of the adjacent Dos Lagos Project (golf, residential, and commercial mixed use). These include planting native vegetation in the Bedford Canyon Wash delta, and riparian restoration in the channel and along the terrace of Temescal Creek throughout the Dos Lago Project site. The confluence of Bedford Canyon Wash and Temescal Creek is also a potential site for a future Riverside County Flood Control and Conservation District flood control and water quality standards mitigation project. Recently, the future Mid-County Parkway Project was scaled back from this area by the RCTC, in part due to our concerns about the placement of parkway support columns and related operations in the Bedford Canyon Wash delta. Finally, it is recognized that the Cajalco Road Bridge over Temescal Creek will undergo reconstruction for regional road expansion (City of Corona and RCTC).

South of the Dos Lagos development, the S2-A3: I-15 options coalesce into an aerial trackway with as many as four at-grade segments. Throughout the Temescal Canyon-Lake Elsinore corridor, there are a number of tributaries to Temescal Creek that support extensive riparian beneficial uses, such as WILD, WARM, RARE, REC-2, and Groundwater Recharge GWR. (This contrasts to the tributaries to the San Jacinto River along the I-215 alignment, where these or other beneficial uses are largely absent or are poorly supported.) The trackway must not result in impairments to the integrity of these drainages and their associated beneficial uses. From north to south, the principle tributaries entering Temescal Creek (from the following directions) include: Joseph Wash (west), Bedford Canyon Wash (west), Cajalco Wash (east), McBride-Brown Canyon Wash (west), Olsen Canyon (east), Dawson Canyon (east), Coldwater Canyon (west), and Horsethief Canyon Wash (west). There are other minor unnamed tributaries as well. It is unclear how the at-grade segment depicted as skirting the steep northern shore of Lee Lake could negotiate this topography without hillside cutting and the fill of tributaries. Discharges of fill at this location would require focused permitting and add to the Projects' permitting and mitigation burdens.

The next and last at-grade section, located immediately north of the I-15, appears to transition from at grade to aerial and span the San Jacinto River just upstream of the entrance channel into Lake Elsinore. Please corroborate this.

Finally, Murrieta Creek and its ephemeral tributaries must be crossed as the Alternative enters the Santa Margarita Watershed (Region 9) and the Murrieta /Temecula station area.

Summary of Preferences/Non-Preferences

Given our comments above, we prefer the S2-A1 San Bernardino/I-215 Alternative, A1.3 through UC Riverside, among the alternatives presented. We find the I-215 HST alignment superior to the I-15 alignment, from the standpoint of minimizing potential affects on water quality standards and for serving more cities within the watershed. In the larger picture of the LA-SD routes through Region 8, we prefer the most northern and eastern of the alternatives presented, with one note below regarding the routing into and out of San Bernardino.

The CHSRA attributes table, "Comparison of Alternative Alignments for the Ontario Airport to Murrieta/Temecula Sub-Section," compares the I-215 routes --S2-A1 (includes San Bernardino) and S2-A2 (Riverside-Highgrove only)—with the I-15 routes (Corona and

Temescal Canyon. Our reasoning is that the I-215 routes will minimize effects to, and offer greater protection of, water quality standards because these routes generally have fewer linear feet of waterways crossed (17,071-23,189 ft) than the I-15 routes (22,746- 23,092 ft), as well as considerably fewer acres of habitat impacted and fewer bridge crossings required. Further, I-215 routes generally affect fewer waters with well-supported beneficial uses. Therefore, the I-15 Alternatives and options constitute a "non-preference."

The other Region 8 concern, the Santa Ana River crossings on S2-A1 to and from the potential San Bernardino HST station, would be minimized—with WILD, WARM, REC-1, REC-2, and RARE protected—if modifications to S2-A1 and its Highgrove options could be made more in line with Metrolink plans for routing between San Bernardino and Temecula.

We are available to meet regarding any clarification necessary. Thank you very much for this opportunity to comment before public notification.

If you have any questions, please contact Glenn Robertson at (951) 782-3259, grobertson@waterboards.ca.gov, or me at (951) 782-3234, or madelson@waterboards.ca.gov

Sincerely,



Mark G. Adelson, Chief
Regional Planning Programs Section

cc: U.S. Army Corps of Engineers, Los Angeles – Shanti A. Santulli
U.S. Fish and Wildlife Service, Carlsbad – Sally Brown/Karin Cleary-Rose
U.S. Environmental Protection Agency – Elizabeth Goldmann
California Department of Fish and Game – Leslie McNair
California High-Speed Rail Authority - Dan Leavitt
CHSRA Consultant, CH2M Hill – Teresa Wilkinson
State Water Resources Control Board – Catherine Woody
State Water Resources Control Board – Bill Orme

X:Groberts on Magnolia/Data/CEQA/CEQA Responses/ NOP – California High-Speed Rail – Route Alternatives Comments- LA to San Diego.doc

CITY OF

303 EAST "B" STREET, CIVIC CENTER

ONTARIO



ONTARIO

CALIFORNIA 91764-4105

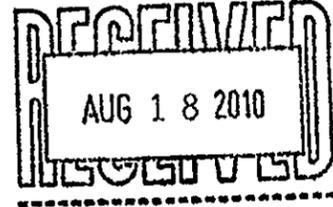
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PAUL S. LEON
MAYOR

ALAN D. WAPNER
MAYOR PRO TEM

SHEILA MAUTZ
JIM W. BOWMAN
DEBRA DORST-PORADA
COUNCIL MEMBERS

August 11, 2010



CHRIS HUGHES
CITY MANAGER

MARY E. WIRTES, MMC
CITY CLERK

JAMES R. MILHISER
TREASURER

Thank you to your staff for keeping us informed about this important transportation project. Ontario fully supports the high speed rail project and the LA/Ontario International Airport station location. We appreciate all efforts by the CHSRA to expedite planning and construction of the Los Angeles to San Diego section through the Inland Empire.

Sincerely,

Chris Hughes
City Manager

CH:TD:cp

c: Mayor and City Council Members
Otto Kroutil, Development Director
Louis Abi-younes, City Engineer
Pat Tomcheck, LAWA
Laura Muna-Landa, Arellano Associates

Mr. Jose De Jesus Martinez, P.E.
Regional Manager
California High Speed Rail Authority
926 L Street, Suite 1425
Sacramento, CA 95814

SUBJECT: Alignment Alternatives—Los Angeles to San Diego via the Inland Empire Section

Dear Mr. Martinez:

This morning City of Ontario and Los Angeles World Airports (LAWA) staff met with some of your project team members to discuss the alignment alternatives through Ontario. Pursuant to that meeting we would like to provide you with our comments. These comments are not intended to reflect LAWA's position, which may be forthcoming by separate correspondence.

Ontario favors an alignment within or adjacent to the existing Union Pacific Railroad (UPRR) Alhambra Subdivision. It may be possible to encroach into the existing and planned State Street right of way which is adjacent and parallel to the UPRR. Euclid Avenue is not a viable alignment option for many reasons including its listing on the National Register of Historic Places and lack of community support. Holt boulevard is also not preferred unless the trains operate below grade in a tunnel. The "S" curve east of the airport as currently shown will impact future development opportunities at the Mills Mall. We would prefer to shift the curves to the industrial areas east of the I-15 Freeway where the impacts are likely to be less significant.

Ontario does not have strong preference with regard to the I-15 versus I-215 alignment to San Diego. However, the I-15 alignment does create some undesirable conditions in Ontario. We would prefer that the Ontario station be sited between the Cucamonga Creek flood control channel and Archibald Avenue because this location puts the CHSR station closer to our planned multi-modal transit center and Metro Gold Line station. The I-215 alignment allows more flexibility to move the station easterly compared to the I-15 alternative.

We look forward to future discussions on the alternative alignments and would welcome a future meeting to discuss integration and mode connectivity between the future Metro Gold Line station and the high speed rail.

August 12, 2010

Curt Pringle, Board Chairman
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Chairman Pringle:

I am writing to express my strong support for the High-Speed Train (HST) project in general, and specifically, the I-215 alignment of the Los Angeles to San Diego section with a station at the March Air Reserve Base near the proposed Perris Valley Line Metrolink Station.

The Los Angeles-San Diego Section is a critical link in the HST network and will have one of the highest ridership levels of any of the proposed legs. This section will not only provide a quick and efficient transportation alternative from Southern California to the Bay Area and Sacramento, it will also link the Los Angeles and San Diego metropolitan areas like never before.

The Inland Empire, comprised of Riverside and San Bernardino Counties, has a population of over four million people as of 2008, and is the second largest area in Southern California and the fourteenth largest in the nation. Of the staggering growth in the Inland Empire, the **overwhelming majority** is along the I-215 Corridor in Riverside County. The six incorporated cities of Hemet, Menifee, Moreno Valley, Perris, Riverside, and San Jacinto along this corridor compile nearly 730,000 potential riders with easy access to a station in the vicinity of March Air Reserve Base.

A station along the I-215 corridor would also be a convenient station of choice for The Pass and Coachella Valley residents, adding an additional 463,000 residents as future riders. In addition, an I-215 corridor alignment would provide the opportunity to serve San Bernardino County, adding a population of nearly 900,000 potential riders.

Moreover, traffic congestion along the SR 91 makes access to a station along an I-15 alignment untenable to much of Western Riverside County residents. Residents in Riverside and along the I-215 corridor simply cannot get to an I-15 station easily. With the population base of the region located along the I-215 corridor, this becomes a major impediment to HST ridership.

We urge your support of the I-215 alignment of the HST with a station in the vicinity of the March Joint Powers Authority/March Air Reserve Base.

Sincerely,

Name

Business/Organization



DEPARTMENT OF THE ARMY
LOS ANGELES DISTRICT, CORPS OF ENGINEERS
P.O. BOX 532711
LOS ANGELES, CALIFORNIA 90053-2325

August 13, 2010

REPLY TO
ATTENTION OF:
Regulatory Division

Dan Leavitt
Deputy Director
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, California 95814

Dear Mr. Leavitt:

I am writing in response to the California High-Speed Rail Authority's ("Authority") request for comments on the initial set of alternatives for the proposed Los Angeles (LA) to San Diego segment of the California High-Speed Train ("CHST") Project. The Authority has requested comments for the purposes of narrowing the set of alternatives. We appreciate the opportunity to provide comments; however, at this time, we have not been provided sufficient information or screening criteria to appropriately eliminate any of the alignments within this segment.

As part of the National Environmental Policy Act (NEPA) process, the purpose and need (P&N) statement is first specified to develop a range of reasonable alternatives that fulfills the project purpose. For the purpose of expediting our permitting process, it is anticipated that the Tier 2 NEPA environmental process will be integrated with the Clean Water Act (CWA) section 404 permitting process. Our agreement on the P&N statement would indicate that the information provided to us is sufficiently clear and detailed for the us to formulate a complimentary basic and overall project purpose pursuant to the CWA section 404(b)(1) Guidelines as well as 33 U.S.C 408 (for modifications to Corps projects), and can then be used in the next stage of identifying practicable alternatives. Insofar as we are not in receipt of the purpose and need statement and supporting information, we have not made a determination of the overall project purpose.

Since the NEPA P&N statement and overall project purpose serve as the foundation for formulating alternatives, and dismissing those that do not meet the project purpose, we are concerned about the implications of any procedural missteps that relate to CWA section 404, and specifically, the determination of the least environmentally damaging practicable alternative (LEDPA). We recommend the Authority request feedback from the cooperating and participating agencies on the P&N statement before extensive effort is expended on developing

-2-

a range of alternatives so that agency input can assist in the development of alternatives.

Although formal comments will be provided during the NEPA and CWA section 404 integration process, we provide the enclosed preliminary comments based upon the available information related to the currently proposed alternatives.

If you have any questions, please feel free to have your staff contact Ms. Shanti Santulli, Regulatory Project Manager, at 760-602-4834 or via email at Shanti.A.Santulli@usace.army.mil. Please refer to this letter and SPL-2009-00966-SAS in your reply.

I am forwarding copies of this letter to: Mr. David Valenstein, Federal Railroad Administration; Mr. Jose Martinez, California High Speed Rail Authority; Ms. Teresa Wilkinson, CH2M HILL; and Ms. Veronica Chan, U.S. Army Corps of Engineers.

Sincerely,

Mark D. Cohen
Deputy Chief, Regulatory Division

SUBJECT: U.S. Army Corps of Engineers, Los Angeles District, Regulatory Division, Detailed Comments based on mapping and tables provided on July 8, 2010.

1. The proposed California High-Speed Train Project (CHST) crossings at the Los Angeles (LA) River should be avoided or minimized to the maximum extent practicable. The LA to San Diego Section Environmental Impact Statement (EIS) project should be coordinated with the other CHST EIS project sections to consolidate and minimize the number of crossings. The LA River is an important flood protection facility. There are also many plans to enhance and/or restore the LA River, including the LA River Ecosystem Restoration Project. The CHST system has the potential to restrict the scope of these potential restoration activities if the alignments are located close to the LA River. The Authority should incorporate the plans of these projects into the CHST system.
2. Many major drainage systems in the Los Angeles County Drainage Area were federally funded or built/maintained/owned by the Corps and will require formal coordination (33 U.S.C. § 408) or non-recreational, real estate outgrant processes in addition to required coordination under section 404 of the CWA.
3. In the LA region, streams and water features, such as the San Gabriel River and Whittier Narrows Dam and Recreational Areas, Santa Fe Dam Recreational Areas, and their tributaries provide important aquatic and flood control functions to the region. Consideration should be given to minimize the number of crossings and to avoid or minimize the number and size of structures within waters of the U.S., including special aquatic sites. According to the Draft Preliminary Alternatives Analysis (AA) Results table provided by the Authority, the Union Pacific Railroad (UPRR) alignment between I-605 to Ontario Airport has the least amount of waterway crossings within this sub-section. Please consider and analyze a new connecting segment that would join the I-10 freeway alignment from LA Union Station (LAUS) to I-605 with the UPRR alignment (near City of Industry) east of the San Gabriel River.
4. The SR-60 and UPRR alignments between LAUS and I-605 appear to cross the San Gabriel River twice as they transition to the I-10 or Metro/Metrolink alignments that approach the Ontario Airport. The San Bernardino to I-215 alignment also appears to cross the Santa Ana River twice. Please provide appropriate justification why multiple crossings are necessary or please try to limit the number of crossings to the maximum extent practicable.
5. The project should consider the habitat, water quality, and hydrologic integrity areas that were identified in the enclosed assessment of riparian ecosystems completed for the Western Riverside County Special Area Management Plan (Smith, 2003). Near the I-15, tributaries to Lake Elsinore provide for some habitat, water quality, and hydrologic

integrity. Murrieta and Temecula Creek watersheds consist of high to moderate habitat, water quality, and hydrologic integrity areas. Also within this region, vernal pools have been found within the San Jacinto Valley and Perris Basin areas. A delineation and assessment of direct, indirect, and cumulative impacts to waters of the U.S. and special aquatic sites is required. An Individual Permit is required for all discharges of fill material within vernal pools within the Los Angeles District (Nationwide Permits, Regional Condition 7).

6. The project proposes station locations and multiple water crossings in the Murrieta and Temecula Creek watersheds. In general, an individual permit is required for any permanent fill associated with the stations, parking lots, maintenance facilities, or other appurtenant facilities in perennial and intermittent watercourses, and in ephemeral watercourses for impacts greater than 0.1 acre within waters of the U.S. and would also apply to proposed crossings within these watersheds. Please refer to Nationwide Permits, Los Angeles District Regional Condition 8.
7. Several important aquatic resources exist along or adjacent to the CHST proposed alignment and its proposed alternatives throughout San Diego County, including, but not limited to, the San Luis Rey River, Moosa Creek, Escondido Creek, Los Penasquitos Creek, Carmel Creek, and the San Diego River. Crossings should be designed with aerial span bridges and, therefore, to avoid impacts to waters of the U.S. or to minimize the number and size of structures within waters of the U.S.
8. The proposed CHST aerial crossing to the north and the south of the San Luis Rey River currently strays from the I-15 alignment. Justification for constructing outside of the existing transportation corridor is necessary.
9. The I-15 proposed alignment through North San Diego County would impact the Pre-approved Mitigation Area (PAMA) of the North County Multiple Species Conservation Program (NCMSCP), as well as designated critical habitat for the coastal California gnatcatcher. Avoidance of this PAMA is recommended, preferably by constructing the CHST in the freeway median. In general, the Authority should take into consideration and avoid all established, active, and proposed mitigation areas along the CHST proposed alignment.
10. The SR-56 alternative appears to follow Carmel Valley Creek outside of the existing SR-56 transportation corridor, with several proposed creek crossings. This proposed alternative would impact Carmel Valley Creek, wildlife habitat (including for the federally threatened coastal California gnatcatcher) and connectivity area, vernal pools, and the Multi-Habitat

Planning Area (MHPA) of the Multiple Species Conservation Program (MSCP). Impacts to these sensitive biological resources should be avoided.

11. The proposed alternative alignment through Marine Corps Air Station Miramar (MCAS Miramar) may impact numerous vernal pools. If aerial construction within the existing freeway median is not possible, the proposed below-grade construction along this alternative should not impact (penetrate and/or crack) the thick hardpan and clay lens vernal pool substrates in the Miramar area. Geotechnical studies will be crucial in order to determine if the below-grade construction proposed through Miramar along the I-15 alternative alignment will result in adverse impacts to the numerous vernal pools in that area.
12. The Carroll Canyon alignment is currently proposed to be at-grade and aerial within Carroll Canyon Creek. The at-grade portion of this alignment alternative would involve a discharge of a substantial volume of fill material within waters of the U.S., including special aquatic sites such as vernal pools, and impacts to a critical wildlife connectivity area. The aerial or below-grade construction of the Rose Canyon proposed alternative would potentially also result in adverse impacts to waters of the U.S., including vernal pools and freshwater marsh, and wildlife habitat. The Carroll Canyon and Rose Canyon proposed alternatives alignments both would involve substantial impacts to waters of the U.S., including special aquatic sites such as vernal pools, raising the most concern from the Corps' perspective (relative to other proposed alternatives and given the information and data received thus far) within the San Diego County portion of the proposed CHST. Impacts to Carroll Canyon and Rose Canyon and their associated sensitive biological resources should be avoided to the greatest extent practicable.
13. In general, riparian, wetlands, and other waters of the U.S. provide important habitat, water quality, and flood control functions to the southern California region. For example, least Bell's vireo, southwestern willow flycatcher, Santa Ana sucker, and San Bernardino kangaroo rat are a few species that use the aquatic resources and adjacent habitat. Impacts to soft-bottom streams and riparian areas should be avoided and minimized. Drainage features that provide for wildlife movement or habitat should be considered for widening or modification to provide for enhanced connectivity or habitat functions. Under the Fish and Wildlife Coordination Act, please coordinate with the U.S. Fish and Wildlife Service and the California Department of Fish and Game to provide additional recommendations regarding connectivity of wildlife habitat and movement.
14. The Corps suggests, in general, that the CHST be constructed within or adjacent to existing transportation corridors where there are lower occurrences of potential sensitive biological and aquatic resources. In areas of high biological and/or aquatic resource sensitivity, the

Corps suggests that the CHST be constructed within the existing transportation corridors and/or evaluate structures, methods, or other possible alignments with less potential impacts to sensitive aquatic resources. Unavoidable impacts to Corps jurisdictional waters of the U.S. would require appropriate compensatory mitigation. For impacts authorized under section 404 of the CWA, compensatory mitigation is not considered until all appropriate and practicable steps have been taken to first avoid and then minimize adverse impacts to the aquatic ecosystem pursuant to the CWA section 404(b)(1) Guidelines.

Reference:

Smith, R.D. 2003. Assessment of Riparian Ecosystem Integrity: San Jacinto and Upper Santa Margarita River Watersheds, Riverside County, California. U.S. Army Engineer Research and Development Center, Waterways Experiment Station, Vicksburg, MS. Final Report to the U.S. Army Corps of Engineers, Los Angeles District.

20100816 Arellano to LAWA.txt

From: Laura Muna-Landa
Sent: Monday, August 16, 2010 11:05 AM
To: 'TOMCHECK, PATRICK'
Cc: 'Angel Iraheta'; 'risimon@hntb.com'; RAE, JAMES; GUIDRY, CYNTHIA; ELLIS, KIM A.; ROMO, JESS L; ALVAREZ, DIEGO; Jose Martinez; 'Michael Zdon'; 'dhook@hntb.com'
Subject: RE: Follow Up from Today's Meeting

Hi Pat,
Thanks for your email. Since our meeting, I did forward the exhibit maps so hopefully those will be of use to you. Since you have already copied Rick Simon and Angel Iraheta on your original email please know that your questions and concerns have been shared with the appropriate people. I have also copied Jose Martinez and Mike Zdon who were not present but would definitely be interested in your issues.

Our team will continue to work with you and I am sure Rick Simon will be in touch when he returns from his vacation next week.

Thanks,

Laura J. Muna-Landa
Arellano Associates
(909) 627-2974

From: TOMCHECK, PATRICK [mailto:PTomcheck@lawa.org]
Sent: Friday, August 13, 2010 1:46 PM
To: Laura Muna-Landa
Cc: 'Angel Iraheta'; 'risimon@hntb.com'; RAE, JAMES; GUIDRY, CYNTHIA; ELLIS, KIM A.; ROMO, JESS L; ALVAREZ, DIEGO
Subject: RE: Follow Up from Today's Meeting

Laura -

Thank you for inviting us to last Wednesday's high-speed rail meeting with the City of Ontario. At the meeting, you presented a proposal showing the ONT airport station on the south side of Airport Drive, between Vineyard Avenue and the Cucamonga Channel. There was discussion as to whether the station should be moved to between the Channel and Archibald Avenue to be closer to the airport terminals.

After Wednesday's meeting, LAWA staff and management discussed the proposed high speed rail alignment and station location at ONT Airport. Since you were unable to provide us with drawings at this time, our internal discussion with management relied upon our memory of the maps. Some of the following issues were mentioned at the meeting with the City of Ontario, but I wanted to repeat them here to have a full list of LAWA's issues/concerns:

Since the tracks are being proposed to run along nearly our entire northerly property line, LAWA has concern about the impact to the properties along Airport Drive. A cross section showing the height of

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the tracks would be very helpful to understand the property access which could be provided under the tracks. The required width of the easement needed for the tracks would also be helpful.

What are the building restrictions near the tracks? In other words, how close to a tracks could a building be constructed?

Connectivity between the high speed rail station and the Gold Line station appears very challenging. With the high-speed rail station being proposed on the south side of Airport Drive (and south of the UPRR) and the real possibility of the Gold Line light rail station on the north side of the UPRR, pedestrian connectivity between the two services would be difficult. We would be interested in participating in any future meetings you have with the Gold Line Authority regarding this issue.

We discussed at our meeting that the track alignment that turns toward the south close to Haven Avenue interferes with the proposed extension of the runway. Other alignments would need to meet all FAA requirements regarding runway protection areas.

We are concerned about impacts to airport parking and our internal airport roadways if the station is built on our property near Archibald Avenue. Since a shuttle or automated people mover connector will likely be needed to bring passengers between the high-speed rail station and the airport terminals, it may prove less of a challenge to construct the station west of the Channel, where less of our existing infrastructure would be impacted.

There is also concern about impacts to our airport Ground Transportation Center (Rent-a-Car facility) as well as to the off-airport properties east of Haven Avenue, many of which have airport-related businesses.

The project will need to take into account the proposed grade separation at Airport Drive and Vineyard Avenue, which is scheduled for construction in 2013.

These are our comments at this time. We are encouraged by the possibility that the ONT high-speed station may be a candidate for a more thorough design review in the not-too-distant future. Such a study would likely address the issues presented above.

If you have any questions, please let me know.

Patrick Tomcheck
Sr. Transportation Engineer
Los Angeles World Airports
Phone - (424) 646-5192
Fax - (424) 646-9210

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From: Laura Muna-Landa [mailto:LMuna-Landa@ArellanoAssociates.com]

Sent: Wednesday, August 11, 2010 8:37 PM

To: 'Tom Danna'; TOMCHECK, PATRICK

Cc: 'Angel Iraheta'; 'risimon@hntb.com'

Subject: Follow Up from Today's Meeting

Tom and Pat,

Thanks for taking the time to meet with us today. Attached is a pdf presentation with the alignment maps currently under consideration by the Authority. Also I inquired about the feasibility of an early release of the Preliminary Alternatives Analysis report and was advised that it is the Authority's policy not to release documents until the Authority board has reviewed and approved or received and filed the document. For the Preliminary Alternatives Analysis the CHSRA board will consider it at its October 7th meeting, expected to be held in the L.A. area.

Thanks,

Laura J. Muna-Landa

Senior Associate

Arellano Associates

LMuna-Landa@ArellanoAssociates.com

(909) 627-2974

13791 Roswell Avenue, Suite A

Chino, CA 91710

City of Alhambra
Office of the Mayor and City Council

August 16, 2010

Curt Pringle, Chairman
California High-Speed Rail Authority (CHSRA)
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Mr. Pringle:

This letter is to inform you that after hosting two community meetings this past week on the proposed High-Speed Rail Project through the San Gabriel Valley and hearing the numerous comments and opinions of our residents, the Alhambra City Council voted to **OPPOSE** any rail alignment along the I-10 Freeway that would directly impede on the properties of Alhambra residents and significantly affect the quality of life of our community.

We appreciate that CHSRA representatives came to provide a brief project overview at our two recent public meetings. However, after hearing the presentations and subsequent concerns voiced by our citizens, it was clear that there is **strong residential opposition** to the options offered by your staff and very little desire to have a high-speed rail built in a highly urban area such as the San Gabriel Valley.

While the community understands the purpose of the project is to alleviate traffic congestion and improve the quality of our environment, the matter becomes extremely personal to the residents near the route because of possible displacement from their homes and other devastating consequences. Not only do residents on Ramona Road have great apprehensions, but many others also noted their angst believing their property values would be affected and they would be unable to sell their properties. It is difficult for the community to imagine that a 50-foot wide concrete structure set 35-foot high could have any other effect than to denigrate the aesthetics of surrounding neighborhoods. Moreover, there are also strong concerns about the excessive speed, noise and possible vibrations the trains would cause, with many residents stating that they are already affected by loud freeway noise. Others suggested concerns over the loss of travel lanes or parking on Ramona Road and the effect the trains would have on nearby schools and students.

Furthermore, until the City informed its residents and offered them the opportunity to express their concerns, there had been no outreach to our community and the families that could be potentially impacted. As such, if the I-10 route remains a viable alternative we would like to request that the CHSRA immediately organize a subcommittee of representatives from the communities along the I-10 corridor so that future discussions concerning possible routes along the I-10 corridor will include the review and recommendations from the people directly and permanently affected by any future actions.

2010 SEP -2 PM 1:51
MANAGEMENT SERVICES



Gateway
to the
San Gabriel Valley

111
South First Street
Alhambra
California
91801

626
570-5010

FAX
281-2248

The City of Alhambra supports the concept of a high-speed rail project to bring about greater mobility for all California residents. We would certainly like to continue to work with your agency through a process of open community dialogue to develop an appropriate alignment. However, we would urge you to slow down and give serious consideration to other feasible options. These steps are necessary before your board commits to any particular route or alignment.

Very Sincerely,

Stephen Sham
Mayor

Gary Yamauchi
Vice Mayor

Barbara Messina
Councilperson

Dr. Steven Placido
Councilperson

Luis Ayala
Councilperson



San Gabriel Valley Council of Governments

3452 East Foothill, Suite 910, Pasadena, California 91107-3142 Phone: (626) 564-9702 FAX: (626) 564-1116 E-Mail: SGV@sgvcoog.org

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San Marino

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Upland

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Westminster

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Fontana

Glendale

Monterey Park

August 17, 2010

Mr. Curt Pringle, Chair
California High-Speed Rail Authority
Attn: Los Angeles to San Diego Section
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Mr. Pringle:

I am writing on behalf of the San Gabriel Valley Council of Governments (SGVCOG), which represents the 31 cities in the San Gabriel Valley as well as the Los Angeles County unincorporated communities in Valley. Our agency has been reviewing progress on the Los Angeles to San Diego segment of the California High Speed Rail Authority's (CHSRA) project. We would like to communicate our concerns regarding this project as well as discuss possible strategies for moving forward.

Proposed Alignments

Based on the information that our agency has reviewed, the following alignments are under consideration in the San Gabriel Valley:

- Within the Union Pacific Railroad (UPRR) right of way (ROW)
- Adjacent to the UPRR ROW
- Within the SR-60 ROW
- Within the I-10 ROW, and
- Within the Metro/MetroLink ROW

Furthermore, it is our understanding that there continues to be ongoing issues in the negotiations with agencies, including UPRR, Caltrans and Metro, for a shared ROW option, and that, alternatively, the CHSRA is exploring alignments that are *adjacent to rather than within* existing ROW. Based on the current draft proposed alignments that were reviewed by the Technical Working Group, there is the potential for significant impact to our communities and their residential, commercial, and industrial properties. Upon reviewing this information, at their August meeting, the SGVCOG Transportation Committee adopted a position to oppose any alignment of the CHSRA project that does not minimize the impact on properties in the San Gabriel Valley.

In order to address some of our communities' and their residents' concerns, we urge the CHSRA to continue studying all horizontal alignments within the San Gabriel Valley, as well as all possible vertical alignments, including above, below and at-grade options in order to preserve adjacent neighborhoods and businesses.

Coordination with City Leadership

The San Gabriel Valley is a complex patchwork of local governments representing many residents as evidenced by the following:

- We represent approximately two million California residents, or 20% of LA County's population
- The 31 cities in the region account for approximately 37% of all incorporated cities within LA County
- We are home to the largest number of LA County residents living in unincorporated communities
- There are over 500 local elected officials currently serving on Governing Boards of the many local government agencies located throughout the Valley

Navigating this complex network can be challenging for any agency that is not familiar with the unique character of our communities. We urge the CHSRA to continue working with all of the elected and appointed leadership in cities located along potential CHSRA alignments to keep them fully abreast of the latest developments and discussions. Furthermore, the SGVCOG appreciates the opportunity presented by CHSRA staff at our August Transportation Committee to explore the possibility of creating a memorandum of understanding (MOU) between the SGVCOG and the CHSRA. This has the opportunity to further open the lines of communication and resolve any potential concerns. **Therefore, we look forward to receiving, in the near future, information from CHSRA staff regarding a possible MOU between the SGVCOG and CHSRA staff.**

Community Outreach

It is our understanding that one of the alignments currently under consideration, along the I-10 from downtown Los Angeles to the I-605, is a new alternative that was added subsequent to the public scoping process. As such, there has been limited communication and outreach to the residents in those communities, including those living in the cities of Monterey Park, Alhambra, San Gabriel, Rosemead, El Monte and Baldwin Park. The SGVCOG appreciates the offer, presented at our August Transportation Committee meeting, for the CHSRA to host community meetings in these areas and clearly, in a transparent manner, discuss those options currently under consideration and to ensure that all comments received at these meetings are incorporated into the public record. **The SGVCOG requests that, in coordination with city leadership and staff, the CHSRA organize a series of community meetings in each of the communities along the I-10 corridor to be held during Fall 2010.**

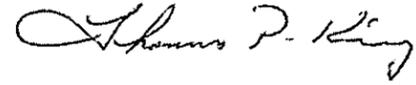
Timeline

Currently, the CHSRA is scheduled to meet on October 7th to review the results of the Preliminary Alternative Analysis (AA) and narrow the list of possible alignments for further study in the Supplemental Alternatives. **Due to the need for additional public outreach discussed above, the SGVCOG requests that any action relative to the LA-San Diego AA be delayed until February 2011.**

EXECUTIVE DIRECTOR
Nicholas T. Conway

Overall, the SGVCOG maintains its position to “support in concept” the CHSRA project, and we look forward to working with your agency to educate and work with our cities’ leadership and communities members to develop a feasible alignment and process for moving forward. Should you have any questions or wish to discuss this further, please contact me at (626) 564-9702.

Sincerely,

A handwritten signature in black ink that reads "Thomas P. King". The signature is written in a cursive style with a large, looped initial 'T'.

Thomas P. King, President

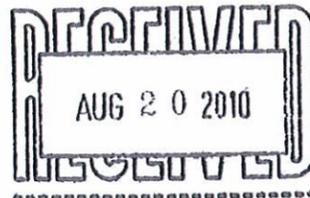


CITY OF LA VERNE CITY HALL

3660 "D" Street, La Verne, California 91750-3599
www.ci.la-verne.ca.us

California High-Speed Rail Authority
Los Angeles to San Diego via the Inland Empire Section
c/o Arellano Associates
13791 Roswell Avenue Suite A
Chino, CA 91710

August 19, 2010



RE: High Speed Rail Alternative through La Verne, CA

To Whom It May Concern:

From your previous outreach efforts and out attendance at your workshops, we are aware that one of the alternatives for the California High Speed Train System could be through the City of La Verne. As expressed at a previous meeting held on May 17, 2010 at the SCAG office, this would have major implications and impacts for the City of La Verne. This potential route would traverse multiple single family homes, industrial/office/retail buildings, and a Redevelopment Agency-owned Mobile Home Park. It has been City Staff's understanding, however, that this "210 corridor alternative" through La Verne seems a particularly unlikely viable route selection.

Recently, however, a City Council Member who represents the City of La Verne on the San Gabriel Valley Council of Governments Transportation Committee received an information item regarding the California High Speed Train System that has the "210 corridor alternative" still on the map. This is of great concern for the City.

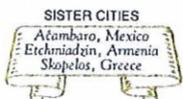
The City of La Verne would like to set up a meeting with the High Speed Rail Authority to review proposed alternative routes that might impact the City in order to express our concerns and give the Authority a real scenario impact this alternative would have.

I look forward to your follow up and our meeting shortly. Please call me at (909) 596-8706 Monday through Thursday between 8 A.M. and 6 P.M., or email at hal@ci.la-verne.ca.us. Thank you.

Sincerely,

Hal G. Fredericksen
Director of Community Development

- c: Mayor Kendrick
Mayor Pro Tem Redman
Council Member Carder
Council Member Johnson
Council Member Rodríguez
Bob Russi, City Manager





COMMUNITY SERVICES & WATER DEPARTMENT
Samuel Kevin Wilson, Director of Community Services & Water
4305 Santa Fe Avenue, Vernon, California 90058
Telephone (323) 583-8811 Fax (323) 826-1435

August 26, 2010

C-1c-4

Roelof van Ark, CEO
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, California 95814

Dear Mr. van Ark:

On August 25, 2010 the City of Vernon received the latest version of the California High Speed Rail design for both the dedicated track and shared track designs through the City of Vernon. Both designs will have tremendous negative impacts on our community and therefore it is important that all design concepts are thoroughly developed in order for the City to determine which, if any concepts will be acceptable to our community. Therefore, it is necessary for the City to request additional design work be performed in our area. Please take note that the City of Vernon very much appreciates the effort that your consultant team has performed thus far, but more work must be done. Additionally, we are very concerned with the time constraints that you have placed on them to perform all the work required for a project of this magnitude.

The current design of the dedicated track alignments of the Los Angeles to Anaheim segment reflects that the Union Pacific alignment of the Los Angeles to San Diego segment will split off in Vernon. It is the City's understanding that this alignment is one of many options being considered by the Authority. Since there is a strong possibility that the Union Pacific alignment will not be selected for the Los Angeles to San Diego segment the City of Vernon is of the opinion that a dedicated track option without this split must be developed. Based on current drawings it appears that the elimination of this connection could have a tremendous reduction in property impacts in Vernon. Therefore it is essential that the City receive an alternative alignment without the San Diego connection for consideration.

In regards to the shared track alignment, the City has asked that as part of the alignment submittal that the plan be developed showing the footprint of any footings, bents and earthen fills so that Vernon can realize the full property impacts of the improvements. Based on the current shared track alignment it appears that the tracks will transition into 26th St. near Downey Road. There has been no discussion if this will require a realignment of 26th St. and if this will cause further impacts to the properties on the south side of 26th St. These plans need to be further developed. While I can appreciate the work that it will take on your consultant's part to prepare these plans, given the magnitude of the property impacts on the south side of the corridor the City would also like to see an alternative developed that would shift the

corridor northward to avoid the properties to the south. While I understand this is contrary to direction that was given to your consulting team earlier, it was only recently that we were advised that the crossover between the Metrolink trains and the high speed trains will occur in Vernon causing a much greater impact to private property than originally anticipated. It was never envisioned that this alternative would impact the operation of 26th St. Once we receive both designs the City will be in a better position to determine which alternative, if any is acceptable to the City.

The City rejects the notion that the crossover between the Metrolink and the High Speed Rail cannot occur in the Hobart yard area. Given the tremendous private property impact that this crossover causes in Vernon, the City must insist that an option of this crossover taking place in the Hobart yard be studied. This option will clearly minimize the property takes within the City of Vernon and will in return garner more community acceptance of the project.

The City needs to understand the entire footprint of the corridor that will be necessary during the construction phase of the project and how temporary construction easements will impact the viability of businesses operating adjacent to the corridor during its construction. While it may appear that the rail alignment may miss a parcel in the final design, if a construction easement onto an adjoining parcel is necessary, it may have the same impact as a full take of the property.

Although Vernon has repeatedly requested that alternative routes be contemplated for the Los Angeles to Anaheim segment through Vernon, which it now appears that the LA to San Diego corridor segment is investigating, the High Speed Rail Authority continues to ignore the City's request to either tunnel, trench or realign the LosSan corridor through Vernon in order minimize the impacts within our community. Many of the assumptions that were made in the Alternatives Analysis, when these alternative alignments were rejected, have now been invalidated. Therefore, these alternative alignments should again be reconsidered. In reviewing the recently released Alternatives Analysis for the San Francisco to San Jose segment of the high speed rail corridor, it is apparent that tunneling and trenching options concepts are being carried through to the EIR phase for this segment of the project. It is disturbing that the LA to Anaheim segment did not receive the same consideration.

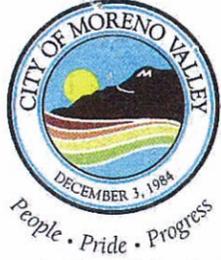
Please direct your consulting team to prepare the plans requested above so that the City of Vernon can fully evaluate the project impacts on our community. Thank you for your assistance on this matter.

Sincerely

Samuel Kevin Wilson, P.E.
Director of Community Services & Water

SKW/ca

c: Jerry Wood



August 16, 2010

Curt Pringle, Board Chairman
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Subject: Letter of Support: High-Speed Train (HST) Project – Los Angeles to San Diego Section

Dear Chairman Pringle:

The City of Moreno Valley supports the High-Speed Train (HST) project, specifically, the Interstate 215 (I-215) alignment of the Los Angeles to San Diego section with a station at the March Air Reserve Base near the proposed Perris Valley Line Metrolink Station. This is an exciting project which will have a legendary impact on the State of California. Given the high visibility of the project as well as its unprecedented scope, magnitude, and cost, we have only one opportunity to design a system that will attract ridership and be sustainable over the long term. The overall benefits that a successful HST can provide will only be realized if it is supported by ridership and it has a strong connectivity to other modes of transportation.

The measure of success for this project will be ridership. Twenty years from now, few people will remember the technical difficulties, the relative cost differences, or even that one alignment may add a few minutes to the trip, but they will notice an empty train. The Los Angeles to San Diego section of the HST is currently scheduled to be constructed in phase eight of this project, with only the Altamont Pass section having a lower priority for construction. The Los Angeles to San Diego section is a critical link in the HST network and will have one of the highest ridership levels of any of the proposed legs. This section will not only provide a quick and efficient transportation alternative from Southern California to the Bay Area and Sacramento, it will also link the Los Angeles and San Diego Metropolitan areas like never before. The ridership potential is enormous. We respectfully request that the phasing be reevaluated to give this important section a higher priority.

The City of Moreno Valley encourages you to support the Interstate 215 alignment and a higher prioritization for the Los Angeles to San Diego section for the following reasons:

Population Density and Potential Ridership Along the I-215 Corridor

The Inland Empire, comprised of Riverside and San Bernardino Counties, has a population of over four million people as of 2008, and it is the second largest area in Southern California (after the Los Angeles, Long Beach, Glendale area) and the fourteenth largest in the nation. The Inland Empire has the highest population density in Southern California. Since the 2000 Census, the area has experienced a 25.4% growth in population – over four times the growth rate of other areas in Southern California, with Riverside County experiencing a growth rate of 35%. Therefore, how the Inland Empire is connected to the HST will be critical for the overall success of the HST.

Of the staggering growth in the Inland Empire, the overwhelming majority is along the I-215 corridor in Riverside County. A list of incorporated cities, and their population (based on 2010 California

Office of the Mayor

City Hall
14177 Frederick Street
P. O. Box 88005
Moreno Valley, CA 92552-0805
Phone: 951 . 413 . 3008
Fax: 951 . 413 . 3760
www.moreno-valley.ca.us

Curt Pringle, Board Chairman
August 16, 2010
Page 2

Department of Finance estimates) along the I-215 corridor in Riverside County that would have easy access to a station in the vicinity of March Air Reserve Base include:

Menifee	68,905	Hemet	75,820
Perris	55,133	San Jacinto	36,933
Moreno Valley	188,537	Riverside	304,051

The current population in these six incorporated cities alone is nearly 730,000 potential riders. Existing development in the unincorporated communities of Homeland, Romoland, Lake Matthews, Lake Hills, Woodcrest, Mead Valley, Anza, and others can easily add another 100,000 or more potential riders.

The City of Moreno Valley is expecting to see a 13.3% increase in population over the next decade, increasing from 188,537 to over 210,000 residents. Additionally the City is predicting a 17.1% increase in housing units to accommodate the population growth for this area. The number of residents, employees, and visitors to our City is also anticipated to increase significantly as the March LifeCare Campus has officially broken ground in Moreno Valley on the cantonment area of March Air Reserve Base that is administered by the March Joint Powers Authority. This campus will offer a wide range of healthcare for people of all ages and will include a Veterans hospital. An I-215 corridor alignment for a HST with a rail station near March Air Reserve Base could increase ridership on the HST as people utilize the train to reach what will be the premiere healthcare facility in California.

Even more staggering is the proposed future development along the I-215 corridor. When one takes into account projects that have either been entitled by the County of Riverside or identified on the General Plan for future growth, it would not be unreasonable to expect a population growth of another one-half million or more over the next few decades. As an example, the Villages of Lakeview project alone proposes over 11,000 dwelling units, or about 33,000 potential riders while the Coachella Valley cities would bolster potential ridership with over 400,000 residents.

Furthermore, a recent article published by the Press Enterprise on July 1, 2010 titled "Job search taking Riverside County residents to other Southern California locales..." stated that the percentage of residents in Riverside County who are commuting outside of the county rose from 28% in 2009 to 33% in 2010. Of those commuters, 7% of them were traveling to Los Angeles County and 5% were traveling to San Diego County. These numbers represent a significant increase from 2009 to 2010 in Riverside County residents who are commuting to these two counties as the percentage of commuters doubled for Los Angeles County and it quintupled for San Diego County.

Finally, traffic congestion along State Route 91 (SR91) makes access to a station on an Interstate 15 (I-15) alignment untenable to Western Riverside County residents. Residents in Riverside and along the I-215 corridor simply cannot get to an I-15 station easily. With the population base of the region located along the I-215 corridor, this becomes a major impediment to HST ridership. Conversely, the I-215 alignment would provide easy access for a majority of potential riders, and, as such, it is far more likely to be supported.

In summary, the I-215 corridor alignment between the proposed Temecula/Murrieta station and the proposed Ontario station is the most reasonable alignment and the only way to meet the project's ridership goals. This route clearly has the population base to support the HST. Conversely, without a convenient station, many people will make other transportation choices and forego the HST alternative. The I-215 alignment looks forward to the future and positions the HST for future expansion. Since the HST is required to operate without any additional subsidies, it needs to be strategically located near a population base that will support it. This makes the I-215 corridor alignment the only logical choice.

HST Connectivity

In order for the HST to be successful, not only does it require ridership support but it also needs to connect with other transit options. Riders are looking for the quickest and easiest way to get from their homes or offices to their destinations. That will require convenient station locations and good transit options to or from the HST station. The I-215 corridor alignment has superior interconnectivity with other modes of transportation, especially with a station in the vicinity of March Joint Powers Authority/March Air Reserve Base.

- *Rail Lines*

The I-215 corridor will have strong interconnectivity to five separate Metrolink lines, including the San Bernardino, Riverside, 91, Inland Empire-Orange County and the Perris Valley lines. The San Bernardino and Perris Valley Lines are unique to the I-215 corridor. The proposed Perris Valley Line will link the Perris Valley area to the Metrolink network and will eventually be extended to the Hemet and Temecula/Murrieta areas. A station in the vicinity of the March Air Reserve Base that is linked with the proposed Metrolink Station will be very attractive for potential HST riders. The San Bernardino Metrolink station will provide the same kind of connectivity to the north. The I-215 alignment with strategically placed stations offers multiple points of interconnectivity with the HST that will be convenient, safe and easy.

- *Airports*

One of the key components of the HST project is direct connectivity to commercial airports. The I-215 corridor alignment is ideal for providing direct and convenient connections between future rail stations as well as both existing and future airports.

Any station along the I-215 corridor will allow for easy access to the Ontario International Airport as well as other nearby airports including March Air Reserve Base/March Inland Port, San Bernardino International Airport, Riverside Municipal Airport, and Flabob Airport. This becomes increasingly important as the demand for air passenger travel and the need for additional regional airports offering passenger service will continue to grow as the population increases in the Inland Empire. The I-215 alignment of the HST will be well-suited for providing passenger service near population densities where the demand will be. For instance, transit centers in the vicinity of the San Bernardino International Airport and the March facilities will provide a hub where the HST, Metrolink, and air travel converge. In addition, the San Bernardino International Airport and the March complex project are major employment centers, both for civilian and military personnel, which will be well served by the HST along the I-215 corridor.

In summary, the I-215 alignment is clearly a superior alignment in terms of the above mentioned measures of success. The ridership exists today, and will be even greater in the future. The I-215 alignment is more convenient to more people and it will get people out of their vehicles and on to the train. It will encourage residents of the Pass and Desert cities to use the HST, ensures service to San Bernardino, and offers the potential for future expansion to points east. Finally, the I-215 alignment provides superior connectivity to other modes of transportation.

The City of Moreno Valley strongly encourages you to support the I-215 alignment of the HST with a station in the vicinity of the March Joint Powers Authority/March Air Reserve Base and in prioritizing the Los Angeles to San Diego section much higher than is currently proposed.

Sincerely,



Bonnie Flickinger
Mayor

c: Members of the City Council
William L. Bopf, Interim City Manager

Michelle Dawson, Acting Assistant City Manager
Ronald Loveridge, Mayor, City of Riverside

CITY OF
San Dimas
CALIFORNIA



City Council
CURTIS W. MORRIS, Mayor
JOHN EBINER, Mayor Pro Tem
DENIS BERTONE
EMMETT BADAR
JEFF TEMPLEMAN

City Manager
BLAINE M. MICHAELIS

Assistant City Manager / Treasurer
KENNETH J. DURAN

City Attorney
J. KENNETH BROWN

Assistant City Manager of
Community Development
LAWRENCE STEVENS

Director of Public Works
KRISHNA PATEL

Director of Development
Services
DAN COLEMAN

Director of Parks
and Recreation
THERESA BRUNS

City Clerk
INA RIOS

September 15, 2010

Mr. Curt Pringle, Chair
California High-Speed Rail Authority
Attn: Los Angeles to San Diego Section
925 L Street, Suite 1425
Sacramento, CA 95814



Dear Mr. Pringle:

We recently had the opportunity to receive a presentation from the staff of the Authority outlining alignment alternatives for the High Speed Rail Project that involve our community.

As we have become more aware of the alternatives, we have also learned of the variations to the alternatives that involve moving outside of the 10 Freeway ROW to accommodate the project. In our case tunneling under hundreds of single family homes in the southern portion of our city. In addition, alignment alternatives now include the Metrolink ROW which moves through many neighborhoods of our community in a very narrow corridor. The structure for the high speed train will be 40-50 feet above the backyard fence of hundreds of residents that already experience the noise and disruption of frequent Metrolink trains.

These issues can be averted with a strategy to keep the alignment within Freeway ROW boundaries, and when it may be necessary to depart from the ROW, to select a route that minimizes impacts on existing residential neighborhoods and developed property such as commercial areas. In San Dimas' case, a subterranean alignment along the south side of the 10 Freeway has minimal impacts compared to the proposed north side alignment.

It takes time and public awareness to identify issues and effective remedies. We join with other alignment cities and the San Gabriel Valley Council of Governments in requesting that the alignment preserve adjacent neighborhoods and businesses, and that sufficient meetings with community and city officials be conducted to effectively identify and problem solve the issues of the alignment for this project. Thank you.

Sincerely,



Curtis W. Morris
Mayor City of San Dimas



City of Rosemead
8838 East Valley Boulevard, Rosemead, California 91770
(626) 569-2100 FAX (626) 307-9218

Fax Transmission Cover Sheet

Fax: 909-628-5804
To: Genoveva Arellano
From: Jeff Allred
Date: September 30, 2010

You should receive 2 page(s), including this cover sheet. If you do not receive all the page(s), please call (626) 569-2104.

MAYOR:
GARY TAYLOR

MAYOR PRO TEM:
STEVEN LY

COUNCIL MEMBERS:
SANDRA ARMENTA
MARGARET CLARK
POLLY LOW



City of Rosemead

8838 E. VALLEY BOULEVARD • P.O. BOX 399
ROSEMEAD, CALIFORNIA 91770
TELEPHONE (626) 569-2100
FAX (626) 307-9218

September 28, 2010

SUBJECT: MEETING ON HIGH SPEED RAIL PROJECT ALONG I-10 FREEWAY

Dear Rosemead Resident:

The California High-Speed Rail Authority (CHSRA) is considering an option for construction of a high-speed rail system along the San Bernardino Freeway corridor that could impact residents. The rail line could run along the north or south of the I-10 Freeway which could result in homes and businesses being taken by eminent domain. The City Council is very concerned about the potential impacts of this option and has taken a position to "OPPOSE any rail alignment along the I-10 Freeway that would either directly or indirectly impede on properties in Rosemead, which would include aerial, north side, and/or south side of the I-10 Freeway." Basically, the City Council has registered its strong OPPOSITION to a rail project along the I-10 Freeway unless it is designed to be within the freeway median (in the middle of the freeway) and it is at-grade or below-grade. Any alternative design of a rail system above grade (aerial) or outside of the freeway median is unacceptable to the Rosemead City Council.

At the request of the City of Rosemead and other neighboring cities, the CHSRA will conduct an open house community meeting about the I-10 Freeway alternative as follows:

DATE: Wednesday, October 6, 2010
TIME: Anytime between 4 p.m. and 8 p.m.
LOCATION: Grace T. Black Auditorium
3130 Tyler Avenue
El Monte

Also, at the request of the City, another community meeting will be held in Rosemead in late October or November. When the date for this second community meeting is established, you will again be notified. **Although this is not a City project**, the City has requested these meetings to give residents the opportunity to learn more and voice their concerns about the project.

In addition to attending the above meeting, you may also obtain information about this alternative that calls for a High-Speed Rail system connecting Los Angeles to San Diego via the Inland Empire by accessing the following websites and telephone number:

www.cahighspeedrail.ca.gov

www.cahighspeedtrain@arellanoassociates.com

(877) 411-7230

Also, feel free to contact Aileen Flores in the City Manager's Office at (626) 569-2101.

Sincerely,

Jeff Allred
City Manager



CITY OF COVINA

125 East College Street • Covina, California 91723-2199

CITY CLERK DEPARTMENT
OFFICE (626) 384-5430
FAX (626) 384-5425

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss
CITY OF COVINA)

CERTIFICATION OF RESOLUTION CITY COUNCIL

I, Martha Heaviside, Deputy City Clerk, do hereby certify that this is a true and correct copy of the original **Resolution No. 10-6878**, declaring its opposition unless amended for the California High Speed Rail Authority Alignment, Los Angeles to San Diego.

WITNESS MY HAND AND THE SEAL OF THE CITY OF COVINA, on this 30th day of September, 2010.

(seal)

Martha Heaviside
Deputy City Clerk

RESOLUTION NO. 10-6878

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COVINA DECLARING ITS OPPOSITION UNLESS AMENDED FOR THE CALIFORNIA HIGH SPEED RAIL AUTHORITY ALIGNMENT, LOS ANGELES TO SAN DIEGO.

WHEREAS, the City of Covina is concerned regarding potential negative impacts to the community and the environment by the proposed California High Speed Rail Authority project; and

WHEREAS, the California High Speed Rail Authority has not introduced the impacts of the proposed project to the residents of the City of Covina; and

WHEREAS, detailed information on the proposed alignments in the San Gabriel Valley, including design options for those alignments and mitigation measures for the proposed alignments, have not been produced for public review by the California High Speed Rail Authority; and

WHEREAS, the California High Speed Rail Authority has not briefed the City of Covina on the specific commercial and residential property impacts of the project; and

WHEREAS, the construction of the California High Speed Rail Authority project has the possibility of negatively affecting the quality of life for thousands of City of Covina residents and business owners.

NOW, THEREFORE, BE IT RESOLVED AND ORDERED by the City Council of the City of Covina, as follows:

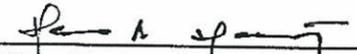
- Section 1. That the City of Covina opposes unless amended the construction of the California High Speed Rail Authority project, while recognizing its regional and national significance; and
- Section 2. That the City of Covina urges the California High Speed Rail Authority to: investigate alternatives that minimize negative impacts on residential and commercial property, provide open and transparent communication to all that may be affected by the project; and respect the unique qualities of the communities of the San Gabriel Valley; and
- Section 4. That the City Clerk shall certify to the adoption of this Resolution and forward a copy to the federal, state, and county elected representatives serving Covina, Los Angeles County Metropolitan Transportation Authority, the Southern California Association of Governments, and the California High Speed Rail Authority.
- Section 5. That this resolution shall become effective immediately upon passage and adoption.

APPROVED AND ADOPTED THIS 7TH DAY OF SEPTEMBER, 2010.

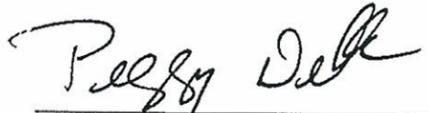
ATTEST:



City Clerk



City Attorney



Mayor

CITY OF COVINA
AGENDA ITEM COMMENTARY

MEETING DATE: September 7, 2010

ITEM NO.: _____

STAFF SOURCE: Steve Henley, Public Works Director
Alex Gonzalez, Senior Management Analyst

ITEM TITLE: Consider a Position of "Oppose Unless Proven to be Non-Detrimental to the Residents and Businesses of the City of Covina" on the California High Speed Rail Authority Alignment, Los Angeles to San Diego

STAFF RECOMMENDATION

Adopt **Resolution No. 10-6878**, opposing unless proven to be non-detrimental to the residents and businesses of the city of Covina on the California High Speed Rail Authority Alignment, Los Angeles to San Diego.

FISCAL IMPACT

None.

BACKGROUND

The California High Speed Rail Authority (CHSRA) is proposing a High Speed Train (HST) project between San Francisco and San Diego. One segment of this project, the Phase Two segment between Los Angeles and San Diego, is proposed to travel through the San Gabriel Valley to the Inland Empire before turning south to San Diego. It should be noted that this segment of the project is in an early planning stage and is not funded for construction at this point. The Los Angeles to San Diego segment has received funding for planning. Even under the most optimistic funding scenarios it is not expected that any construction activities related to the HST project would affect the area for fifteen to twenty years. The CHSRA is moving forward to complete an alternatives analysis and a subsequent Environmental Impact Report in the next four years to compete for Federal funding and private capital investment, should these funds become available in the future.

Four alternatives through the San Gabriel Valley are being considered in the eastern San Gabriel Valley, two of these possible alternatives would impact the City of Covina. The two alternatives being considered that could possibly affect the City include:

1. Interstate 10 between Interstate 605 and Pomona. This alternative would either be included within the Interstate 10 right of way or be proximate to Interstate 10 either north or south of the highway. This alignment proposes the possible construction of a HST station at either the Westfield property in West Covina or a Pomona HST station located in the Covina Hills that could affect Via Verde Street and tunnel under San Dimas to avoid the San Jose fault zone. The

HST right of way would need to tunnel under the Covina Hills since the HST would not be able to navigate the Interstate 10 Kellogg Hill incline.

2. The Metrolink San Bernardino Line right of way between Interstate 605 and Pomona with a possible HST station in downtown Pomona. This proposed alignment would have the greatest possible effect on the City of Covina, as the right of way would either need to be expanded for a surface alternative, a subterranean trench would be created to span the length of the City or an elevated structure would be constructed that spanned the length of the City.

The CHSRA has not met with the City of Covina to discuss the project or provided details on the following items to cities in the San Gabriel Valley:

- which design option (surface, sub-surface, or elevated) is preferred for each alternative and the height and width of elevated structures needed to clear obstructions,
- which specific properties would be affected by the project,
- environmental challenges related to sensitive ecological areas and hazardous waste sites along the possible alignments,
- mitigation measures in commercial and residential neighborhoods along the proposed routes, and
- mitigation measures for community facilities (i.e. schools, parks, utility facilities, and parking facilities) adjacent to the proposed routes.

The San Gabriel Valley Council of Governments (SGVCOG) maintains a position to "support in concept" the HST project, but has also adopted a position to oppose any alignment of the HST project that does not minimize the impact on commercial and residential properties in the San Gabriel Valley. The SGVCOG has also requested that the CHSRA study all possible alternatives in order to preserve adjacent neighborhoods and businesses. In addition, the SGVCOG has requested the following:

- that the CHSRA coordinate a series of community meetings in each of the Interstate 10 corridor communities in the Fall of 2010,
- that since additional public outreach is necessary, any decisions regarding the narrowing of route alternatives on the Los Angeles to San Diego segment be delayed until February 2011.

The SGVCOG is examining the possibility of entering into a Memorandum of Understanding to promote full communication with the CHSRA so that the CHSRA understands the unique characteristics of each affected San Gabriel Valley community. The SGVCOG is also forming a working group which will be tasked with improving communication and transparency with the CHSRA as the project develops.

It is staff's recommendation that the Covina City Council take a position of opposing this project until such time as CHSRA is able to substantively prove that the project's proposed alignment and operation will not be detrimental to the residents and businesses of the city of Covina as an outright stance of opposition before the details of the project

are developed may lead the City to be excluded from critical discussions or vital information as the project develops.

EXHIBITS

A. Resolution No. 10-6878

RESOLUTION NO. 10-6878

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COVINA DECLARING ITS QUALIFIED OPPOSITION OF THE CALIFORNIA HIGH SPEED RAIL AUTHORITY ALIGNMENT, LOS ANGELES TO SAN DIEGO.

WHEREAS, the City of Covina is concerned regarding potential negative impacts to the community and the environment by the proposed California High Speed Rail Authority project; and

WHEREAS, the California High Speed Rail Authority has not introduced the impacts of the proposed project to the residents of the City of Covina; and

WHEREAS, detailed information on the proposed alignments in the San Gabriel Valley, including design options for those alignments and mitigation measures for the proposed alignments, have not been produced for public review by the California High Speed Rail Authority; and

WHEREAS, the California High Speed Rail Authority has not briefed the City of Covina on the specific commercial and residential property impacts of the project; and

WHEREAS, the construction of the California High Speed Rail Authority project has the possibility of negatively affecting the quality of life for thousands of City of Covina residents and business owners.

NOW, THEREFORE, BE IT RESOLVED AND ORDERED by the City Council of the City of Covina, as follows:

- Section 1. That the City of Covina, while recognizing its regional and national significance, opposes the construction of the California High Speed Rail Authority project until such time as the California High Speed Rail Authority is able to substantively document to the City that its proposed alignment and operation will not be detrimental to the residents and businesses of the city of Covina; and
- Section 2. That the City of Covina urges the California High Speed Rail Authority to: investigate alternatives that minimize negative impacts on residential and commercial property, provide open and transparent communication to all that may be affected by the project, and respect the unique qualities of the communities of the San Gabriel Valley; and
- Section 4. That the City Clerk shall certify to the adoption of this Resolution and forward a copy to the federal, state, and county elected representatives serving Covina, Los Angeles County Metropolitan Transportation Authority, the Southern California Association of Governments, and the California High Speed Rail Authority.
- Section 5. That this resolution shall become effective immediately upon passage and adoption.

APPROVED AND ADOPTED THIS ___TH DAY OF SEPTEMBER, 2010.

ATTEST:

Mayor

City Clerk

City Attorney



CALIFORNIA HIGH-SPEED RAIL AUTHORITY



September 22, 2010

Nicholas T. Conway, Executive Director
San Gabriel Valley Council of Governments
3452 East Foothill Boulevard, Suite 910
Pasadena, CA 91107

Dear Mr. Conway:

Thank you for meeting with us last week to discuss the development of the High-Speed Rail (HSR) project in the San Gabriel Valley. We cannot emphasize enough how important we believe it is to coordinate with the cities throughout the State to ensure that as we design and construct this vital system, our track alignments and system operations are appropriate and take into account the many communities we will serve.

To that end, thank you for your feedback during our discussion. Your comments about the project and its potential impacts in the San Gabriel Valley are consistent with a number of comments we have received from cities and other key stakeholders in the region. As you know, the Los Angeles to San Diego, via the Inland Empire Section is a Phase 2 section, which means it is slated for construction several years after the backbone of the system – San Francisco to Los Angeles/Anaheim – begins construction. As such, the section's engineers and designers are currently working on conceptual designs to identify viable HSR alignment alternatives.

Over the last several months, the San Gabriel Valley has been very active in communicating preferences to the High-Speed Rail Authority (HSRA). In keeping with the requirements of the National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA) and in alignment with the HSRA's commitment to process and transparency, the team is currently developing the section's Preliminary Alternatives Analysis, which will go before the Board sometime in the coming months. The staff will present recommendations to the Board about viable alternatives, as well as the feedback the local team has received, in order to identify alternatives for study in the EIR/EIS. Your comments and the comments of the corridor cities will be considered by staff and will be communicated to the Board and will be a key factor in the recommendations presented to the Board.

As you know, the four alignments we are currently reviewing between the I-710 and I-605 are the I-10, SR-60, Union Pacific (UP) and an alignment that would be adjacent to the UP. The overwhelming comments we have received to date are as follows:

- **Union Pacific and Union Pacific-adjacent**

The UP has been very clear in several letters that they are not currently interested in working with the HSRA because it does not fit within the railroad's current business plan. There have been a number of meetings and numerous phone calls with key UP officials, and they are steadfast in their opposition to these two alignments. The cities along the UP alignment, most notably the City of Industry, have also expressed concern to the COG regarding the UP adjacent alternative.

- **State Route 60**

Several cities and elected officials along the SR-60 have requested that this alignment be eliminated from further study. The primary reason for this position has to do with the transportation planning and land use commitments that have already been made within this corridor, including the potential Metro Gold Line Eastside Extension. Their comments have also identified other potential community impacts, environmental constraints, and the additional infrastructure the HSR system would bring to this tight corridor, and this would hamper operations for the HSR system. COG staff concurs that these constraints would likely make a HSR system along this alignment largely infeasible.

- **Interstate 10**

The San Gabriel Valley COG has communicated to the HSRA that the I-10 is recognized as a regional transportation corridor, sustaining multiple modes of transportation in order to meet the needs of the residents and businesses located within the San Gabriel Valley. Because of this, the COG recognizes that that it is likely the most feasible alignment for further study. However, the COG and its member cities have also been clear about the need for the high-speed rail system to stay within the existing right of way (ROW), utilizing the median or another equally creative method to ensure the homes, schools and businesses along the corridor sustain minimal impacts. Based on our communications with the cities and the COG, staying within the ROW to the extent feasible is the approach the local HSRA team has been directed to take.

As to all of these above potential alternative alignments, the HSRA and FRA will not be in a position to determine feasibility until further in the Alternatives Analysis process and as the CEQA/NEPA process proceeds. However the staff's recommendations to the Board and FRA will include your comments and preferences and will help guide these future decisions.

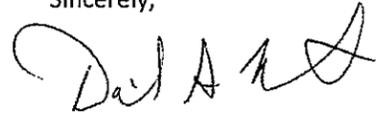
In addition to the comments regarding specific alignments through the San Gabriel Valley, the COG and its member cities and key stakeholders have also made comments regarding the development of a station along the San Gabriel Valley section of the HSR alignment. The message has been clear that any station development must be planned and designed in coordination with the local city and take into consideration mitigation necessary to minimize impacts on homes and businesses adjacent to the station's ingress and egress. This philosophy is in line with the HSRA's station area development policy and the team will be working with local cities to identify an appropriate station location option or options.

The COG has also emphasized the need for extensive community meetings throughout the San Gabriel Valley corridor. In keeping with the HSRA's commitment to a deep, regionally appropriate outreach effort, the local team will be working with you to outline a plan to ensure the San

Gabriel Valley's residents and business owners are engaged and involved in the system's development. This is our commitment to you and to the San Gabriel Valley.

The California High-Speed Rail system is a safe, fast, convenient transportation system that will improve mobility, create jobs, and promote a clean environment. But as we work to create this vast, 800-mile system, we do so with respect for California's communities. We continue to appreciate your involvement in this process and look forward to our continued partnership as we work collaboratively to deliver the nation's first high-speed rail system.

Sincerely,

A handwritten signature in black ink, appearing to read "Dan Leavitt". The signature is fluid and cursive, with a large initial "D" and "L".

Dan Leavitt, Deputy Director
High-Speed Rail Authority

Cc: Alex Clifford, Los Angeles County Metropolitan Transportation Authority
Matthew Gleason, Southern California Association of Governments

MAYOR:
GARY TAYLOR

MAYOR PRO TEM:
STEVEN LY

COUNCIL MEMBERS:
SANDRA ARMENTA
MARGARET CLARK
POLLY LOW



City of Rosemead

FEB 04 2011

8838 E. VALLEY BOULEVARD • P.O. BOX 399
ROSEMEAD, CALIFORNIA 91770
TELEPHONE (626) 569-2100
FAX (626) 307-9218

September 29, 2010

Curt Pringle, Chairman
Members of the Board of Directors
California High-Speed Rail Authority (CHSRA)
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Chairman Pringle and Members of the Board:

This letter is to inform you that the Rosemead City Council has taken action to OPPOSE any rail alignment along the I-10 Freeway that would directly or indirectly impede on properties in Rosemead, which would include aerial, north side, and/or south side of the I-10 Freeway. We are outraged over representations that were made last month by the California High-Speed Rail Authority (CHSRA) concerning the possible construction of high-speed rail tracks parallel to the San Bernardino I-10 Freeway. Such an ill conceived proposal would result in the loss of hundreds of homes and businesses in Rosemead being taken by eminent domain.

We appreciate the CHSRA representatives who have been in contact with the City and attended our September 14th City Council meeting to make a presentation on this significant project. However, after receiving the presentation and hearing concerns expressed by our citizens, it is clear that there is strong opposition to an alignment along the I-10 Freeway unless it is to be constructed within the freeway median in an at-grade or below-grade manner.

While the Rosemead community understands that the primary purposes of the project are to alleviate traffic congestion and improve the quality of our environment, the matter becomes extremely personal to the residents and business owners near the route because of possible displacement from their homes and businesses and other devastating consequences. Many of our citizens in close proximity to the freeway have expressed their angst believing that their property values would be lost or negatively affected particularly if the system were to be constructed along the shoulder of the freeway right-of-way or in an elevated vertical configuration. It is difficult for the community to imagine that an aerial 35 ft. high structure with a 50 ft. wide platform could have any other effect than to denigrate the aesthetics of surrounding neighborhoods. Moreover, there are also strong concerns about excessive speed that could present safety risks, noise, and possible vibrations the trains would cause.

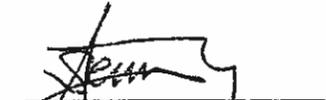
We appreciate the actions of the CHSRA to postpone the Board's consideration of a Preliminary Alternatives Analysis Report that had initially and prematurely been scheduled for presentation to the Board earlier this month. Clearly, the presentation of such a report needs to be delayed until the affected residents and communities have had an adequate opportunity to obtain information and express concerns regarding the alternatives to be considered. We also appreciate the actions of the CHSRA to schedule a community meeting in El Monte on October 6th and the commitment to schedule another community meeting in Rosemead in October.

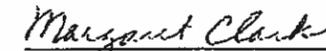
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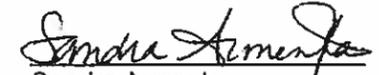
Finally, the City of Rosemead and the San Gabriel Valley Council of Governments look forward to working closely with CHSRA representatives to ensure that our community and residents have had sufficient opportunity to obtain information and register any concerns to the Board.

Sincerely,


Gary Taylor
Mayor


Steven Ly, Mayor Pro Tem
Mayor Pro Tem


Margaret Clark
Council Member


Sandra Armenta
Council Member


Polly Low
Council Member



COMMUNITY SERVICES & WATER DEPARTMENT
Samuel Kevin Wilson, Director of Community Services & Water
4305 Santa Fe Avenue, Vernon, California 90058
Telephone (323) 583-8811 Fax (323) 826-1435

October 13, 2010

C-1c-4

Roelof van Ark, CEO
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Mr. van Ark:

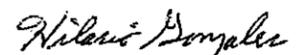
City of Vernon staff has met with the California High-Speed Rail Authority (CHSRA) consultant teams regarding the Los Angeles to Anaheim segment and the Los Angeles to San Diego segment of the high speed rail network. Both segments could potentially pass through the City's boundaries. Therefore, the City of Vernon has taken an active part in the various Technical Working Group meetings and Administrative Committee meetings to garner as much information as possible on the project.

The LA-SD section is currently undergoing the Alternatives Analysis evaluation with two section alignment alternatives, Union Pacific Railroad and Union Pacific Railroad Adjacent, proposed to travel through the northerly section of Vernon. The City cannot support either one of these LA-SD section alignments as currently proposed. Vernon is already taxed with negative impacts of the LA-Anaheim section bisecting the City and cannot tolerate the additional burden of having the LA-SD section travel through the City boundaries.

Additionally, the I-710 Freeway through the City of Vernon is proposed to be widened and realigned at approximately the same time as the High-Speed Rail project would be constructed. The proximity of these two projects would result in gridlock to the City's transportation system. If the projects are constructed one after the other, then our business community will have on going major construction within its boundaries for numerous years, creating an unacceptable business climate.

Currently, the City has not made a determination if it will support the LA-Anaheim section passing within its boundaries. The City will continue to work with the LA-Anaheim section design team in an attempt to minimize both, the railway alignment's negative impacts and property acquisition requirements. On October 4, 2010, the Vernon City Council unanimously approved a motion to oppose the U.P. and U.P. Adjacent routes of the LA-SD corridor of the California High-Speed Rail project. Therefore, the City of Vernon formally requests that the U.P. and U.P. Adjacent Alignments of the LA-SD segment be eliminated from consideration. If you have any questions, please contact the Director of Community Services & Water Department, Samuel Kevin Wilson, at (323) 583-8811. Ext. 245.

Sincerely,


Hilario "Larry" Gonzales
Mayor

Exclusively Industrial

SKW:rc
Cc: Yvette Kirrin
Jerry Wood



VIA MAIL AND E-MAIL

November 4, 2010

Mr. Gil Hurtado, President
Gateway Cities Council of Governments
16401 Paramount Boulevard
Paramount, CA 90723

Re: California High Speed Rail Authority (Authority) Los Angeles to San Diego via the Inland Empire Section, Preliminary Alternatives Analysis

Dear Mr. Hurtado:

The Authority appreciates the involvement and significant support of the Gateway Cities Council of Governments (GCCOG) for the California High Speed Rail Authority (Authority) in the preliminary review of the potential alignments for the high speed train (HST) system in both the Los Angeles to Anaheim (LA-Ana) and Los Angeles to San Diego (LA-SD) Sections. The Authority recognizes the importance to your communities of its decisions affecting the location of future HST facilities. In addition, the Authority appreciates your expressed concern that some communities may possibly be affected by two separate sections of the high speed train system. Recently, the GCCOG has suggested to the Authority that no further consideration is warranted of the Union Pacific Railroad (UPRR) and UPRR Adjacent alternatives currently being reviewed for the LA-SD Section in a Preliminary Alternatives Analysis (AA) Report. The intent of this letter is to acknowledge the concerns expressed by the GCCOG with respect to these UPRR-related potential alignment alternatives for this section of the HST system and indicate the Authority's intent to explore such a reduction of potential alignment alternatives in the Preliminary AA process, with other concerned agencies and within the NEPA/CEQA/404 coordination framework for preparing EIR/EIS documents and pursuing necessary federal agency approvals.

As you are aware, the Authority is now in the process of developing a Preliminary AA Report for the LA-SD Section. A great deal of public outreach, initial study and preliminary analysis has been conducted for this section, and work will be continuing through this winter. The release of this preliminary study and a presentation to the Authority Board on the alternatives with recommendations as to the alternatives to be studied in the project EIR/EIS is expected for the March of 2011 Authority Board meeting. The Authority and the Federal Railroad Administration are working together to prepare combined EIR/EIS documents for HST sections, and the preliminary review of potential alignment alternatives is a part of a coordinated effort with numerous steps along the way related to preparing the draft EIR/EISs. As a result, it would be premature for the Authority to indicate at this time that the potential UPRR-related alignments identified for initial review would not be analyzed further. That said, the LA-SD team's initial evaluation of the UPRR and UPRR Adjacent alternatives has identified a number of concerns with both of these alternatives. In letters dated May 13, 2008 and

November 23, 2009, UPRR expressed to the Authority significant objections to the use of the UPRR rights-of-way (ROW) in this specific section for the California high speed train system. They have provided information outlining the impacts that any sharing of their right-of-way (ROW) through this section would have on critical freight movement into and out of the Ports of Los Angeles and Long Beach. In addition, they have stated that this ROW is owned by UPRR and that they do not intend to provide access to this ROW to the Authority. UPRR further noted they would oppose any action resulting in termination of shippers rights along the ROW in this HST Section. These are points the Authority takes very seriously, and the Authority intends on pursuing alternatives that would avoid adversely affecting the freight transportation network in the Los Angeles region. Given these issues and the results of preliminary review, we expect the consultant team and staff will recommend no further study of the UPRR alternative in the March 2011 Preliminary AA Report for the LA to SD HST section.

The UPRR Adjacent alternative could potentially avoid certain of the constraints that would affect the UPRR alternative relative to the ROW they control, but it would present significant other constraints. For example, anticipated impacts to adjacent properties could be very significant. Within the 15-mile length of the UPRR Adjacent alternative, there are approximately 3.26 miles of residential and 0.11 miles of commercial properties. Although it would be too early to attempt to estimate the potential number of parcels that might be affected if a particular alignment location were to be ultimately selected, this alignment would appear potentially to affect quite a large number of residential and business parcels, and could result in significant community concern. By contrast, some other potential alignment alternatives being considered for the LA-SD HST section going east out of Los Angeles would appear at this early stage of review to result in fewer impacts overall, both to communities and environmental resources. Given these issues and the results of preliminary review, we expect the consultant team and staff will recommend no further study of the UPRR Adjacent alternative in the March 2011 Preliminary AA Report for the LA to SD HST section.

Although it is not appropriate for the Authority to indicate at this time that the UPRR related alignments will not receive further review, based on our studies and analysis thus far it appears likely that such action will be recommended to the Authority Board in the spring of 2011 when the Preliminary AA report is released for public review. We look forward to our continued work with the Gateway Cities to bring High Speed Trains to California.

Sincerely,

Roelof van Ark
Chief Executive Officer

- cc: Jerry Wood, Gateway Cities COG
- Richard Powers, Gateway Cities COG
- Fred Latham, City of Santa Fe Springs

Board Members:

Curt Pringle
Chair

Tom Umberg
Vice-Chair

Lynn Schenk
Vice-Chair

Russell Burns
David Crane

Rad Diridon, Sr.*

Fran Florez*

Richard Katz

Judge Quentin
L. Kopp*

*past chair

Roelof van Ark
Chief Executive
Officer

ARNOLD SCHWARZENEGGER
GOVERNOR



LINDA C. LOWRY
City Manager



THE CITY OF
POMONA

Office of the City Manager



November 10, 2010

Mr. Roelof van Ark
Chief Executive Officer
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Re: High Speed Rail Alignment

Dear Mr. van Ark:

The City of Pomona appreciates the opportunity to comment during this stage of the planning process. As you are aware, the City has been a long time supporter of mass transit. As evidence of this commitment, we currently maintain at City cost the Pomona Downtown Transit Center, host two Metrolink stops, have agreed to host Foothill Transit's Electric Bus charging station, and are participating in Gold Line Extension and High Speed Rail discussions.

As you are also no doubt aware, the City Council has already passed Resolution # 2009-129 on August 3, 2009 certifying our support for a High Speed Rail alignment and station in our city. This action is consistent with our above commitments to rail in our region.

In addition to that Council support letter, the City would like to confirm the following additional principles and priorities for an alignment in our City:

1. While we are supportive of an alignment and station, this support was based on the general concepts discussed at the time of our Council action. Since that time, new alignments, such as the one along Holt Avenue, have been introduced.
2. At this time, with the information we have available, it is staff's position that the City Council would support a Holt alignment if:
 - a. All impacts: noise, disruption, traffic and pedestrian circulation, street crossings, visual impacts, and other issues are fully addressed and mitigated. Since our City is currently host to four freeways and expressways (I-10, SR- 60, SR -57, and SR -71), we are well aware of how transportation rights of way adversely impact connectivity, community and economic development.

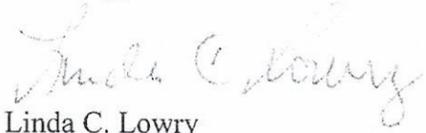
- b. We support a station that improves, enhances and protects existing and future businesses and residents. However, the Community impact with and/or without Station cannot be currently determined, since the Station location feasibility analysis is not performed. The City strongly requests that the Station location feasibility analysis be performed prior to any further alignment alternative in our Community. The findings of the Station study would have to be taken into consideration during the rail alignment alternative and construction method selection.
- c. We also have concerns relative to High Speed Rail station performance; does it have the same TOD and economic development enhancement opportunities as light rail stations?
- d. Above grade may have too many impacts to mitigate. Below grade has fewer above ground impacts, but we believe enough to warrant a fair allocation of mitigation dollars along Holt Avenue. This is particularly important as Holt is currently one of the major economic development corridors under intensive study within the context of our existing and proposed General Plan Update. We would expect a High Speed Rail alignment there to enable us to achieve the goals outlined in our General Plan Update.
- e. Since 80% of our water supply is from local wells in the Chino Basin and Six Basins area, we seek assurances tunneling does not negatively impact that supply source.
- f. Similar to the other jurisdictions, we reserve the right to modify our positions based on development of new alignments, additional undisclosed impacts, and new analysis.
- g. We also support alignments in Pomona and everywhere else along the corridor that have the least impact to existing residents and businesses.

In addition to the above points, we assert the additional following principles:

1. High Speed Rail should function as a long-distance mode, and the number of stations should be limited to insure appropriate speeds.
2. A minimum of Two Community Workshops to be held in the City of Pomona within the next two months to engage the community and receive feedback in a timely manner. We also strongly recommend holding a regular quarterly Community Workshops to keep the Council and stakeholders informed of project progress and outstanding issues since the process appears drastically fluid.
3. We support use of corridors with existing rail and existing limited right of way conflicts.
4. We are aware of the costs and risks of tunneling, and do not take lightly the costs to the Authority and the local impacts.
5. We would like to schedule an in-depth briefing schedule for our City Council's Transportation Sub-Committee which meets bi-monthly.
6. We support the creation of a smaller working Technical Committee consisting of your design team, City of Pomona, and our neighboring jurisdictions to the east and west to access the proposed alignments in detail.
7. City Manager, Linda Lowry and City Engineer, Ati Eskandari will represent the City in the Working Group Forums.

We appreciate the opportunity to comment and seek to be a partner in what is the nation's largest transportation investment. We believe our track record of cooperation with transit agencies and our position as the largest city in San Gabriel Valley are major assets for the Authority's pursuit of this project.

Sincerely,

A handwritten signature in cursive script, appearing to read "Linda C. Lowry".

Linda C. Lowry

cc: Daryl R. Grigsby, Public Works Director
Ati Eskandari, City Engineer
Irving N. Taylor, Transportation Plan Manager
Mayor Elliott Rothman
Transportation Sub-Committee Member