



Office of the Vice-Chairman

**Surface Transportation Board**  
Washington, D.C. 20423-0001

234276

May 20, 2013

ENTERED  
Office of Proceedings  
May 21, 2013  
Part of  
Public Record

The Honorable Louise M. Slaughter  
U.S. House of Representatives  
Washington, DC 20515

The Honorable Frank R. Lautenberg  
United States Senate  
Washington, DC 20510

The Honorable Richard J. Durbin  
United States Senate  
Washington, DC 20510

The Honorable Corrine Brown  
U.S. House of Representatives  
Washington, DC 20515

The Honorable David E. Price  
U.S. House of Representatives  
Washington, DC 20515

The Honorable George Miller  
U.S. House of Representatives  
Washington, DC 20515

The Honorable Michael M. Honda  
U.S. House of Representatives  
Washington, DC 20515

The Honorable Adam B. Schiff  
U.S. House of Representatives  
Washington, DC 20515

The Honorable Doris O. Matsui  
U.S. House of Representatives  
Washington, DC 20515

The Honorable Andre Carson  
U.S. House of Representatives  
Washington, DC 20515

The Honorable Paul D. Tonko  
U.S. House of Representatives  
Washington, DC 20515

Dear Members of Congress:

Thank you for your May 17, 2013 letter regarding STB Finance Docket No. 35724, California High-Speed Rail Authority—Construction Exemption—In Merced, Madera and Fresno Counties, Cal. I appreciate knowing your concerns that the Board's full and fair consideration of the petition not result in lengthy delays.

As you may know, while I agreed with the Board's conclusion that it has jurisdiction over the proposed California High-Speed Train System, I dissented from the remainder of the Board's April 18, 2013 decision. Enclosed please find a copy of my statement that accompanied the Board's decision, which further explains my position. I hope you will find it of interest.

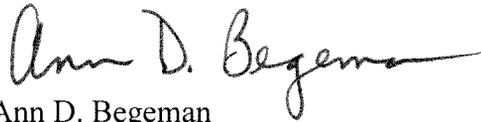
May 20, 2013

Page 2

Because this matter is pending before the Board I cannot comment substantively on the issues you have raised; however, I welcome your participation in this process, and your letter has been entered into the public record. You can be assured that I am committed to giving fair and thorough consideration to this and all other matters that come before the Board.

Again, thank you for contacting me on behalf of your constituents. I appreciate your ongoing interest in this matter.

Sincerely,

A handwritten signature in black ink that reads "Ann D. Begeman". The signature is written in a cursive style with a long horizontal flourish extending to the right.

Ann D. Begeman  
Vice Chairman

Enclosure

Docket No. FD 35724, CALIFORNIA HIGH-SPEED RAIL AUTHORITY—CONSTRUCTION EXEMPTION—IN MERCED, MADERA AND FRESNO COUNTIES, CAL.

VICE CHAIRMAN BEGEMAN, concurring in part and dissenting in part:

I agree that sufficient information exists about the proposed California High-Speed Train System (HST) to conclude that the Board has jurisdiction over it, based largely on the publicly available information that I have been reviewing since the Petition and Motion to Dismiss were filed last month. But that is where my agreement with this decision ends.

The Board's finding of jurisdiction should be accompanied by a rationale to support that finding, instead of waiting to disclose it in a subsequent decision, which could be weeks, if not months, from today. Such an approach is rare by this agency and is one that I cannot support here, not only because it is important for the California High-Speed Rail Authority to know the reasons we reached this finding, but also to inform other States that are planning high-speed rail projects so they can ensure full compliance with our regulations, as appropriate.

Further, I believe that if we have enough information to conclude that we have jurisdiction over this matter, we also have enough information to determine whether it falls within the statutory exemption criteria under 49 U.S.C. § 10502. In my view, continued regulation by the Board is necessary here to carry out the rail transportation policy of 49 U.S.C. § 10101, and a project of this size and magnitude in terms of cost and miles—estimated at over \$68 billion and 800 miles of rail line—is not one of “limited scope.” We should direct the Authority to file an application so that the Board can fully review and analyze the proposal. The scope of the project and significant interest in public participation, which this decision itself recognizes, mandates it.

I can appreciate the Board's desire to meet the Authority's request for expedited consideration, and it is unfortunate that the Authority didn't come to the Board in a more timely manner than it did. But the Authority's own deadline should not come at the expense of a full and thorough review by the Board.