

## Measure C Amendment #1 Public Meeting

Thursday, September 16, 2010



Please, provide us with your thoughts about topics related to today's meeting.

Topic I'm commenting on:

- ☐ Measure C Amendment
- ☐ Heavy Maintenance Facility
- ☒ High-Speed Rail
- ☐ Another Measure C Program: \_\_\_\_\_
- ☐ Other (use back of card if you need more space to write):

How will local Fresno Co. farmers be affected?

Please contact me with a response to my comment or question at one of the following

Name: Anna Maria Havens

Phone: (505) 610-4292

Address: 660 Pucheu St., Mendota, CA 93640

Email: huerfana@gmx.com

## Measure C Amendment #1 Public Meeting

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- ☐ Another Measure C Program: \_\_\_\_\_
- ☐ Other (use back of card if you need more space to write):

High speed rail should not be in the  
UP corridor in Fresno. The noise of  
20 express trains per hour will make  
30 000 homes unlivable.

Please contact me with a response to my comment or question at one of the following

Name: Loran W. Harding

Phone: 559 432-4635

Address: \_\_\_\_\_

Email: loran.harding@stanfordalumni.org

**Brenda Lauchner**

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**From:** Larry Miller [litekeys@comcast.net]  
**Sent:** Wednesday, September 15, 2010 8:45 AM  
**To:** Brenda Lauchner  
**Subject:** Re: Measure C Public Meeting this Thursday

**Follow Up Flag:** Follow up

**Flag Status:** Red

Brenda

Thank you for the heads up on this meeting.

I can not attend but by means of this email I wish to offer this written comment.

To wit:

Having served on numerous rail committees on behalf of Fresno County, as well as being an original member of Fresno County's Blueprint Committee, I fully support Fresno Works' effort to use those Measure C funds that voters approved to further the causes of Rail Consolidation and the development of other innovative forms of transportations, such as PRT's/people movers, in an effort to incentivate the High Speed Rail Authority to locate its proposed Heavy Maintenance Facility in Fresno. The immediate prospect of the many jobs these funds might engender, in my estimation, for the time being outweigh the future damage to the originally intended use of these funds.

However, the need for the projects specified and anticipated by the original Measure C extension continue to be hugely real and ongoing--and the need for them will accumulate dramatically with time. When, for example, the world and US economies recover from their current collapse, gas prices are likely to double if not triple, at which point freight rail will rebound exponentially--meaning Fresno will be astronomically more crippled by its century-long problem of waiting for freight trains to pass through the city.

So I support this modified use of these funds--**if and only if**--the new recipients of these fund agree to return the funds to the Measure C account at some future point, should the HSR maintenance facility and the enhanced revenues associate become a reality. Furthermore, should the facility not be awarded to Fresno, either these funds or any assets acquired with these funds to attract the award of this facility should be recovered as fully as possible and transferred back to the original account.

Larry Miller

----- Original Message -----

**From:** [Brenda Lauchner](#)

**To:** [undisclosed-recipients:](#)

**Sent:** Monday, September 13, 2010 6:11 PM

**Subject:** Measure C Public Meeting this Thursday

**Brenda Lauchner**

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**From:** Mark & Jan Balcom [mark.balcom@gmail.com]  
**Sent:** Friday, September 17, 2010 2:19 PM  
**To:** Brenda Lauchner  
**Subject:** Public comment re.: Measure C rail consolidation \$ for transit station  
**Follow Up Flag:** Follow up  
**Flag Status:** Red

Hello,

I read in today's Bee that you are accepting public comments before voting on whether to utilize Measure C funds, previously earmarked for rail consolidation, as "bait" to encourage a high speed rail maintenance station to be sited in Fresno County. This would be entirely appropriate use of these funds, completely consistent with the intent and spirit of the Measure C compromise, and a low risk investment in Fresno's future because the funds would not be spent unless Fresno were chosen for the station. I strongly encourage the Council of Governments to endorse and send the proposal to use Measure C funds in this way to the Fresno County Transportation Authority.

Thank you for considering my comment.

Sincerely,

Jan Balcom  
27266 Twin Ponds Road, Clovis, CA 93619  
[mark.balcom@gmail.com](mailto:mark.balcom@gmail.com)  
298-7334

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"Socialism collapsed because it did not allow the market to tell the economic truth. Capitalism may collapse because it does not allow the market to tell the ecological truth." - Oystein Dahle, former Exxon Vice President

9/21/2010



RECEIVED

SEP 20 2010

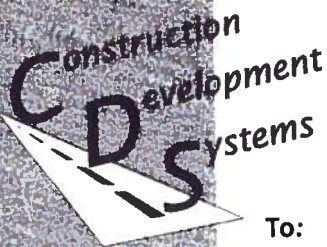
BY: \_\_\_\_\_  
FRESNO COG

17 September 2010

To: The Fresno Council of Government Board  
From: Vincent Correll, Business Man

This communication is to urge you to allocate funds from Measure C for the actual creation of the Heavy Maintenance facility in Fresno County.

- a. Such a facility would be a continuing sources of employment for years to come., Fresno County needs to develop the kind of high skill, height salary jobs which will help diversify our economy.
- b. The construction of the facility will bring many skilled construction jobs.
- c. Fresno is a logical location for such a facility for the ease of use by High Speed Rail due to its location at the north of one of the few long, straight track runs. Testing vehicles will be simplified.
- d. There are few opportunities for Fresno to assure the cultural and financial growth as does the prospect of the Maintenance Facility.
- e. The location of the facility here would not increase rail traffic in any of the built up areas of the valley.
- f. Because of the sizes of Fresno, most of the employees would most likely live in or near the metropolitan area of Fresno. Thus keeping the commuting of employees to a minimum.
- g. The maintenance facility will attract many ancillary businesses which in turn will add to the diversification of our economy.
- h. The use of Measure C funds are to be used only after the location of their facility has been established in Fresno County. Thus, it is seed money which will return many times over. It is not a gamble.
- i. Despite the presence of some "not in my backyard" complainers, we need High Speed Rail to assure that in the future we will not have to rely on our cars traveling on increasingly crowded freeways or on more freeways which would cost more that the High Speed Rail.
- j. High Speed Rail would reduce the need for "short haul" air flights to locations in California. This will reduce the amount of smog creating flights.
- k. Because the "Fresno Works" group has located an area near to the City and of dimensions much larger than needed by such a facility, the managers of the Authority are given a choice in the configuration of their Maintenance Facility. This is good planning.



John C. Brisbin  
Owner

General Engineering  
LIC#269432

September 20, 2010

To: Council of Fresno County Governments

Re: High Speed "Bullet Rail"  
Use of Measure C. funds  
"Public Comments"

My Following comments are based upon my 40 years experience as a local contractor performing public work contracts, my BSCE Degree, and several years experience prior to contracting, as a project engineer for contractors on Caltrans projects, and the DWR California Aqueduct.

**General:**

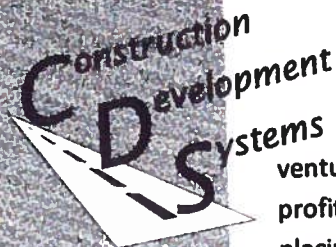
I really question the cost-effectiveness of the "Bullet Train" project. The feasibility of any large project is based upon data developed from various studies, the arranging of the data to develop a basis, and a lot of extrapolation with unproven assumptions to reach a conclusion. If this process is initiated with a specific conclusion being a target, that conclusion will invariably become the end result. Considering the huge capital outlay required for this project, debt service, and administrative cost required, the increase in transportation efficiency is limited to such a tiny portion of the State's overall transportation needs that it cannot be cost-effective.

**Administration:** It appears that a large number of presumably well-paid administrators and staff, have already been put in place by the "Authority". Have these current administrators been selected on the basis of qualification, or are they "politically connected". These administrators in turn have been passing out contracts for studies etc. I have seen no mention of the competitive basis for such contracts, or of oversight controls being in place. This expenditure is being undertaken without any assurance of a beneficial end product; or the additional funding necessary to being about an end product, beneficial or otherwise. It appears that the tactic being employed by advocates for this project, be they visionaries or profit-seekers, is to push the State into this project in an incremental fashion, to the point where retraction is impossible even in the face of new information, general economic conditions, etc. that might warrant cancellation of the "Project".

**Private Public:**

It appears that the current plan for financing this Project following the initial bond sale, which covers only a portion of the cost; is to engage in some form of Public-Private

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John C. Brisbin  
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venture Historically the Public-Private partnerships STINK. The Public gets to guarantee a profit level, or guarantee against loss. The Private gets the profits (if any). There is talk of placing construction and operation of the system under private control. Privatization of any element of our infrastructure be it high-speed rail, highways, water, sewer should never be a consideration.

Foreign Involvement: Foreign corporations should be excluded from planning, construction, operation, or the furnishing of construction materials and the transportation units.

Construction: The idea or "giving" one of the mega-firms the contract to build the facilities is ridiculous. It should be constructed by incremental contracts awarded by a competitive process. This process should be controlled by Caltrans as is the case for our highway System.

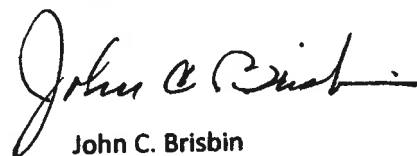
#### THE USE OF MEASURE "C" FUNDS-RAIL STATION

It appears that other Cities competing for this facility are offering land. Presumably the land owners involved are willing to donate a portion of their landholdings, with the idea that this maintenance station will raise the Value of their remaining holdings. It looks like the "Fresno 700 Acre Boys" have in mind benefiting from the facility-induced appreciation of all of their land with the public making available the "incentive" by use of Measure C funds.

If the Rail Consolidation Program is now dead or indefinitely delayed; the funds drawn or to be drawn from other elements of the Measure C program should be returned to their original sources, not siphoned off into this "incentive" agenda. The rail consolidation allocation should be returned to other elements of the Measure C program from which it was drawn.

To place these Measure "C" funds in the hands of the State Rail Authority as an "incentive", without any assurance of any benefit to Fresno County borders on stupidity.

Respectfully submitted,



John C. Brisbin

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September 18, 2010

Ms. Brenda Veenendaal  
Council of Fresno County Governments  
2035 Tulare Street, Suite 201  
Fresno, CA 93721

Dear Ms. Veenendaal:

I would like to go on record as strongly opposing the unfair and illegal attempt of Fresno County Supervisors, Fresno Mayor Ashley Swearengin, and the Fresno City Council to divert \$25 million dollars from the voter-approved 2006 Measure C Expenditure Plans Alternative Transportation Program to a newly created Measure C High Speed Rail Facilities Program. Few, if anyone, would oppose having the rail maintenance facility in Fresno County since it would certainly be a source of jobs. Stealing--and that is exactly what it is--millions of dollars from Measure C, however, is unfair to the voters that approved the measure based on the significant benefits it would provide to roads, public transportation, railroad grade separations, bike paths and innovative technology.

Since 1986, Measure C, a half-cent sales tax, has funded more than a billion dollars of transportation programs that have improved the overall quality of Fresno County's transportation system. As the 20-year measure was coming to an end, an attempt in 2006 to reauthorize Measure C failed because it did not address transportation needs beyond traditional road and bus public transportation. Soon after, a broader Measure C proposal for 2007 - 2017 was successful because it also addressed alternative transportation, particularly transportation needs that were environmentally friendly.

One would think that local county and city elected officials would have learned their lesson when the voters soundly defeated the first attempt to reauthorize Measure C. The voters only approved the second ballot measure when it also addressed transportation issues voters felt strongly about. To try to change the funding formula to move millions of dollars to a "maybe" railroad maintenance center jobs project that is not related to the day-to-day transportation needs of Fresno County residents is simply wrong. If the rail maintenance facility is so important that local funds have to be offered up-front (and where is the requirement for this?), then the funds need to be found elsewhere.

Even more than wrong to expend Measure C dollars is the violation of the purpose of the Measure C Citizen Oversight Committee that was specifically included in the ballot measure to ensure that citizens would be able to keep a wary eye on the expenditure of funds. The Committee came into being because of the long-term suspicion that elected officials used the original Measure C as an unofficial piggy-bank for their pet transportation projects. The Committee's purpose, therefore, was to avoid any political slight-of-hand.

Letter to Ms. Brenda Veenendaal  
September 18, 2010  
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I was a member of the Fresno City Council that actively participated in the lengthy process of developing the successful 2007 Measure C ballot measure, voting to send it to citizens for their consideration, and then participating in the arduous task of prioritizing the numerous transportation projects for funding. I remember then (as now) how important Measure C transportation funds are to the quality of life in Fresno County. As a long-time FAX bus rider, I am particularly aware of how important Measure C funds are to providing an adequate public transportation system for those so dependent on it to meet their basic daily needs. The recession has already forced reductions in service for FAX. The proposed shift in Measure C funds would immediately result in additional service cuts and increased fares. How hypocritical of elected officials who never use public transportation to blithely shift the Measure C funds to another use.

I would like to remind those voting on this issue that the proposed high-speed passenger maintenance station does not meet the legal definition of a transportation project. Building a maintenance facility does not move anyone anywhere.

Thank you for scheduling public meetings on this proposal. I was unable to attend the meeting at Hoover High School, but I will attend the COG meeting on Thursday, September 30, at 5:30 pm.

Sincerely,

Brian Calhoun  
289 West Audubon  
Fresno, CA 93711  
(559) 432-2779