

UNION LAND DEVELOPMENT
893 CORPORATE WAY
FREMONT, CA 94539
510-226-6338

May 9, 2013

Re: High Speed Rail, CA (HSR) Chowchilla Wye, Chowchilla, CA

Dear Mr. Dave Navecky,

I am writing to oppose Road 18 Wye alternative.

The 18 Wye proposal would cut our property into 3 to 4 different pieces and makes it very hard if not impossible to develop in the future. There would be hard to access the property if this scenario is taken. There would be many limitations including issue with easement to overcome. It would be very challenging to develop this unique property. To earmark this property for high speed train will be devastating for the property. Although funding is not secure, once the route is selected nothing on it can be developed on the property other than high speed train. This puts great hardship and damages on the owner.

I own majority of 126 acres in City of Chowchilla over last 23 years. Located with Hwy 99 fronting my property on the East and Chowchilla Blvd. on the West. It is between Ave. 24 and Ave 24.5. The property has over 0.80 mile of Hwy 99 frontage with a rare overpass. This property can be food services and lodging to Hwy 99 south just as Robertson Blvd., exit is services to City's North. This is a unique property with the wide visibility from the Highway and easy access from overpass, as well as access from the City through Chowchilla Blvd. This property can be developed into highway services hub with food, lodging and services that can be an economic engine to add employment and act as the catalyst for future development to Chowchilla City's South. There is already a very successful truck stop and food service on adjacent property.

I am the principal and partner that developed and built 2 Regional Shopping Centers in City of San Gabriel (South of Pasadena, L.A.) and City of Milpitas (Bay Area) totaling 400,000 buildable square feet. The Chowchilla property was purchased back in 1990 with intention to develop and build Hwy Retail Commercial Services for Hwy 99. A few years ago, a draft master plan was submitted to the City to develop commercial and retail services for our site. The project was put on hold for lack of sewer and the economy.

From Preliminary EIR, Road 18 Wye has a few negative impacts.

Capital Cost is the Highest at 6840 Million. This alternative is the most expensive Capital Cost to build at 6,840 Million, exceeding the cheapest option Road 13 Wye by 1,004 Million. That is a lot of money. Economics is very important. Every dollar

counts. To have a capital cost difference of over 1,004 million in just the Chowchilla Wye, to me it is significant when the whole high speed train is not fully funded. Thus, economics is the biggest consideration. Funding and support on high speed train is also dependent on which administration is in office and the State's budget. It can change rapidly with an election. Therefore we must secure funding while the window is open.

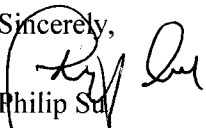
Road 18 Wye continue eastbound from Hwy 152 through Hwy 99 going through established residential communities such as Green Hills Communities and others. These are built and real established communities not just paper communities. To me, the cost to mitigating noise and vibration will be so much greater when there are so many open acres on other Wye Alternatives. Why does anyone want to downgrade a established golf community with so many residents when better alternatives are available. The cost of mitigation is high. The train track will drive current resident and future resident away when City of Chowchilla is just coming out from the red. Again, it is economics and common sense.

Over-pass Improvement on Hwy 152 can be funded by other alternative such as SR 152 13Wye. Much needed improvement in overpass along Hwy 152 can be funded from Proposition 1A and Federal Funds. Infrastructure investment always promotes growth. These improvement can be obtain by other alternatives with less negatively impacting and without downgrading communities to City's East side at a much lower capital impact, without negatively effecting current living residents, and without driving away future resident to the Chowchilla communities. This is not good policy when there are other alternatives that offer less impact with open land.

In conclusion, the high speed authority has done excellent work and has been proactive to identify the alternatives. Let's not forget the intent of the high speed train is meant to promote the future needs for growth by offering alternatives to plane transportation. It is meant to be more economical than flying. It would be a irony if to bring train from Northern to Southern Californian it kills and downgrades communities along the way. Let's not overspend than what is needed when budget for this extension is not even funded and identified. I think if high speed train project is done right, it will be consistent with your opinion at the presentation at the Chowchilla fairgrounds last week , it will bring many positive impacts not only for ourselves but more importantly for all the future generations. To leave something hopefully better for the future generation for once than the one we found.

Thank you for your attention.

I can be reach at 510-226-6338.

Sincerely,

Philip St.
Managing Member