

Submission 91 (Angelica Aguilar, September 8, 2011)

Merced - Fresno - RECORD #91 DETAIL

Status : Action Pending  
Record Date : 9/8/2011  
Response Requested :  
Stakeholder Type : CA Resident  
Submission Date : 9/8/2011  
Submission Method : Website  
First Name : Angelica  
Last Name : Aguilar  
Professional Title :  
Business/Organization :  
Address :  
Apt./Suite No. :  
City : Madera  
State : CA  
Zip Code : 93637  
Telephone : 559 675-7006  
Email : tank31\_31@yahoo.com  
Cell Phone :  
Email Subscription : Merced - Fresno, San Francisco - San Jose, San Jose - Merced  
Add to Mailing List : Yes  
Stakeholder Comments/Issues : Why isn't there a Madera stop? There are similar stops of equal length in the bay area so why isn't there a proposed stop for the residents of Madera as well? We are planning for the future, aren't we?  
EIR/EIS Comment : Yes

91-1

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Response to Submission 91 (Angelica Aguilar, September 8, 2011)

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**91-1**

See MF-Response-GENERAL-2.

Submission 790 (John Aitken, October 12, 2011)

California High-Speed Rail Authority  
Merced to Fresno Draft EIR/EIS Comments  
770 L Street, Suite 800  
Sacramento, CA 95814

J. AITKEN  
91 Reservoir Rd  
Atherton, Ca. 94027

10-10-11

RECEIVED

10-14-11 PM 02:26 RCVD

To The California High-Speed Rail Authority:

This letter is to submit comments on the Draft EIR/EIS prepared by the California High-Speed Rail Authority for the Merced to Fresno section of the proposed California High-Speed Train Project ("Draft EIR/EIS").

790-1 The Authority's current plan for the Merced to Fresno section of the proposed high-speed rail project would have truly negative impacts on California's natural environment, on the agricultural economy of the California Central Valley, and on local communities located within the Central Valley. I urge the Authority to "start over," addressing the impacts I identify in this letter, and the impacts that I know others will identify. After reconfiguring the project to eliminate and mitigate the negative impacts of the current proposal, the Authority should then recirculate a redrafted EIR/EIS for public review and comment.

Please also be aware that the 60-day comment period the Authority has provided for review of the current EIR/EIS did not provide me, or the public generally, with an adequate time to review and comment, in the way that CEQA and NEPA require. If for no other reason, the lack of an adequate comment period should convince the Authority to redraft the EIR/EIS and recirculate it, to provide a legally adequate review period, and to permit the kind of public participation that both CEQA and NEPA demand.


I realize that the Authority faces federal funding deadlines, which treat this project as if it were a short-term "job stimulus" project, instead of the 100-year plus public infrastructure project that it actually is. This is regrettable; however, these artificially short federal deadlines do not eliminate the substantive and procedural requirements of both CEQA and NEPA. Both the state and federal law require that the EIR/EIS be redrafted and recirculated.

I urge the Authority to insist on good information, and on full public participation and review. If California hopes to gain the benefits that result from the creation of a functional high-speed rail system in the state, "quick" decisions are not the most important thing. The "right" decisions are what are needed most. The current EIR/EIS for the Merced to Fresno section of the proposed statewide project reveals that more time and analysis are needed, in order to make it possible for the state to make the right decisions about the proposed high-speed train project.

- 790-2
- The High Speed Rail Business Plan is currently scheduled for release in November 2011. Among other information, the Business Plan is expected to contain a close look at funding, ridership and other information pertinent to the feasibility of these proposed Central Valley projects. Publication of the Business Plan will commence a 60-day comment period. Both the MF and FB DEIR/S's make clear that the benefits, including reductions in Greenhouse Gas Emissions, reduction in vehicle miles traveled, increase in high wage earning jobs and the like, rely on the completion of the HST system. Not until the Business Plan is completed should project proposals for any segments of HST whose benefits are contingent on the successful completion of the HST system be considered. The Merced to Fresno Draft EIR/EIS should be put on hold unless and until a Business Plan is approved that demonstrates the feasibility of the HST system as whole.
  - A number of the HST alignments are still undergoing additional study including but not limited to the route between Los Angeles and Bakersfield. Because the benefits of the project will can only be realized through completion of the HST System as a whole, unless and until the HST System with all alignments is known and found to be feasible (including in terms of timing, funding and engineering), the Central Valley Project EIR/EIS documents should be put on hold.
  - The Draft EIR/EIS fails to explain how it is properly tiered on the prior 2005 Program EIR/EIS, and how it is related to other environmental documents (for instance, the Bay Area to Central Valley EIR/EIS). A detailed explanation must be provided to the question of how these Project EIR/S's meet the tiering requirements under CEQA. In addition, the Draft EIR/EIS fails to state how each relies on information from the first-tier programmatic environmental review documents.
  - CEQA forbids public agencies from piecemealing or segmenting a project by splitting it into two or more segments. This approach ensures "that environmental considerations not become submerged by chopping a large project into many little ones. It is unconscionable to propose a "project" that is literally a train to nowhere, which is what a section from Merced to Fresno will become, unless a unified project is possible, and actually constructed. The entire approach utilized by the Authority is non-compliant with CEQA.

790-3

- Downtown Fresno would be devastated by the project proposed, and the impacts are not addressed. Please respond to all of the concerns raised by the City of Fresno staff in a presentation recently made to the Fresno City Council, and available online at the following URL: <http://www.fresno.gov/CouncilDocs/agenda10.6.2011/900a.pdf>

 Sincerely,  
John Aitken



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## Response to Submission 790 (John Aitken, October 12, 2011)

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### **790-1**

See MF-Response-GENERAL-1, MF-Response-GENERAL-7, and MF-Response-GENERAL-17.

### **790-2**

See MF-Response-GENERAL-1, MF-Response-GENERAL-6, MF-Response-GENERAL-22, and MF-Response-GENERAL-23.

The Draft 2012 Business Plan was made available on November 1, 2011  
([http://www.cahighspeedrail.ca.gov/Business\\_Plan\\_reports.aspx](http://www.cahighspeedrail.ca.gov/Business_Plan_reports.aspx))

### **790-3**

Comments received from the City of Fresno have been addressed. See responses to submissions from the City of Fresno in Chapter 19, Local Agency Comments.

Submission 863 (Debra K. Allen, September 29, 2011)

Comment Period Extended to  
October 13, 2011
El periodo a hacer comentarios  
está prolongado hasta del  
13 de octubre de 2011


CALIFORNIA  
High-Speed Rail Authority
09-29-11P04:54 RCVD
Comment Card  
Tarjeta de Comentarios

**Merced to Fresno High-Speed Train Section**  
 Draft Environmental Impact Report/  
 Environmental Impact Statement (EIR/EIS) –  
**Public Hearings**  
 September 2011

**Tren de Alta Velocidad Sección Merced a Fresno**  
 Anteproyecto del Informe de Impacto  
 Medioambiental/Declaración de Impacto  
 Medioambiental (EIR/EIS) - **Audiencias Públicas**  
 Septiembre 2011

Please submit your completed comment card at the end of the meeting, or mail to: Por favor entregue su tarjeta al final de la reunión, o envíela a una de las siguientes direcciones:

**Merced to Fresno HST Environmental Review, 770 L Street, Suite 800, Sacramento, CA 95814**

The comment period on the Draft EIR/EIS begins August 15, 2011 and ends September 28, 2011. Comments received after <b>September 28, 2011</b> will not be addressed in the Final EIR/EIS.	El periodo a hacer comentarios empieza a 15 de agosto y termina a 28 de septiembre. Comentarios recibidos después de <b>28 de septiembre</b> no se responderá en el EIR/EIS final.
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Name/ Nombre: Debra K. Allen Organization/ Organización: \_\_\_\_\_

(Optional/Opcional) Address/Domicilio: 11382 ROAD 25 Phone Number/ Número de teléfono: \_\_\_\_\_

City, State, Zip code/ Ciudad, estado, código postal: MADERA, CA 93637 Email address/ Correo electrónico: debbie.allen@gar-online.com

863-1

This project only will benefit the very few, and will be too costly for the very many. The funds could be better used to improve the existing Highways and Roadways that the many use on a daily basis.  
If the high-speed Rail is really needed it should go along the I-5 route and then run computers to Fresno and Merced, that way the blight and noise will not pollute, are Valley any more than it already is.

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Response to Submission 863 (Debra K. Allen, September 29, 2011)

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**863-1**

See MF-Response-GENERAL-2.

Submission 728 (Anton Anderson, October 13, 2011)

Merced - Fresno - RECORD #728 DETAIL

Status : Action Pending  
Record Date : 10/14/2011  
Response Requested :  
Stakeholder Type : CA Resident  
Submission Date : 10/13/2011  
Submission Method : Project Email  
First Name : Anton  
Last Name : Anderson  
Professional Title :  
Business/Organization :  
Address :  
Apt./Suite No. :  
City :  
State : CA  
Zip Code : 00000  
Telephone : 619-677-3571  
Email : atsf49c@cox.net  
Cell Phone :  
Email Subscription : Merced - Fresno  
Add to Mailing List : Yes  
Stakeholder  
Comments/Issues :  
EIR/EIS Comment : Yes

728-1

The comments for your segment are the same as below.  
> Anton Andersen 619-677-3571  
> Date: Thu, 13 Oct 2011 14:21:26 -0700  
> From: <atsf49c@cox.net>  
> To: Fresno\_Bakersfield@hsr.ca.gov  
> Subject: EIR Comments  
>  
> My letter to Mr. van Ark of July 4, 2011, explained my position on this segment. In short, the PEIR/EIS was flawed in its assumptions and conclusions. Therefore this document is flawed. The various deviations from the BNSF proves this.  
>  
> Given that there is little I can do at this time to change you back to a shorter and cheaper alignment the best comments that I can give are these:  
>  
> 1. Use the least expensive alignment. That is the only hope to complete this project.  
>  
> 2. Use curves designed for 300mph. Equipment improvements will allow this so be ready for it.  
>  
> 3. Design for the 500-year flood.  
>  
> Anton Andersen P.E. Cal. Lic. C-32771  
> 619-677-3571

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## Response to Submission 728 (Anton Anderson, October 13, 2011)

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### 728-1

1. The Hybrid Alternative, which has been selected and the preferred alternative for the project, is the least expensive of the alternatives considered.
2. Curves were designed according to accepted design standards for HST systems. A 300 mph system is not reasonably foreseeable. Further, this suggestion would require further deviation from existing corridors in order to accommodate the curve radii needed for 300 mph operations and would have comensurately larger impacts on natural resources and agricultural land. It is not an acceptable alternative because it would have greater impacts than the project itself.
3. Design of all facilities to a 500-year level of protection would far exceed existing and reasonably foreseeable regulations and design standards. Overall, the CHST system is being designed for a 100-year design life, with protection of critical facilities (such as train control rooms, cabinets, track and power substations, and maintenance facilities) to the 500-year level. Design for the 100-year flood does not mean that the tracks will get wet during a 100-year flood, but rather that freeboard will be provided between the 100-year flood water surface and the bottom of the sub-ballast. This builds in a margin of safety during 100-year-flood conditions. Also, in the Central Valley, State regulations are moving toward protection of the 200-year floodplain in "urban and urbanizing areas," which may impose a higher standard on the design-builder once these regulations take effect.



Submission 1118 (Janis Armstrong, December 9, 2011)

Merced - Fresno - RECORD #1118 DETAIL

Status : Action Pending  
Record Date : 12/9/2011  
Response Requested :  
Stakeholder Type : CA Resident  
Submission Date : 12/9/2011  
Submission Method : Website  
First Name : Janis  
Last Name : Armstrong  
Professional Title : U. S. Citizen  
Business/Organization : Land Owner  
Address :  
Apt./Suite No. :  
City : Madera  
State : CA  
Zip Code : 93636  
Telephone : 550-675-3544  
Email : janisaa@peoplepc.com  
Cell Phone :  
Email Subscription : Merced - Fresno  
Add to Mailing List : Yes  
Stakeholder  
Comments/Issues : Please stop the High-Speed Rail Project, You are using money that  
could be used for the highway and internal project for California. This will  
make our live and land become nothing because the location. Please for  
God and U.S. stop the project.....  
EIR/EIS Comment : No

1118-1

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Response to Submission 1118 (Janis Armstrong, December 9, 2011)

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**1118-1**

See MF-Response-GENERAL-14.

Submission 970 (Ricardo Arredondo, October 13, 2011)

RECEIVED  
10-17-11P04:49 RCVD

CA High Speed-Rail Authority  
Merced to Fresno Draft EIR/EIS Comments  
770 L Street, Suite 800  
Sacramento, CA 95814

Ricardo Arredondo  
Area 6 Trustee  
Madera Unified School District

I am a lifelong resident of Madera, an elected member to the Board of Education, President of the Hispanic Chamber of Commerce, and supporter of High Speed Rail in CA. I have dedicated much of my time over the last two years to understanding the project and the impacts as they would relate to Madera. I have testified before the City Council, the Board of Supervisors and the CA High Speed Rail Authority. After extensive research of the project impacts for Madera, I have concluded that the High Speed Rail along the A2 alignment, adjacent the UPRR corridor through the City of Madera would be in the best interest of the community. However, I do have some concerns.

970-1

I am concerned with the span of elevated track along the A2 alignment through Madera County. The current consideration is for the alignment to be elevated from south of Avenue 12 to north of Avenue 17 due to planned construction on Avenue 12 and the "Ellis overcrossing." I would appreciate it if HSR would consider discussing the impacts to the planned construction and mitigating the span of necessary alignment. Should the alignment remain at grade from north of Avenue 12 to Olive Avenue (south end of the city), the required height of the elevated tracks could be reduced by approximately 50% from 52' to 25'. Then, at the north end of Madera, the track could return to grade near Cleveland Avenue and travel underneath the "Ellis overcrossing" (at grade).

The reduced height and span of the elevated track could reduce HSR construction costs through the City of Madera by 200-300 million dollars. Aesthetically, it would be much more consistent with the height of our existing structures, and the impacts from noise produced by the system would be much less and more easily managed.

The system through Madera offers our community a huge opportunity to redevelop a corridor comprised of blight and underperforming commercial space. The A2 alignment along the "E" street corridor, adjacent the UPRR, would absorb the property that our city's redevelopment agency has been trying to rehabilitate for several years now.

Much of the impacts to our City's downtown will be unavoidable, but not all of the impacts will be considered negative. Our community is in dire need of a make-over, and HSR represent a modern vision for us. We would benefit substantially from greater connectivity through the addition of linear park, grade separations for vehicles and/or pedestrians, and recreation parks. Our student population is in need of facilities that provide history and identity, such as cultural centers.

970-2

Madera has been left out of the consideration for an HSR station, unlike our neighbors to the North and South (Merced and Fresno). They also have colleges and universities, we don't. It seems that every time the state proposes a project that enhances a community image and stimulates the economy in our region, Madera is left out. The only considerations we seem to receive are for correctional and Native American gaming facilities (casinos).

Madera deserves more than leftovers. My community deserves positive action with long lasting benefits. The selection of the Gordon-Shaw site for the Heavy Maintenance Facility offers that benefit. As I mentioned, some impacts are unavoidable. However, the selection of the Gordon-Shaw site with the development of the surrounding area associated with the project will significantly offset negative impacts by providing our economy with stimulus that will rehabilitate our impoverished community.

970-3

I support my city by supporting the A2 alignment, adjacent the UPRR through the City of Madera and the selection of the Gordon-Shaw site for the Heavy Maintenance Facility.

Sincerely,

Ricardo Arredondo  
937 E. 5<sup>th</sup> Street  
Madera CA 93638

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Response to Submission 970 (Ricardo Arredondo, October 13, 2011)

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**970-1**

See MF-Response-GENERAL-8 and MF-Response-GENERAL-2.

**970-2**

See MF-Response-GENERAL-15.

**970-3**

See MF-Response-GENERAL-10

Submission 675 (Michael Austin, October 12, 2011)

Merced - Fresno - RECORD #675 DETAIL

Status : Action Pending  
Record Date : 10/12/2011  
Response Requested :  
Stakeholder Type : CA Resident  
Submission Date : 10/12/2011  
Submission Method : Website  
First Name : Michael  
Last Name : Austin  
Professional Title :  
Business/Organization :  
Address :  
Apt./Suite No. :  
City : Hanford  
State : CA  
Zip Code : 93230  
Telephone : 559-584-9002  
Email : mwaustin\_2000@yahoo.com  
Cell Phone :  
Email Subscription : Fresno - Bakersfield, Merced - Fresno  
Add to Mailing List : Yes  
Stakeholder  
Comments/Issues : The DEIR/S fails to accurately & completely describe the existing environmental setting & evaluate impacts against the setting. According to HSRA, this project will eliminate the need for the existing Federal California Amtrak train system. How will the HSRA mitigate the impacts of this operation? The unemployed Amtrak staff, existing infrastructure, existing stations, bus operations to outlying cities, existing commuters & business people relying on existing trips to specific cities. The HSRA failed to analyze these impacts financially and or environmentally.  
EIR/EIS Comment : Yes

675-1

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Response to Submission 675 (Michael Austin, October 12, 2011)

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**675-1**

See MF-Response-GENERAL-12.

Submission 866 (Janet Baird, September 29, 2011)

Comment Period Extended to  
October 13, 2011

El periodo a hacer comentarios  
está prolongado hasta del  
13 de octubre de 2011



CALIFORNIA  
High-Speed Rail Authority

09-29-11P04:54 RCVD

Comment Card  
Tarjeta de Comentarios

**Merced to Fresno High-Speed Train Section**  
Draft Environmental Impact Report/  
Environmental Impact Statement (EIR/EIS) –  
**Public Hearings**  
September 2011

**Tren de Alta Velocidad Sección Merced a Fresno**  
Anteproyecto del Informe de Impacto  
Medioambiental/Declaración de Impacto  
Medioambiental (EIR/EIS) - **Audiencias Públicas**  
Septiembre 2011

Please submit your completed comment card at the  
end of the meeting, or mail to: **Merced to Fresno HST Environmental Review, 770 L Street, Suite 800, Sacramento, CA 95814**  
Por favor entregue su tarjeta al final de la reunión, o  
envíela a una de las siguientes direcciones:

The comment period on the Draft EIR/EIS begins  
August 15, 2011 and ends September 28, 2011.  
Comments received after 5:00 p.m. on **September  
28, 2011** will **not** be addressed in the Final EIR/EIS.  
El periodo a hacer comentarios empieza a 15 de  
agosto y termina a 28 de septiembre. Comentarios  
reciben después de 5:00 p.m. a **28 de septiembre**  
**no** se responderá en el EIR/EIS final.

Name/ Nombre: Janet Baird Organization/ Organización: \_\_\_\_\_  
(Optional/Opcional) Address/Domicilio: 1021 Riverview Dr. Phone Number/ Número de teléfono: \_\_\_\_\_  
City, State, Zip code/ Madera, Ca. 93637 Email address/ Correo electrónico: \_\_\_\_\_  
Ciudad, estado, código postal: \_\_\_\_\_

866-1

*I totally disagree with spending money on a project that is too costly, and will not benefit the majority of the population. Our highway 99 needs another lane and needs improvements that are long overdue. Why start on something the state cannot afford? Where is the money going to come from? I shudder to think! Please reconsider this project due to the cost, the effect on the communities that will surely be effected, and the long term maintenance cost in the future. Sincerely, Janet*

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Response to Submission 866 (Janet Baird, September 29, 2011)

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**866-1**

MF-Response-GENERAL-14.



Submission 674 (Gene Barrera, October 13, 2011)

Merced - Fresno - RECORD #674 DETAIL

Status : Action Pending  
Record Date : 10/13/2011  
Response Requested :  
Stakeholder Type : CA Resident  
Submission Date : 10/13/2011  
Submission Method : Website  
First Name : Gene  
Last Name : Barrera  
Professional Title :  
Business/Organization :  
Address :  
Apt./Suite No. :  
City :  
State : CA  
Zip Code : 95301  
Telephone :  
Email : gbarrera01@yahoo.com  
Cell Phone :  
Email Subscription : Merced - Fresno  
Add to Mailing List : Yes  
Stakeholder  
Comments/Issues :  
EIR/EIS Comment : Yes

674-1

Thank you for the opportunity to comment on the proposed High Speed Rail project. As you are aware, the Draft EIR identifies significant impacts to the Franklin-Beachwood community resulting from development of an HMF at Castle Commerce Center. with the lack of directed public outreach to Franklin-Beachwood residents I am concerned the community residents have not had an opportunity to be full engaged in the planning of this alignment which raise serious concerns about the adequacy of the HSR EIR public participation process. The physical barrier associated with this alignment would also result in division of the community resulting in negative affects on property values. I urge the HSR Authority to collaborate with this community which is adjacent to a Proposed Heavy Maintenance Facility location to achieve a public comment process that is more inclusive; one that engages the residents in a meaningfully conversation on mitigating the impacts on this community.

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Response to Submission 674 (Gene Barrera, October 13, 2011)

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**674-1**

See MF-Response-GENERAL-17, MF-Response-GENERAL-15, and MF-Response-SOCIAL-4.

Submission 377 (Jonathan W. Barsotti, September 23, 2011)

Comment Period Extended to  
October 13, 2011

El periodo a nacer comentarios  
está prolongado hasta del  
13 de octubre de 2011



Merced to Fresno High-Speed Train Section  
Draft Environmental Impact Report/  
Environmental Impact Statement (EIR/EIS) –  
Public Hearings  
September 2011

Comment Card  
Tarjeta de Comentarios

09-23-11P02:02 RCVD

Tren de Alta Velocidad Sección Merced a Fresno  
Anteproyecto del Informe de Impacto  
Medioambiental/Declaración de Impacto  
Medioambiental (EIR/EIS) - Audiencias Públicas  
Septiembre 2011

Please submit your completed comment card at the  
end of the meeting, or mail to:

Por favor entregue su tarjeta al final de la reunión, o  
envíela a una de las siguientes direcciones:

Merced to Fresno HST Environmental Review, 770 L Street, Suite 800, Sacramento, CA 95814

The comment period on the Draft EIR/EIS begins  
August 15, 2011 and ends September 28, 2011.  
Comments received after 5:00 p.m. on September  
28, 2011 will not be addressed in the Final EIR/EIS.

El periodo a hacer comentarios empieza a 15 de  
agosto y termina a 28 de septiembre. Comentarios  
recibidos después de 5:00 p.m. a 28 de septiembre  
no se responderá en el EIR/EIS final.

Name/ Nombre: JONATHAN W. BARSOITI Organization/ Organización: NONE  
(Optional/Opcional) 801 BARNETT WAY Phone Number/ Número de teléfono: 559-673-8919  
Address/Domicilio: RETIRED  
City, State, Zip code/ Ciudad, estado, código postal: MADERA, CA 93637 Email address/ Correo electrónico:

- 377-1 THE HSR BELONGS OVER ON I-5 NOT 99!  
WHY FORCE THE TRAIN THRU MADERA (OUR TOWN)  
WHEN IT WILL ONLY BRING DISRUPTION AND  
BLIGHT FOR 50-100 YEARS? OR MORE?
- 377-2 AND WE WILL BE PAYING FOR THIS OUT OF  
OUR POCKETS AND GET NO BENEFIT AT ALL!
- 377-3 PLEASE INCLUDE MY DEC 1, 2010 LETTER  
THAT WAS PUBLISHED IN THE MADERA TRIBUNE  
THAT I HAVE INCLUDED HERE IN.

*Jonathan W. Barsotti*

HSR is more than a fairy tale

TRIBUNE DEC 1, 2010

Letter from a reader

377-4 I wonderful editor's obser-  
a concerning the first leg of  
proposed high-speed rail  
ct being a grim fairy tale is  
ght as it could be. But he  
back, for good reason, I'm  
from blasting the whole  
ct. I applaud him for his re-  
t.  
st can't hold this back any  
There is another phrase  
is not just the first phase,  
he whole project, and it's  
rant that it's called what it  
is thinking — pipe dream.  
ogly "pipe dream" and  
peda gives this definition:  
pipe dream is a fantastic  
or plan that is generally re-  
d as being nearly impossi-  
achieve, originating in the  
century as an allusion to the  
as experienced by smokers  
ium pipes."  
oking opium at the turn of  
st century was not against  
aw and, if my history is  
opium dens were available  
idea and maybe even Bor-  
is was a Chinese custom,  
non-Chinese soon found  
way into the dens.  
e practice was to go under-  
id where it's calm and cool,  
lie on cots and just drift  
from reality. Let me be  
here, that I am not belit-  
the Chinese. We greatly  
d and mistreated those  
working people who were  
re part of the growth and  
ness of this country. This  
ust an old-country custom  
was often abused.  
pport those who have writ-  
tremely clear reasons for  
sing high-speed rail. I have  
en their reasons for oppos-  
ISP specifically debunked  
porters. Why not? Oppo-  
1 letters have raised some  
s numbers and engineering  
ons. Where is the re-  
e? Maybe we should just  
ntil it's finished before we  
ut (what's in the bill, after  
ass the bill) what's in the  
ct and what the (real) cost

all offered from investors?  
Later? The taxpayers will pay  
for this, sooner than later. There  
isn't a snowball's chance this  
train will be built or operated  
cost effectively.  
And concerning the time sav-  
ings — also a pipe dream — by  
the time the first train runs, TSA  
will have everyone checking  
into the secured area at least an  
hour early.  
Has the TSA cost been fac-  
tored into the ticket pricing? Se-  
curity on these trains will have  
to be at least as tight as on  
planes. And there will be more  
opportunities for attacking trains  
on the ground than planes in the  
sky. We can't even protect our  
borders. This system will be Cal-  
ifornia's Twin Towers to those  
who hate us.  
The construction jobs would  
be great, but this pipe dream will  
never be what the promoters say  
it will.  
Name a couple of government  
projects of this scope that didn't  
overrun projected costs by at  
least 50 percent. Sacramento  
can't handle the state's money  
now. How will they be able to  
run the state with this financial  
drain? Maybe we can sell it to  
China at a discount? That might  
work. Pipe dream!  
If the financial numbers were  
real, investors would be lining  
up. Has there been any money at

really smoking dope. But I  
would say they are sitting in  
their ivory towers, with their  
grandiose, us-first-with-fast-  
trains ideas, their hoped-for end  
justifying their less-than-  
truthful projected numbers. And  
the opportunity to make a super  
salary for the next 30 years does-  
n't hurt, either.  
I know and respect many local  
persons who are in favor of  
HSR. I am truly sorry if I have  
offended or angered you. But I  
just could not sit on my hands  
when I see so many truly unan-  
swered problems and question-  
able numbers. Have you not  
considered these many issues?  
Has the truth eluded you? Are  
you doing due diligence on the  
numbers? I am very concerned  
that my grand- and great-grand-  
children will not be able to carry  
the already coming government  
cost! Are you not concerned  
about adding more of a load for  
yours? This is personal when it  
affects our kids' future.  
To those of you who think  
HSR will be neat or that it will  
pay for itself, get ready for more  
taxes, fees, or whatever they call  
it. Only the very well off, gov-  
ernment employees and business  
people, will ride this train and  
you will pay for the shortfall.  
The same as we do for Amtrak.  
Mark my word. And please  
don't mistake my passion about  
this for anger.  
Not even a grim fairy tale. A  
dream in the concept, but a pipe  
dream as we see now.



Jon Barsotti,  
Madera

Send letters to  
Letters  
The Madera Tribune  
Box 269  
Madera, CA 93639

Or e-mail to:  
cdoud@maderatribune.net

---

Response to Submission 377 (Jonathan W. Barsotti, September 23, 2011)

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**377-1**

See MF-Response-GENERAL-2.

**377-2**

See MF-Response-GENERAL-14.

**377-3**

See MF-Response-GENERAL-14.

**377-4**

See MF-Response-GENERAL-14.

Submission 95 (Marc Boyd, September 12, 2011)

Merced - Fresno - RECORD #95 DETAIL

**Status :** Action Pending  
**Record Date :** 9/12/2011  
**Response Requested :**  
**Stakeholder Type :** CA Resident  
**Submission Date :** 9/12/2011  
**Submission Method :** Project Email  
**First Name :** Marc  
**Last Name :** Boyd  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :**  
**Zip Code :** 95814  
**Telephone :**  
**Email :** marcboy@yahoo.com  
**Cell Phone :**  
**Email Subscription :** Statewide Planning Only, Fresno - Bakersfield, Merced - Fresno  
**Add to Mailing List :**

95-1

**Stakeholder Comments/Issues :**

September 8, 2011  
 Dear California High Speed Rail (CHSR) Authority,  
 When the CHSR project is completed, it will be a landmark achievement establishing California as the worldwide leader of the 21st Century's green economy. It should not be a deterrent that recent reports suggest that the cost of CHSR will be significantly higher than original estimates. I believe that the environmental and health benefits over the life of the CHSR project will easily exceed the final cost by multiple factors. Here is a list of the top 10 benefits of CHSR to the Central Valley:

1. reduce health costs related to air pollution
  - a. currently five of the top metropolitan areas in the nation with the deadliest air are between Fresno-Madera and Los Angeles
  - b. long term health effects can include chronic respiratory disease, lung cancer, heart disease, and even damage to the brain, nerves, liver, or kidneys
  - c. short term health effects include irritation to the eyes, nose and throat, and upper respiratory infections such as bronchitis and pneumonia.
  - d. other symptoms can include headaches, nausea, and allergic reactions.
2. reduce highway congestion, traffic accidents, and lost time commuting
3. in spite of a rapidly growing Central Valley population, we can eliminate the need to widen North-South highways between Fresno-Madera and Los Angeles
4. eliminate the need to expand our major airports and reduce inefficient interstate air travel miles
5. significantly lower California's transportation carbon footprint per miles traveled
6. relieve pressure on risky off-shore oil drilling practices
7. facilitate transit oriented development and eliminate sprawl
8. reduce our dependency on automobiles and allow the creation of pedestrian-friendly communities
9. help California reach its clean energy goals
10. spur the growth of California's green economy

In addition to the environmental benefits, it will create 160,000 construction related jobs. It will also reduce travel time and transportation costs for commuters. And with 117 million passengers projected by 2030, it will become an integral part of the California lifestyle.

It is also important to note that the Central Valley is projected to have a nearly 50% growth rate by 2030. The impact this would have on air quality without CHSR is alarming. It should be pointed out that the "London Smog Disaster" in 1952 killed 4,000 people in a few days. Therefore, we should not be discouraged by the increased cost projections for this project. Remember that California voters approved Proposition 1A (The Safe, Reliable High Speed Rail Project for the 21st Century) in 2008, and it is the job of CHSR to make it happen in the most cost-effective way possible.

It's interesting to note that in 2012 we will be honoring the 75th anniversary of the Golden Gate Bridge. It is my belief that 75 years after the completion of CHSR, it will be honored as the landmark achievement of the 21st Century in California.

Sincerely,  
 Marc Boyd

Sources  
<http://www.lbl.gov/Education/ELSI/Frames/pollution-health-effects-f.html>  
<http://www.cahighspeedrail.ca.gov/>  
[http://www.huffingtonpost.com/2011/05/03/us-air-pollution-worst-cities-deadly\\_n\\_853548.html#s269290&title=10\\_Modesto\\_CA](http://www.huffingtonpost.com/2011/05/03/us-air-pollution-worst-cities-deadly_n_853548.html#s269290&title=10_Modesto_CA)

**EIR/EIS Comment :**

Yes

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Response to Submission 95 (Marc Boyd, September 12, 2011)

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**95-1**

Comments acknowledged. See MF-Response-GENERAL-9.

Submission 61 (Marc Boyd, August 28, 2011)

**Merced - Fresno - RECORD #61 DETAIL**

**Status :** Action Pending  
**Record Date :** 8/28/2011  
**Response Requested :**  
**Stakeholder Type :** CA Resident  
**Submission Date :** 8/28/2011  
**Submission Method :** Website  
**First Name :** Marc  
**Last Name :** Boyd  
**Professional Title :** Mr.  
**Business/Organization :** California Resident  
**Address :**  
**Apt./Suite No. :**  
**City :** Arnold  
**State :** CA  
**Zip Code :** 95223  
**Telephone :** (209) 795-6537  
**Email :** marcdboy@yahoo.com  
**Cell Phone :**

**Email Subscription :** All Sections  
**Add to Mailing List :** Yes

61-1

**Stakeholder Comments/Issues :**  
Dear California HSRA,  
Recent reports suggest that the cost of HSR will be significantly higher than original estimates. However, I believe that the environmental benefits over the life of the HSR project could exceed ten times the final amount.  
Here is a list of the top 10 benefits:  
1. reduce health costs related to air pollution  
    a. five of the six metropolitan areas with the deadliest air are between Fresno and Los Angeles  
2. reduce highway congestion  
3. eliminate the need to widen North-South highways between San Francisco and Los Angeles  
4. eliminate the need to expand our major airports  
5. lower California's carbon footprint  
6. reduce highway traffic fatalities  
7. facilitate transit oriented development and eliminate sprawl  
8. reduce our dependency on the automobile  
9. help California reach its clean energy goals  
10. lead California into the green economy of the future

Please don't be discouraged by the additional costs. In 75 years The California High Speed Rail project will be admired as a landmark achievement, just like the Golden Gate Bridge is today.

Sincerely,  
Marc Boyd

**EIR/EIS Comment :** Yes

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Response to Submission 61 (Marc Boyd, August 28, 2011)

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**61-1**

See MF-Response-GENERAL-9.



Submission 327 (Audrey Bradford, September 14, 2011)



California High Speed Rail: Know the Facts

327-1

Issue	Promised	Fact
Project Costs Increase	\$33 billion	To date, costs have already risen to \$43 billion according to the California High-Speed Rail Authority (CHSRA) and transportation experts estimate it to increase further to \$100 billion. <sup>i</sup>
Ticket Price Projections Soar	Cost estimates for a one-way ticket from San Francisco to Los Angeles: \$55	Estimates have now risen to \$105 <sup>ii</sup>
Jobs Estimates Misrepresented	Proposed number of full-time construction level jobs to California: 600,000	The project requires 60,000 employees each year over 10 years. This does not mean 60,000 new employees will be hired each year. <sup>iii</sup>
Environmental Benefits Not Realized for Seven Decades	HSR will decrease California greenhouse gas emissions	According to a UC Berkeley Institute of Transportation Studies report, it could take 71 years to offset the amount of gases emitted during the long-term construction project. <sup>iv</sup>
Ridership Figures Flawed	The CHSRA originally estimated the system would have between 88 million and 117 million passengers a year by 2030. In December 2009, the estimate was changed to 41 million.	Independent experts predict ridership could be half of the current estimate. Additionally, a UC Berkeley Institute of Transportation Studies report states that the model and the CHSRA's projections are invalid because of the way its study was conducted. <sup>v</sup>
Funding Gap	The CHSRA's original plan specified the project would be financed through federal funds and was reliant on high ridership figures to attract private investors and generate revenue to offset operating and construction costs. In addition, The Proposition 1A bond measure explicitly prohibits any public operating subsidy.	According to a Legislative Analyst's Office report, the CHSRA's plan "appears to violate the law" by requiring subsidies from the public sector. The report also indicates federal funding expectations are too high <sup>vi</sup> . In addition, Silicon Valley researchers reported that the plan 1) includes flawed ridership figures that negatively impact revenue generation; 2) is not viable nor attractive to potential investors; and 3) does not adequately address risks posed by fluctuating ticket prices. <sup>vii</sup>

327-1

Page 2/HSR: Know the Facts

Citizens' Interests Not Being Protected	When voters passed Proposition 1A in November 2008, proper management of such an important project in the state's history was expected.	According to the State Auditor's report, the plan "risks delays or an incomplete system because of inadequate planning, weak oversight, and lax contract management". <sup>viii</sup> Further evidence of mismanagement by the CHSRA such as conflict of interest issues and lack of required documentation for overseas visits have been publicized. <sup>ix</sup>
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Without question, California voters support the concept of HSR, but the current plan lacks crucial components and stands to scar the communities of the very people that voted for it. That is why it is important for concerned residents to stand up and demand that the CHSRA provide:

- A Sound Business Plan
- Competent Management
- Accurate Ridership Estimates
- Viable Funding Sources
- A Design With the Least Negative Impact on California Cities and Towns

Multiple groups of California citizens have spent the past two years trying to make sense of the CHSRA's plan that has increasing cost estimates and lacks clarity. These groups have met with local, regional and state stakeholders, including the legislature and the CHSRA, to insist that a properly managed and fiscally responsible plan is put in place to ensure a viable HSR system.

These grassroots organizations have joined together to form High Speed Boondoggle to raise citizen awareness about the negative impacts of California's proposed HSR. High Speed Boondoggle's express purpose is to ensure concerns about HSR are heard, and the best interests of communities impacted by the planned project are protected. To get involved with the growing coalition of citizens who are putting pressure on California legislators to make the High-Speed Rail Authority more accountable and transparent about their plans, please email [highspeedboondoggle@gmail.com](mailto:highspeedboondoggle@gmail.com).

<sup>i</sup> The Financial Risks of California's High-Speed Rail Project, October 12, 2010

<sup>ii</sup> California High-Speed Rail Authority

<sup>iii</sup> California High-Speed Rail Authority

<sup>iv</sup> "Bay Area/California High-Speed Rail Ridership and Revenue Forecasting Study," Institute of Transportation Studies University of California, Berkeley, June 2010

<sup>v</sup> "Bay Area/California High-Speed Rail Ridership and Revenue Forecasting Study," Institute of Transportation Studies University of California, Berkeley, June 2010

<sup>vi</sup> The 2009 High-Speed Rail Business Plan, Legislative Analyst's Office, January 11, 2010

<sup>vii</sup> The Financial Risks of California's High-Speed Rail Project, October 12, 2010

<sup>viii</sup> California State Auditor, Report 2009-106 Summary - April 2010

<sup>ix</sup> "Lawmaker calls for leadership changes in high-speed rail authority," Los Angeles Times, June 25, 2010

<sup>x</sup> "California bullet train agency can't document details of officials' foreign trips," Los Angeles Times, Oct. 24, 2010

Submission 327 (Audrey Bradford, September 14, 2011) - Continued

327-2

*High-Speed Rail, Should run with  
I-5 from Sacramento to the west -  
It would get more use and less  
farming land -  
That's where the traffic is  
Audrey Bradford*

---

## Response to Submission 327 (Audrey Bradford, September 14, 2011)

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### **327-1**

Operation of the high-speed train (HST) project would result in an overall decrease in pollutant and greenhouse gas (GHG) emissions in the basin. This decrease is the overall summation of predicted emission decreases primarily due to reductions in motor vehicle miles travelled (VMT) and airplane trips (refer to Section 3.3 of the Draft EIR/EIS). The estimated overall reductions, however, include predicted emission increases due to vehicular and equipment operations near the HST stations, operation of the project's Heavy Maintenance Facility (HMF), the electrical requirements of the HST system, increases during construction, caused by near HST, and the operation of the HST system. Payback period of GHG emission increase from construction period were estimated to be less than 2 years, as discussed in Section 3.3.5.3 of the EIR/EIS.

See MF-Response-GENERAL-14, MF-Response-GENERAL-18, MF-Response-GENERAL-19, and MF-Response-GENERAL-6.

### **327-2**

See MF-Response-GENERAL-2.

Submission 43 (debbi breashears, August 18, 2011)

Merced - Fresno - RECORD #43 DETAIL

Status : Action Pending  
Record Date : 8/18/2011  
Response Requested :  
Stakeholder Type : CA Resident  
Submission Date : 8/18/2011  
Submission Method : Website  
First Name : debbi  
Last Name : breashears  
Professional Title :  
Business/Organization :  
Address :  
Apt./Suite No. :  
City : merced  
State : CA  
Zip Code : 95348  
Telephone : 2093833363  
Email : jdbullies209@aol.com  
Cell Phone :  
Email Subscription : Merced - Fresno  
Add to Mailing List : Yes  
Stakeholder  
Comments/Issues :  
EIR/EIS Comment : Yes

43-1

43-2

what is going to happen to merced moble estate park in merced there is so many older people that have live there for years and ones on fixed income.we just move in there two in a half years ago these home can't be moved some are to old are has been very well keep up what going to happend to use we just heard about this there is 123.homes in this park that don;t have the money to buy a home or have there moved .and get the same kind of home they have know.some one need to let us know what going on people are very up set not know what going on.

---

Response to Submission 43 (debbi breashears, August 18, 2011)

---

**43-1**

See MF-Response-SOCIAL-1 and MF-Response-SOCIAL-4.

**43-2**

Commenter was contacted by the Merced to Fresno Outreach Team.

Submission 104 (debby &jerome breashears, September 14, 2011)

Merced - Fresno - RECORD #105 DETAIL

Status : Completed  
Record Date : 9/14/2011  
Response Requested :  
Stakeholder Type : CA Resident  
Submission Date : 9/14/2011  
Submission Method : Website  
First Name : Mee  
Last Name : Vang  
Professional Title :  
Business/Organization : Student  
Address :  
Apt./Suite No. :  
City : Merced  
State : CA  
Zip Code : 95343  
Telephone :  
Email : mvang28@ucmerced.edu  
Cell Phone :  
Email Subscription :  
Add to Mailing List : No  
Stakeholder  
Comments/Issues :  
EIR/EIS Comment : Yes

104-1

I believe that this idea would be a great idea. We need this transportation device here in the central valley, especially Merced-Fresno area. There are many people living in the area and need a way to get home. With the University here, many students need a faster way to get home. Not only will this make transportation easier, but jobs will be given. Merced has very little job employment opportunities and I believe that this will benefit people.

---

Response to Submission 104 (debby &jerome breashears, September 14, 2011)

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**104-1**

See-MF-Response-GENERAL-9.

Submission 59 (Robert Brown, August 27, 2011)

Merced - Fresno - RECORD #59 DETAIL

Status : Action Pending  
Record Date : 8/27/2011  
Response Requested :  
Stakeholder Type : CA Resident  
Submission Date : 8/27/2011  
Submission Method : Website  
First Name : Robert  
Last Name : Brown  
Professional Title :  
Business/Organization :  
Address :  
Apt./Suite No. :  
City :  
State : CA  
Zip Code : 93720  
Telephone :  
Email : bob.janice.brown@sbcglobal.net  
Cell Phone :  
Email Subscription :  
Add to Mailing List : No  
Stakeholder Comments/Issues : We can not afford it! The cost of ridership will be far too high and timing of travel will not be convenient making it an unwise investment.  
EIR/EIS Comment : Yes

59-1 |



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Response to Submission 59 (Robert Brown, August 27, 2011)

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**59-1**

See MF-Response-GENERAL-18.

Submission 162 (William Brown, September 14, 2011)

**HIGH SPEED RAIL COMMENT SHEET**

Please complete and mail this sheet to the following address:

Attention: Supervisor John Pedrozo  
County of Merced  
2222 M Street  
Merced, CA 95340

RECEIVED  
Clerk of the Board  
AUG 18 2011

Board of Supervisors  
2222 M Street  
Merced, CA 95340

5  
1485

NAME William Brown  
First Last

ADDRESS 3793 S. Plainsburg Rd Merced CA 95341  
Street Address Town/City Zip Code

MAILING ADDRESS \_\_\_\_\_  
(IF DIFFERENT FROM ABOVE) Address Town/City Zip Code

TELEPHONE NUMBER (209) 389-4786

EMAIL ADDRESS \_\_\_\_\_

|||  
DISTRICT 1 RESIDENT  
3793 PLAINSBURG RD  
MERCED CA 95341-9266

Please check here if you would like me to notify you via email or mail of upcoming High Speed Rail public hearings or meetings for the next 12 months.

Please check all that are applicable.

- I STRONGLY SUPPORT THE A-2 HIGH SPEED RAIL ROUTE ALTERNATIVE (UNION PACIFIC RAIL ROAD/HIGHWAY 99) AND AM AGAINST THE A-1 ROUTE ALTERNATIVE.
- I SUPPORT THE A-2 ROUTE BECAUSE IT'S CLOSEST TO A MAJOR TRANSPORTION CORRIDOR.
- I SUPPORT THE A-2 ROUTE BECAUSE IT WOULD LEAST IMPACT FARMLAND AND HABITAT AREAS.
- I AM AGAINST THE A-1 ROUTE BECAUSE IT MOST NEGATIVELY AFFECTS THE COMMUNITY I LIVE IN.

162-1

Please provide any additional reasons or comment as to why you support an A-2 route.

We Don't Need High speed rail  
in Le Grando IT won't stop Here.  
keep it over where there is  
a large population, use small  
trains to connect with the High  
Speed Trains.

Please note that your comments provided on this sheet will be forwarded to the California High Speed Rail Authority for the public comment records.

---

## Response to Submission 162 (William Brown, September 14, 2011)

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**162-1**

See MF-Response-GENERAL-10 and MF-Response-GENERAL-2. Also see Chapter 7 Preferred Alternative of the EIR/EIS which summarizes the relative differences between the alternatives and identifies the Hybrid Alternative as the preferred alternative for the Merced to Fresno Section.

Submission 163 (Wendell Brown, September 14, 2011)

**HIGH SPEED RAIL COMMENT SHEET**

Please complete and mail this sheet to the following address:

Attention: Supervisor John Pedrozo  
County of Merced  
2222 M Street  
Merced, CA 95340

RECEIVED  
Clerk of the Board  
AUG 18 2011

Board of Supervisors  
2222 M Street  
Merced, CA 95340  
5  
1484

NAME Wendell Brown  
First Last  
ADDRESS 3793 South Plainsburg Rd. Merced 95341  
Street Address Town/City Zip Code

MAILING ADDRESS \_\_\_\_\_  
(IF DIFFERENT FROM ABOVE) Address Town/City Zip Code

TELEPHONE NUMBER (209) 389-4786

EMAIL ADDRESS lc91gy-00@yahoo.com

Please check here if you would like me to notify you via email or mail of upcoming High Speed Rail public hearings or meetings for the next 12 months.

Please check all that are applicable.

163-1

- I STRONGLY SUPPORT THE A-2 HIGH SPEED RAIL ROUTE ALTERNATIVE (UNION PACIFIC RAIL ROAD/HIGHWAY 99) AND AM AGAINST THE A-1 ROUTE ALTERNATIVE.
- I SUPPORT THE A-2 ROUTE BECAUSE IT'S CLOSEST TO A MAJOR TRANSPORTION CORRIDOR.
- I SUPPORT THE A-2 ROUTE BECAUSE IT WOULD LEAST IMPACT FARMLAND AND HABITAT AREAS.
- I AM AGAINST THE A-1 ROUTE BECAUSE IT MOST NEGATIVELY AFFECTS THE COMMUNITY I LIVE IN.

Please provide any additional reasons or comment as to why you support an A-2 route.

There is no need to consider the A1 route, it would have a serious negative impact on farmland and the environment.

Please note that your comments provided on this sheet will be forwarded to the California High Speed Rail Authority for their public comment records.

|||||  
DISTRICT 1 RESIDENT  
3793 PLAINSBURG RD  
MERCED CA 95341-9266

---

## Response to Submission 163 (Wendell Brown, September 14, 2011)

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**163-1**

See MF-Response-GENERAL-10. Also see Chapter 7 Preferred Alternative of the EIR/EIS which summarizes the relative differences between the alternatives and identifies the Hybrid Alternative as the preferred alternative for the Merced to Fresno Section.

Submission 676 (George Burgdorff, October 13, 2011)

Merced - Fresno - RECORD #676 DETAIL

Status : Action Pending  
Record Date : 10/13/2011  
Response Requested :  
Stakeholder Type : CA Resident  
Submission Date : 10/13/2011  
Submission Method : Website  
First Name : George  
Last Name : Burgdorff  
Professional Title :  
Business/Organization :  
Address : 27112 Santa Fe Drive  
Apt./Suite No. :  
City : Chowchilla  
State : CA  
Zip Code : 93610  
Telephone :  
Email : grbdab@gmail.com  
Cell Phone :  
Email Subscription : Merced - Fresno  
Add to Mailing List : Yes

676-1

Stakeholder  
Comments/Issues :

George Burgdorff  
27112 Santa Fe Drive  
Chowchilla Ca 93610  
  
Merced to Fresno HST Environmental Review  
770 L. Street  
Suite 800  
Sacramento, CA 95814

Re: EIR/EIS Comments

Thank you for the opportunity to comment on the Draft EIR/EIS.

I own 163+ acres that according to Figure 2-67 continues to be included in the Kojima Development ("K.D.") HMF proposal. Refer to my August 1st 2010 letter on this matter. Has the HSR contacted property owners in the proposed HMF properties/footprints to ask if they are willing to participate?

The draft EIR/EIS states the K.D. site is "Conditionally offered at no cost to the Authority" (Page 2-83) What is meant by "conditionally?" Will the High Speed Rail utilize eminent domain to obtain all or significant portions of HMF sites such as my land?

It is important that the HSR know that I do not intend to give my land to the HSR, nor do I wish to lose my land to eminent domain as a result of my neighbor's proposal (K.D.) or due to any other reason.

Sincerely,

George Burgdorff  
Owner Madera County parcel 030-112-010 (163.66 acres)  
Yes

EIR/EIS Comment :

---

Response to Submission 676 (George Burgdorff, October 13, 2011)

---

**676-1**

See MF-Response-SOCIAL-1. Text in Chapter 2, Alternatives, has been updated to reflect that not all property owners have agreed to the use of their land for an HMF. Please see Table 2-13 of the EIR/EIS.

Submission 612 (Bob Burk, October 13, 2011)

**Merced - Fresno - RECORD #612 DETAIL**

**Status :** Action Pending  
**Record Date :** 10/13/2011  
**Response Requested :**  
**Stakeholder Type :** CA Resident  
**Submission Date :** 10/13/2011  
**Submission Method :** Website  
**First Name :** Bob  
**Last Name :** Burk  
**Professional Title :**  
**Business/Organization :**  
**Address :** 19580 Fairlane Ct  
**Apt./Suite No. :**  
**City :** Chowchilla  
**State :** CA  
**Zip Code :** 93610  
**Telephone :** 559-665-7406  
**Email :** bobby.burk@gmail.com  
**Cell Phone :**  
**Email Subscription :** Merced - Fresno  
**Add to Mailing List :** Yes

612-1	<b>Stakeholder Comments/Issues :</b>	<p>My property may be impacted by the Merced to Fresno and San Jose to Merced sections of the proposed High Speed Rail. My property is located at 19580 Fairlane Ct, Chowchilla, 93610.</p> <p>Please answer the following questions for me:</p> <p>What will be the impact on my property? (direct and indirect)</p> <p>Will my property be purchased?</p>
612-2		<p>What will be done to remediate the noise from the trains? Will I be compensated for loss of property value due to increased noise? If not, can you purchase my property?</p>
612-3		<p>If the project will increase the time and/or distance to SR 99 will I be compensated?</p>
612-4		<p>I have seen videos of a high speed train in France running through a green country side and the train creates an enormous dust cloud as it travels. Since the San Joaquin Valley is dry most of the year dust is a major air quality issue. What will be done to remediate the dust? Will San Joaquin Valley residents be required to pay fines to the federal EPA because of increased particulant pollution due to the dust created by the trains?</p>
612-5		<p>Depending on the route chosen my property could end up in a dead zone because my neighborhood is at an intersection of the North-South and East-West section. Will property in this dead zone be acquired by the high speed rail?</p>
612-6		<p>Since the area is flat, I see a potential drainage problem because the rails essentially become a wall (much like the canals in the water projects became.) How will drainage be addressed?</p>
612-7		<p>Why did the EIR not address the likely urban sprawl from the Bay Area and loss of farmland and water from urban development for Bay Area Commuters.</p>
	<b>EIR/EIS Comment :</b>	<p>Yes</p>



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## Response to Submission 612 (Bob Burk, October 13, 2011)

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**612-1**

The Project Footprint, showing how properties will be affected, is found in Volume III of the EIR/EIS.

See MF-Response-SOCIAL-1.

**612-2**

See MF-Response-NOISE-6 and MF-Response-SOCIAL-2.

**612-3**

Compensation is not provided for traffic delays. See MF-Response-TRAFFIC-1 regarding traffic management during construction. The alignment through Chowchilla would be elevated or overcrossings are provided and the existing road network would be maintained, therefore no delays would occur during operation.

**612-4**

See MF-Response-AQ-1.

**612-5**

See MF-Response-SOCIAL-4.

**612-6**

MF-Response-WATER-2 describes how drainage will be addressed.

**612-7**

See MF-Response-GENERAL-3.

Submission 825 (Laverne Caldeira, October 13, 2011)

Comment Period Extended to **RECEIVED** El periodo a hacer comentarios  
October 13, 2011 **10-13-11P04:20 RCVD** está prolongado hasta del  
13 de octubre de 2011



**Comment Card**  
**Tarjeta de Comentarios**

**Merced to Fresno High-Speed Train Section** **Tren de Alta Velocidad Sección Merced a Fresno**  
*Draft Environmental Impact Report/* *Anteproyecto del Informe de Impacto*  
*Environmental Impact Statement (EIR/EIS) –* *Medioambiental/Declaración de Impacto*  
**Public Hearings** **Medioambiental (EIR/EIS) - Audiencias Públicas**  
September 2011 Septiembre 2011

Please submit your completed comment card at the end of the meeting, or mail to: Por favor entregue su tarjeta al final de la reunión, o envíela a una de las siguientes direcciones:

**Merced to Fresno HST Environmental Review, 770 L Street, Suite 800, Sacramento, CA 95814**

The comment period on the Draft EIR/EIS begins August 15, 2011 and ends September 28, 2011. Comments received after 5:00 p.m. on **September 28, 2011** will not be addressed in the Final EIR/EIS. El periodo a hacer comentarios empieza a 15 de agosto y termina a 28 de septiembre. Comentarios recibidos después de **5:00 p.m. a 28 de septiembre** no se responderá en el EIR/EIS final.

Name/  
Nombre: Laverne caldeira Organization/  
Organización: \_\_\_\_\_  
  
(Optional/Opcional)  
Address/Domicilio: 5770 Mariposa Way Phone Number/  
Número de teléfono: 209 - 761-6475  
  
City, State, Zip code/  
Ciudad, estado, código postal: \_\_\_\_\_ Email address/  
Correo electrónico: c21caldeira@aol.com  
Merced CA 95341

Refer to comments per attachments.  
\_\_\_\_\_  
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825-1

**COMMENTS MERCED TO FRESNO HIGH- SPEED TRAIN SECTION**

THE FOLLOWING COMMENTS ARE SPECIFIC TO THE UNANSWERED IMPACTS TO THE PROPERTY DEPICTED UPON THE ENCLOSED MAP WHICH IS MADE A PART OF THIS LETTER.

**DESTRUCTION OF FARMLAND:**

THE PROPOSED RAIL ALIGNMENT DIVIDES THE PROPERTY INTO THREE PARCELS THE PARCELS NORTH OF THE TRACK WILL BECOME DIFFICULT TO FARM TRAPPED BETWEEN THE RAIL AND DUCK SLOUGH. THE ONE PORTION WILL BE LAND LOCKED WITH NO ACCESS WHATSOEVER.

THE ARBOLEDA DRIVE OVERCROSSING WILL CREATE A BARRIER FOR ACCESS TO THE PROPERTY FROM THE EAST. THE LOCATION OF THE RAIL AT THIS LOCATION WILL DESTROY THE PRODUCTIVITY OF THE ENTIRE 68 ACRE PARCEL OF LAND WILL BE GREATLY REDUCED WITH A MINIMUM OF 30 ACRES OF THE PROPERTY BEING COMPLETELY DESTROYED BY THE FOOTPRINT OF THE RAIL AND THE ARBOLEDA OVERPASS.

**IRRIGATION SYSTEM:**

THE RAIL LINE DESTROYS ACCESS TO MERCED IRRIGATION DISTRICT IRRIGATION WATER NOT ONLY TO THE 68 ACRE PARCEL BUT ALSO TO THE 70 ACRES TO THE SOUTH OF MARIPOSA WAY SEE THE ENCLOSED MAP. HOW WILL THIS TYPE OF IMPACT BE MITIGATED?

**PESTICIDE APPLICATION IMPACT:**

THE PASSAGE OF A 220 MILE PER HOUR TRAIN WILL CREATE DRIFT TO SPRAY APPLICATIONS THAT ARE PART OF THE FARMING PRACTICE TO THE ORCHARDS THAT ARE FARMED UPON THE PROPERTY. THE RAIL WILL CREATE OBSTRUCTIONS FOR AIREAL SPRAYING AND WILL CAUSE DRIFT TO NONCROP AREAS FROM GROUND RIG SPRAYING. THE EIR DOES NOT ADEQUATELY ADDRESS THIS PROBLEM.

**POLLINATION:**

THE ALMOND ORCHARD LOCATED UPON THE PROPERTY REQUIRES BEE POLLINATION. THE EFFECTS OF OPERATION OF THE HIGH-SPEED RAIL UPON POLLINATING BEES ARE NOT ADDRESSED IN THE EIR. REFER TO THE ATTACHED INFORMATION CIRCULAR ENTITLED BEES AND POLLINATION.

**AGENCIES ( COUNTY,WATER,SCHOOL DISTRICTS AND FARMING COMMUNITY:**

REFER TO ATTACHMENT ENTITLED "IMPACTS TO LOCAL AGRICULTURE".

825-2

**CALIFORNIA PROPOSITION 1A:**

VOTERS APPROVED HIGH-SPEED RAIL TO BE CONSTRUCTED ALONG EXISTING TRANSPORTATION CORRIDORS. A-2 COMES THE CLOSEST TO MEETING THE VOTER'S MANDATE AND SHOULD BE THE PREFERRED ROUTE AND OFFERS THE LEAST IMPACT TO THE ENVIRONMENT, AGRICULTURE AND SURROUNDING COMMUNITIES. ALL OTHER MERCED COUNTY ROUTES SHOULD BE DELETED.

Submission 825 (Laverne Caldeira, October 13, 2011) - Continued

PG.2

825-3

**LOSS OF REAL ESTATE VALUES:**

THE EIR FAILS TO ADEQUATELY ADDRESS THE LOSS OF VALUE TO SURROUNDING PROPERTIES DUE TO THE IMPACT OF HIGH-SPEED RAIL BY NOISE, VIBRATION, DESTRUCTION OF PARCEL CONFIGURATION AND LOSS OF LOCAL TRANSPORTATION CORRIDORS.

825-4

**WILDLIFE AND ENDANGERED SPECIES:**

THE EIR FAILS TO ADEQUATELY ADDRESS THE IMPACT TO DUCK SLOUGH. DUCK SLOUGH PROVIDES HABITAT TO A WIDE VARIETY OF BIRDS AND ANIMALS INCLUDING WOOD DUCKS, VARIOUS HAWKS, OWLS, MORNING DOVES, TURTLES, BOBCATS, FOXES, RACOONS, SKUNKS, OPOSSUMS AND NUMEROUS OTHER BIRDS AND ANIMALS AND POSSIBLY ENDANGERED SPECIES AND PLANTS THAT MUST BE GIVEN CONSIDERATION.

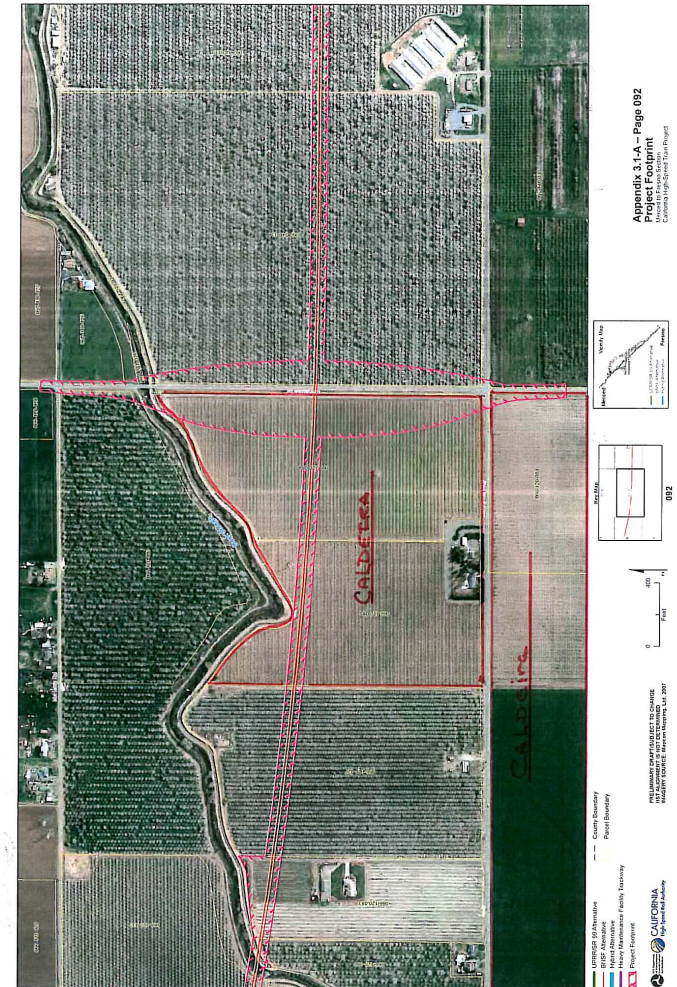
825-5

**CONCLUSION:**

THE COMMENT TIME TO THE EIR HAS BEEN TOO SHORT FOR A PROJECT OF THIS MAGNITUDE. THE TIME SHOULD BE EXTENDED FOR A COMPLETE EVALUATION AND COMMENT.



10-11-11



Submission 825 (Laverne Caldeira, October 13, 2011) - Continued

**Bees and Pollination**

Pollination is necessary for production of about one-third of the crops we produce in this country. There are many types of pollinators that contribute to fruit, vegetable, nut, and seed production. The most common are the insect pollinators including a large number of bee species. Honey bees are the most recognized pollinator and are valued because of the wide variety of crops they pollinate and the ability to move large populations of pollinating insects to locations where they are needed. Honey bees can forage as far away as 3-5 miles from their colony although most foragers tend to stay within a few hundred yards of the colony if it is in or adjacent to a crop with adequate food rewards (nectar and pollen). Other common commercial pollinators are the alfalfa leafcutting bee (*Megachile rotundata*), alkali bees (*Nomia melanderi*), and the Blue Orchard Bee (*Osmia lignaria*). There are also many native bees that pollinate flowering plants in the landscape.

**Effects of wind on pollinator activity**

Honey bees forage when temperatures are 55°F and higher; they do not forage in rain or in wind stronger than 12 mph. Cloudiness also reduces flight activity, especially near threshold temperatures. A honey bee normally flies at a speed of 18 mph empty and 15 mph carrying a load (pollen or nectar). However, when agitated and empty, honey bees can fly 20-21 mph. They cannot carry a load upwind against much more than a 15 mph wind.

As wind speed increases, the number of foragers declines in a linear relationship and foraging behavior may change. In some publications, researchers report that when wind speeds reach 15-20 mph, most bees will stop visiting blossoms in the trees and will work blossoms on the orchard floor instead. This, however, is habitat dependent according to the Dr. Eric Mussen, UC Davis Apiculturist. If the ground cover is really lush, the bees may be observed flying around in it, but it would have to be really close to the hives. Given the foraging characteristics of individual bees, the same bees do not forage in trees today and on ground cover the next day. It is more likely that ground cover bees fly both days and tree bees only in lighter winds.

We also recognize that bees drift more under windy conditions, even if the winds are moderate. A heavily-laden bee may not make the effort to fly against the wind to return to its hive, entering a closer hive instead. A strong prevailing wind may force foraging bees down to the end of a row of hives in an apiary or to downwind apiaries in a field or orchard setting. Beekeepers sometimes exchange upwind hives with the downwind hives to equalize the populations during the pollination season.

Depending on their strength, wind gusts may blow pollinators off blossoms if the crops are planted right near the tracks, but they most likely would right themselves and return to the blossom. Some pollinators are going to be killed upon impact with the trains, but this is no different from what they experience with more slowly moving cars, trucks, busses, etc. Beekeepers will most likely learn to place their hives to avoid the wind created by the fast moving trains.

**Almond Pollination**

Currently, the majority of commercial almond varieties in California require cross-pollination with another compatible variety. Almond flowers are cross-pollinated by insects, mainly honey bees, with very little if any cross-pollination accomplished by wind. As almonds move to self-compatible varieties, wind will most likely improve sets, particularly if it is gusty enough to cause the petals to "flap" and push the pollen-bearing anther sacs against the stigma. Since self-pollen can synergize growth of cross-pollen in cross-pollinated varieties, wind could also be an advantage, but winds this strong usually deter bee flight.

Climatic conditions affect pollination, with the major effect being on the activity of honey bees. Strong winds may injure flowers and cause loss of pollen. High temperatures, wind, and low humidity may cause desiccation

of the style and reduce the receptive period of the blossom for pollination. If the style dries too quickly (before the pollen tubes have a chance to grow down to the ovary) fertilization can be affected, even if pollination has occurred. For fruit with more delicate flowers, such as prunes, a few days of dry winds can destroy crop potential.

Although honey bees are currently the only pollinators available in adequate numbers to service the almond acreage in California, there are efforts underway to commercialize the Blue Orchard Bee (aka Orchard Mason Bee) (*Osmia lignaria*) for almond pollination.

**Sources of Information**

Graham, Joe M. (ed.) 1992. The Hive and the Honey Bee. Dadant and Sons, Hamilton, IL.

Polito, Vito S., Warren C. Micke, and Dale E. Kester, 1996. Bud Development, Pollination, and Fertilization. pp. 98-102. In: Almond Production Manual. University of CA Agriculture and Natural Resources publication 3364.

Thorp, Robbin W., 1996. Bee Management for Pollination. pp. 132-138. In: Almond Production Manual. University of CA Agriculture and Natural Resources publication 3364.

Eric Mussen, Tom Gradziel, and Joe Connell – personal communication. Eric Mussen cited page 412 of the text book "The Illustrated Encyclopedia of Beekeeping" by Morse and Hooper for the wind speed at which bee flight is stopped.

Submission 825 (Laverne Caldeira, October 13, 2011) - Continued

Impacts to Local Agriculture

Agencies (County, water, school districts)

Conflicts with existing County General Plan.

Deviates from transportation corridors, Misrepresentation of intent of the voting public.

Economic loss of our agricultural tax base in the county.

The Right to Farm Act adopted by Madera County

The proposed re-alignment of surface water delivery systems and the additional land needed for these realignments.

Loss of access for daily maintenance and operation of local irrigation districts. Additional mileage due to grade separation and road closures will drive water cost up.

Flood control problems caused by earthen berm. Disruption of natural flow of the land.

Loss of road access to school districts, complication of busing, emergency services

**Farming Community**

Redesign and replacement of water systems, (Wells, pipelines, micro irrigation systems).

Road closures and grade separated track will force farmers to drive one to two miles in order to reach other parcels of their farm. Currently parcels are accessible at ¼ mile section breaks. This will be an enormous additional cost to farmers.

The probable impacts on normal agricultural practices. (spraying of our crops is of great concern) There is no mention in the EIR of any impacts to agricultural spraying other than aerial. One of the fears is that the unknowledgeable urban riders of the train will force further environmental regulations on farming.

The eventual elimination of farmable lands adjacent to rail alignments caused by the inability to use proper agricultural practices.

Sound and Noise impacts on dairies and poultry facilities.

Long term effects of vibration and electrolysis to pipelines and Ag. Irrigation wells.

The inability for impacted farmers to acquire operational financing.

Impacts to local Agriculture, (page 2)

The impacts to local dairies when lands are severed by rail alignments. The re-permitting of mandatory waste water discharge permits. Possible additional problems acquiring new permits.

NRCS soil classifications alone can not predetermine the value of agricultural lands. Does not take into account major capitol improvements made by landowners.

Impacts to farmhouses and service buildings. Who is to determine the mitigation measures? Who will determine what is considered significant vs. non significant damage?

Pollination problems due to vortex caused by train. Could have significant economic loss to permanent croplands.

Restoration of farmlands used for construction staging areas.

Replacement and compensation of permanent crops.

Ag. Mitigation measures should be coordinated with the local landowner being affected with assistance from area farm organizations & agencies.

Mitigation measures of replacing one acre of lost farmland with one acre of land in conservation easement.

Possible impact to Agriculture in the valley by the introduction of invasive species. Train corridor will become a super highway for animals and pests to travel into the valley. **General**

Road closures and VERY large overcrossings! The possible effects of these large overcrossings and raised track will have on climatic conditions, (Temperature & Wind patterns). The negative visual effects of these large overcrossings.

Liability problems caused by the mixture of agriculture and high speed rail.

Particulate matter caused by 220 mph train.

Urbanization and the pressures brought by it. Caused by subsidized travel and unregulated growth.

Length of construction period.

Loss of a way of life, Loss of generational legacy and deterioration of community cohesiveness.

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## Response to Submission 825 (Laverne Caldeira, October 13, 2011)

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### **825-1**

See MF-Response-AGRICULTURE-2, MF-Response-WATER-1, MF-Response-AGRICULTURE-4, and MF-Response-AGRICULTURE-5.

### **825-2**

See MF-Response-GENERAL-10.

### **825-3**

See MF-Response-SOCIAL-1, MF-Response-SOCIAL-2, MF-Response-NOISE-3, MF-Response-NOISE-5, and MF-Response-TRAFFIC-2.

### **825-4**

See MF-Response-BIO-2.

Duck Slough is addressed in Section 3.7 of the Draft EIR/EIS and Merced to Fresno Section Biological Resources and Wetlands Technical Report (Authority and FRA 2011a). Duck Slough is identified as having vernal pool complexes. Two jurisdictional features just north of Duck Slough along the UPRR/SR99 Alternative. The BNSF Alternative Le Grand design option would cross Duck Slough, as identified in Section 3.7 of the Draft EIR/EIS. All plant community and habitat types that exist at Duck Slough and occur within the construction footprint have been categorized and included with the impact acreages for terrestrial and aquatic habitats, special status species habitat and waters of the United States and wetlands.

### **825-5**

See MF-Response-GENERAL-7.

Submission 308 (Benito S. Cantu Jr., September 14, 2011)

HIGH SPEED RAIL COMMENT SHEET

Please complete and mail this sheet to the following address:

Attention: Supervisor John Pedrozo  
County of Merced  
2222 M Street  
Merced, CA 95340

Board of Supervisors  
2222 M Street  
Merced, CA 95340

1  
269

NAME Benito S. Cantu Jr.  
First Last  
ADDRESS 3709 S. Santa Fe Ave Le Grand CA 95333  
Street Address Town/City Zip Code  
MAILING ADDRESS \_\_\_\_\_  
(IF DIFFERENT FROM ABOVE) Address Town/City Zip Code  
TELEPHONE NUMBER (209) 658-8898  
EMAIL ADDRESS \_\_\_\_\_

|||  
DISTRICT 1 RESIDENT  
3709 SANTA FE AVE  
LE GRAND CA 95333-9628

Please check here if you would like me to notify you via email or mail of upcoming High Speed Rail public hearings or meetings for the next 12 months.

308-1

Please check all that are applicable.

- I STRONGLY SUPPORT THE A-2 HIGH SPEED RAIL ROUTE ALTERNATIVE (UNION PACIFIC RAIL ROAD/HIGHWAY 99) AND AM AGAINST THE A-1 ROUTE ALTERNATIVE.
- I SUPPORT THE A-2 ROUTE BECAUSE IT'S CLOSEST TO A MAJOR TRANSPORTION CORRIDOR.
- I SUPPORT THE A-2 ROUTE BECAUSE IT WOULD LEAST IMPACT FARMLAND AND HABITAT AREAS.
- I AM AGAINST THE A-1 ROUTE BECAUSE IT MOST NEGATIVELY AFFECTS THE COMMUNITY I LIVE IN.

308-2

Please provide any additional reasons or comment as to why you support an A-2 route.

*I Strongly Support A-2 route because A-1 route would destroy the majority of the town of Le Grand. This town would be destroyed along with 100 years of history. My neighbors and I have been living here for many years and we reject A-1 strongly. By staying with A-2, the city of Merced would benefit economically.*

Please note that your comments provided on this sheet will be forwarded to the California High Speed Rail Authority for their public comment records.

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Response to Submission 308 (Benito S. Cantu Jr., September 14, 2011)

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**308-1**

See MF-Response-GENERAL-10. Also see Chapter 7 Preferred Alternative of the EIR/EIS which summarizes the relative differences between the alternatives and identifies the Hybrid Alternative as the preferred alternative for the Merced to Fresno Section.

**308-2**

See MF-Response-GENERAL-10.



Submission 801 (Benito and Maria Elena Cantu Jr., October 13, 2011)

Comment Period Extended to **RECEIVED** El periodo a hacer comentarios está prolongado hasta del  
October 13, 2011 **10-13-11P04:21 RCVD** 13 de octubre de 2011



CALIFORNIA  
High-Speed Rail Authority

Comment Card  
Tarjeta de Comentarios

**Merced to Fresno High-Speed Train Section** **Tren de Alta Velocidad Sección Merced a Fresno**  
Draft Environmental Impact Report/ Anteproyecto del Informe de Impacto  
Environmental Impact Statement (EIR/EIS) – Medioambiental/Declaración de Impacto  
**Public Hearings** **Medioambiental (EIR/EIS) - Audiencias Públicas**  
September 2011 Septiembre 2011

Please submit your completed comment card at the end of the meeting, or mail to: Por favor entregue su tarjeta al final de la reunión, o envíela a una de las siguientes direcciones:

**Merced to Fresno HST Environmental Review, 770 L Street, Suite 800, Sacramento, CA 95814**

The comment period on the Draft EIR/EIS begins August 15, 2011 and ends September 28, 2011. El periodo a hacer comentarios empieza a 15 de agosto y termina a 28 de septiembre. Comentarios recibidos después de 5:00 p.m. on September 28, 2011 will not be addressed in the Final EIR/EIS. no se responderá en el EIR/EIS final.

Name/ Nombre: Benito Maria Elena Cantu Jr. Organization/ Organización:

(Optional/Opcional) Address/Domicilio: 3709 Santa Fe Ave. Phone Number/ Número de teléfono:

City, State, Zip code/ Ciudad, estado, código postal: Le Grand, CA 95333 Email address/ Correo electrónico:

801-1

Our family has been there for 40 years.  
I am a disabled veteran, on dialysis, legally blind,  
and had a heart attack a year ago. We have nowhere  
to go if you take our house. I still owe  
17,000 on the house. Under section 710 Public  
and Agency Involvement, 71 Environmental justice  
Outreach, what are you going to do to help?  
are you going to kick me out of my house  
and live on the street?

Benito & Cantu Jr

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Response to Submission 801 (Benito and Maria Elena Cantu Jr., October 13, 2011)

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**801-1**

See MF-Response-SOCIAL-1.

Submission 619 (Arnie Carvajal, October 13, 2011)

Merced - Fresno - RECORD #619 DETAIL

Status : Action Pending  
Record Date : 10/13/2011  
Response Requested :  
Stakeholder Type : CA Resident  
Submission Date : 10/13/2011  
Submission Method : Website  
First Name : Arnie  
Last Name : Carvajal  
Professional Title :  
Business/Organization :  
Address :  
Apt./Suite No. :  
City : Merced  
State : CA  
Zip Code : 95341  
Telephone : 209-723-8146  
Email : ajcarvajal@comcast.net  
Cell Phone :  
Email Subscription : Merced - Fresno  
Add to Mailing List : Yes  
Stakeholder Comments/Issues :  
EIR/EIS Comment : Yes

619-1

I'm a long time resident of Merced County and I live in the city limits.  
The environmental report did not address the spur in growth from land speculation that will occur. Currently we are dealing with the affects of land speculation from the UC Merced. The value of my home property is back to what it was thirty years ago. There is currently ten years of in-filled capacity to be achieved in the City of Merced limits. What will my property value be when the speed rail comes and there is more speculation. Would it be back to the 1940's values?

619-2

The environmental report has grossly over-estimated the no project alternative growth that will purposely occur with no back up data.

619-3

The business plan in ridership study was not released during the environmental review period. I beleve that opens the high speed rail authority to possible legal action and to rectify this issue the environmental report should be re-circulated, once the business plan is made avaivable.

Thank you for allowing me to submitting my comments.

Sincerely,  
Arnie Carvajal

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## Response to Submission 619 (Arnie Carvajal, October 13, 2011)

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### **619-1**

See MF-Response-GENERAL-3 and MF-Response-SOCIAL-2.

### **619-2**

See MF-Response-GENERAL-3. The planned growth for the No Project Alternative is discussed in Chapter 2, Alternatives and is based off of Regional Transportation Plans in the area of the project and projected growth by the California Department of Finance. Also see Section 3.18, Regional Growth.

### **619-3**

The Draft 2012 Business Plan was released in November 2011, after the close of the public comment period on the Draft EIR/EIS. The comment correctly states that the Business Plan includes ridership forecasts. We disagree, however, that these forecasts require revision and recirculation of the Merced to Fresno HST Section Draft EIR/EIS. The Draft 2012 Business Plan includes a detailed explanation for why it has different ridership forecasts than the EIR/EIS. The reason is that the EIR/EIS and the Business Plan are different documents, with different purposes, and the ridership forecasts associated with them are for different purposes. The Business Plan forecasts are intended to support the financial and investment planning needs for the HST system, consistent with statutory requirements. Conservative assumptions about future growth, the price of gas, and trip making patterns, as well as a relatively high HST ticket price (83% of air fare) are intended to provide highly conservative ridership forecasts.

The EIR/EIS ridership forecasts support the environmental analysis. The orientation of the EIR/EIS forecasts is to identify reasonable, higher levels of ridership on the HST system to ensure that adverse environmental impacts are adequately identified and disclosed, and to ensure adequate identification of mitigation measures. Less conservative assumptions are involved, as well as a relatively lower HST ticket price (50% of air fare). Project benefits, on the other hand, are calculated based on a relatively higher ticket price (83% of air fare) to ensure a conservative depiction of project benefits.

### **619-3**

The distinct and separate purpose of the Business Plan does not, therefore, require revision and recirculation of the Merced to Fresno HST Section Draft EIR/EIS. See MF-Response-GENERAL-6 for additional discussion about the relationship between the Business Plan and the EIR/EIS.

Submission 71 (marjie carver, August 31, 2011)

Merced - Fresno - RECORD #71 DETAIL

Status : Action Pending  
Record Date : 8/31/2011  
Response Requested :  
Stakeholder Type : CA Resident  
Submission Date : 8/31/2011  
Submission Method : Project Email  
First Name : marjie  
Last Name : carver  
Professional Title :  
Business/Organization :  
Address :  
Apt./Suite No. :  
City :  
State :  
Zip Code : 95814  
Telephone :  
Email : marjiecarter@yahoo.com  
Cell Phone :  
Email Subscription :  
Add to Mailing List :

71-1

Stakeholder  
Comments/Issues :

I would like to attend your workshops but I am too busy at the moment. If there I would encourage you to stop pouring money down the drain on this obvious boondoggle and devote your effort to a better alternative-----monorail. It is safer,quieter, has much less environmental impact,is less expensive ,needs less right of way,etc.etc. It can be faster than old fashioned rail.  
Traditional rail is great for moving heavy freight but monorails are best available technology for moving people efficiently.

Marjie Carver, Home 619-225-0864  
Hugo Carver, Eternal Boat Builder and Marine Engineer, Cell 619-778-7036

From: CA High-Speed Rail: Central Valley Merced-Fresno  
<merced.fresno@hst.ca.gov>  
To: marjiecarter@yahoo.com  
Sent: Monday, August 22, 2011 1:54 PM  
Subject: Please Join Us for an Upcoming EIR/EIS Workshop

High-Speed Train EIR/EIS Workshops in Your Area

The California High-Speed Rail Authority (Authority) and the Federal Railroad Administration (FRA) recently released for public review and comment a joint Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the Merced to Fresno section of the California High-Speed Train (HST) project. View the Draft EIR/EIS at <http://www.cahighspeedrail.ca.gov>.

The official public comment period began on August 15, 2011 and currently is scheduled to end on September 28, 2011..

The Authority will hold three workshops in the project area to inform individuals about the contents of the document and how to submit a written comment. Formal written comments on the EIR/EIS will be taken at the August Workshops. Formal oral and written comments will be taken at Public Hearings in September (see below).

Workshops

Fairmead  
August 23, 2011  
4-7 p.m.  
Galilee Missionary Baptist Church  
22491 Fairmead Blvd., Chowchilla, 93610 Le Grand  
August 24, 2011  
4-7 p.m.  
Le Grand Legion Hall  
12560 Le Grand Road, Le Grand, 95333

Chowchilla  
August 25, 2011  
4-7 p.m.  
Little Theater, Chowchilla-Madera County Fairgrounds  
1000 South 3rd. Street, Chowchilla, 93610

The Authority and FRA will also hold three public hearings to receive oral and written comments. A court reporter will be available at all public hearings to record and transcribe public comments.

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Submission 71 (marjie carver, August 31, 2011) - Continued

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Hearings

Merced  
September 14, 2011  
3-8 p.m.  
Merced Community Senior Center  
755 W. 15th Street, Merced, 95340 Madera  
September 15, 2011  
3-8 p.m.  
Madera City Council Chambers  
205 W 4th Street, Madera, 93637 Fresno  
September 20, 2011  
3-8 p.m.  
Fresno Convention Center  
848 M Street, Fresno, 93721

For more information, or to request assistance or translation services,  
contact 1-916-414-1582 or Merced\_Fresno@hsr.ca.gov.  
916 414 1582 • merced\_fresno@hsr.ca.gov

[www.cahighspeedrail.ca.gov](http://www.cahighspeedrail.ca.gov)  
Forward to a friend | View as a webpage | unsubscribe  
Sign-Up for CA High-Speed Rail Authority Updates!

Forward this message to a friend | View as a web page | un-  
subscribe from this list | mark as bulk mail

EIR/EIS Comment :

Yes

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Response to Submission 71 (marjie carver, August 31, 2011)

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71-1

See MF-Response-GENERAL-14 and MF-Response-GENERAL-2.

Submission 363 (Helen Chacon, September 27, 2011)

Merced - Fresno - RECORD #363 DETAIL

Status : Completed  
Record Date : 9/27/2011  
Response Requested :  
Stakeholder Type : CA Resident  
Submission Date : 9/27/2011  
Submission Method : Website  
First Name : Helen  
Last Name : Chacon  
Professional Title :  
Business/Organization :  
Address :  
Apt./Suite No. :  
City : Phoenix  
State : AZ  
Zip Code : 85066  
Telephone : (602) 909-6112  
Email : firemouse1@aol.com  
Cell Phone :  
Email Subscription : Merced - Fresno  
Add to Mailing List : Yes  
Stakeholder Comments/Issues : Would like to know where in Merced, Ca is the speedway rail going to be located. I have try to check the maps on line and I can't find anything closed. I have properties in Merced, been notify of meetings but unable to attend because I live in Phoenix, Az.  
EIR/EIS Comment : Yes

363-1



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Response to Submission 363 (Helen Chacon, September 27, 2011)

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**363-1**

See MF-Response-GENERAL-2.

Submission 24 (Kenneth Champion, August 11, 2011)

**Merced - Fresno - RECORD #24 DETAIL**

**Status :** Action Pending  
**Record Date :** 8/11/2011  
**Response Requested :**  
**Stakeholder Type :** CA Resident  
**Submission Date :** 8/11/2011  
**Submission Method :** Website  
**First Name :** Kenneth  
**Last Name :** Champion  
**Professional Title :** Trans. Planner  
**Business/Organization :** Retired  
**Address :**  
**Apt./Suite No. :**  
**City :** Citrus Heights  
**State :** CA  
**Zip Code :** 95621  
**Telephone :** 916-965-7269  
**Email :** kenlinda@comcast.net  
**Cell Phone :**  
**Email Subscription :** All Sections  
**Add to Mailing List :** Yes  
**Stakeholder Comments/Issues :**  
**EIR/EIS Comment :** Yes  
**Attachments :** public2028\_Original24.pdf (6 kb)

24-1  
 24-2  
 24-3  
 24-4

1.- Does the DEIR/DEIS have multiple potential rail alignments that have projected right-of-way cost savings over others by passing through the fringes of the Merced, Fresno, and Bakersfield cities instead of through the hearts of the cities, so that less grade separation structures will be needed- - while interfacing the local street grids?  
 2.- Are multiple fringe suburban station sites considered in or near cities with "transferrance travel" local systems consisting of buses, shuttle vans, rental car agencies, taxis, and hotel jitneys for pick ups and drop offs in a less congested vehicular atmosphere than in downtown areas?  
 3.- Will proposed rail alignments that pass through developed areas meet with less resistance to right-of-way purchase and high cost if they are placed along the borderlines of large parcels of owned land instead of bi-secting such parcels?  
 4.- To avoid high cost rail alignments for the HSR project, can imminent domain laws be applied for the public's need of a new travel option, based on relief for congested airports like LAX and S.F./Oakland, and the need to help offset high petroleum energy costs, and the clean high speed electric travel it provides instead of long risky freeway trips for older drivers?

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## Response to Submission 24 (Kenneth Champion, August 11, 2011)

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### 24-1

See MF-Response-GENERAL-2.

### 24-2

See MF-Response-GENERAL-2.

### 24-3

The Authority will continue to refine the project footprint as design progresses to minimize impacts to property owners to the extent possible as well as to reduce property acquisition costs. Bisecting properties in some cases, however, is unavoidable, due to the layout of parcels and the alignments necessary to meet design criteria for high speed rail.

### 24-4

The Authority will negotiate with property owners whose land will be impacted by the high-speed rail system. The Authority has the power of eminent domain, allowing it to condemn the property of unwilling sellers, with payment of just compensation (i.e., fair market value) to the property owner. Eminent domain will be viewed as a last resort used to carry out the will of the voters of the state in developing a statewide high-speed train system. Information on the eminent domain process is available on the Authority's website at: [www.cahighspeedrail.ca.gov/rightofway.aspx](http://www.cahighspeedrail.ca.gov/rightofway.aspx).

Submission 580 (Caren Chappell, October 12, 2011)

Merced - Fresno - RECORD #580 DETAIL

Status : Action Pending  
Record Date : 10/12/2011  
Response Requested :  
Stakeholder Type : CA Resident  
Submission Date : 10/12/2011  
Submission Method : Project Email  
First Name : Caren  
Last Name : Chappell  
Professional Title :  
Business/Organization :  
Address : 242 East Charleston Road  
Apt./Suite No. :  
City : Palo Alto  
State : CA  
Zip Code : 94306  
Telephone :  
Email : carenchappell@yahoo.com  
Cell Phone :  
Email Subscription : Merced - Fresno  
Add to Mailing List :

Stakeholder  
Comments/Issues :

13th October 2011

California High-Speed Rail Authority  
Merced to Fresno Draft EIR/EIS Comments  
770 L Street, Suite 800  
Sacramento, CA 95814

To The California High-Speed Rail Authority:

This letter is to submit comments on the Draft EIR/EIS prepared by the California High-Speed Rail Authority for the Merced to Fresno section of the proposed California High-Speed Train Project ("Draft EIR/EIS").

The Authority's current plan for the Merced to Fresno section of the proposed high-speed rail project will have truly negative impacts on California's natural environment, on the agricultural economy of the California Central Valley, and on local communities located within the Central Valley. I urge the Authority to start over, address the impacts I identify in this letter, and address the impacts that others will identify. After reconfiguring the project to eliminate and mitigate the negative impacts of the current proposal, the Authority should then recirculate a redrafted EIR/EIS for public review and comment.

Please also be aware that the 60-day comment period the Authority has provided for review of the current EIR/EIS did not provide me, or the public generally, with an adequate time to review and comment, in the way that CEQA and NEPA require. If for no other reason, the lack of an adequate comment period should convince the Authority to redraft the EIR/EIS and recirculate it, to provide a legally adequate review period, and to permit the kind of public participation that both CEQA and NEPA demand.

I realize that the Authority faces federal funding deadlines which treat this project as if it were a short-term "job stimulus" project, instead of the 100-year plus public infrastructure project that it actually is. This is regrettable; however, these artificially short federal deadlines do not eliminate the substantive and procedural requirements of both CEQA and NEPA. Both the state and federal law require that the EIR/EIS be redrafted and recirculated.

I urge the Authority to insist on good information and on full public participation and review. If California hopes to gain the benefits that may flow from the creation of a functional high-speed rail system in the state, quick decisions are not the most important thing. The right decisions are what are needed most. The current EIR/EIS for the Merced to Fresno section of the proposed statewide project reveals that more time and analysis are needed, in order to make it possible for the state to make the right decisions about the proposed high-speed train project.

My specific comments on the current Draft EIR/EIS are listed below:

The High Speed Rail Business Plan is currently scheduled for release in November 2011. Among other information, the Business Plan is expected to contain a close look at funding, ridership and other information pertinent to the feasibility of these proposed Central Valley projects. Publication of the Business Plan will commence a 60-day comment period. Both the MF and FB DEIR/S's make clear that the benefits, including reductions in Greenhouse Gas Emissions, reduction in vehicle miles traveled, increase in high wage earning jobs and the

580-1

580-2

Submission 580 (Caren Chappell, October 12, 2011) - Continued

580-2

like, rely on the completion of the HST system. Not until the Business Plan is completed should project proposals for any segments of HST whose benefits are contingent on the successful completion of the HST system be considered. The Merced to Fresno Draft EIR/EIS should be put on hold unless and until a Business Plan is approved that demonstrates the feasibility of the HST system as whole.

. A number of the HST alignments are still undergoing additional study, including but not limited to the route between Los Angeles and Bakersfield. Because the benefits of the project can only be realized through completion of the HST System as a whole, unless and until the HST System with all alignments is known and found to be feasible - including timing, funding, and engineering, the Central Valley Project EIR/EIS documents should be put on hold.

. The Draft EIR/EIS fails to explain how it is properly tiered on the prior 2005 Program EIR/EIS and how it is related to other environmental documents, for instance, the Bay Area to Central Valley EIR/EIS. A detailed explanation must be provided to the question of how these Project DEIR/S meet the tiering requirements under CEQA. In addition, the Draft EIR/EIS fails to state how each relies on information from the first-tier programmatic environmental review documents.

. CEQA forbids public agencies from piecemealing or segmenting a project by splitting it into two or more segments. This approach ensures that environmental considerations not become submerged by chopping a large project into many little ones. It is unconscionable to propose a "project" that is literally a train to nowhere, which is what a section from Merced to Fresno will become unless a unified project is possible and actually constructed. The entire approach utilized by the Authority is non-compliant with CEQA.

580-3

. Downtown Fresno will be devastated by the project proposed and the impacts are not addressed. Please respond to all of the concerns raised by the City of Fresno staff in a presentation recently made to the Fresno City Council, and available online at the following URL: <http://www.fresno.gov/CouncilDocs/agenda10.6.2011/900a.pdf>

580-4

. Wholly inadequate attention has been given to the devastating effects of the proposed route through Central Valley farmland. Unlike money, farmland is not fungible and there is no available 'empty' farmland to replace that which would be lost. This is a major part of the state's economy, and it must not be destroyed. A meeting with the farmers of the Valley earlier this year made it very clear to me, and to many others, that the HSRRA did not understand the destruction they were preparing to inflict on this extremely important section of the California economy.

I look forward to seeing your responses to these issues and to those issues that other have raised.

Yours sincerely,

Caren Chappell  
242 East Charleston Road  
Palo Alto, California 94306

EIR/EIS Comment :

Yes

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## Response to Submission 580 (Caren Chappell, October 12, 2011)

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### **580-1**

See MF-Response-GENERAL-1, MF-Response-GENERAL-7, MF-Response-GENERAL-14.

### **580-2**

MF-Response-GENERAL-1, MF-Response-GENERAL-6, and MF-Response-GENERAL-22.

The Draft 2012 Business Plan was made available on November 1, 2011  
([http://www.cahighspeedrail.ca.gov/Business\\_Plan\\_reports.aspx](http://www.cahighspeedrail.ca.gov/Business_Plan_reports.aspx))

### **580-3**

The comments from the City of Fresno comments submitted on the EIR/EIS have been delimited and addressed as part of the environmental review process.

### **580-4**

See MF-Response-AGRICULTURE-1 and MF-Response GENERAL-4.

Attachment to Submission 580 (Caren Chappell, October 12, 2011) -  
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October 6, 2011

AGENDA ITEM NO. 9:00am A  
COUNCIL MEETING 10/06/11  
APPROVED BY  
*[Signature]*  
DEPARTMENT DIRECTOR  
CITY MANAGER *[Signature]*

**FROM:** MARK SCOTT, City Manager / Interim Director  
Development and Resource Management Department

PATRICK N. WIEMILLER, Director  
Public Works Department

**BY:** SCOTT L. MOZIER, PE, City Engineer / Assistant Director  
Public Works Department *[Signature]*

**SUBJECT:** UPDATE ON CITY DEPARTMENTAL REVIEW OF HIGH SPEED RAIL  
ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT  
STATEMENT FOR MERCED TO FRESNO AND FRESNO TO BAKERSFIELD  
SECTIONS (COUNCIL DISTRICTS NO. 1, 2 AND 3)

**RECOMMENDATION**

Staff recommends that the Council receive an update on the City departmental review of the proposed High Speed Rail project Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the Merced to Fresno and Fresno to Bakersfield sections. The Council may identify additional areas of concern as well as provide input on the draft EIR/EIS comments.

**EXECUTIVE SUMMARY**

The public comment period on the two High Speed Train EIR/EIS (Merced to Fresno, and Fresno to Bakersfield) will close on October 13, 2011. City departments have reviewed the documents and have provided comments on the appropriate portions of the EIR/EIS which have been assembled into two unified draft comment letters, one for each EIR/EIS. The draft letters also include input from Precision Civil Engineering who was retained to provide further analysis of the corridor and augment City staff review of the EIR/EIS. Principal areas of concern include the need for underpasses versus overpasses at several street-railroad grade separations, the adequacy and timing of certain traffic mitigations, the treatment of Roeding Park, handling of City sewer and water pipelines and the general adequacy of the historic resources analysis within the EIR/EIS. Staff recommends the Council receive the update on the City departmental review of the EIR/EIS documents, provide input on the draft comments and identify any additional topics to be addressed. Final City comments will be transmitted to the California High Speed Rail Authority not later than the October 13, 2011 deadline.

**BACKGROUND**

In August 2011, the California High Speed Rail Authority ("Authority") released the EIR/EIS for the proposed High Speed Rail project from Merced to Fresno and a second EIR/EIS for the Fresno to Bakersfield segment. Each EIR/EIS is essentially a station-to-station project for environmental analysis. Thus within the City of Fresno the Merced to Fresno EIR/EIS affects from downtown near the Mariposa Street alignment, north to the San Joaquin River. The Fresno to Bakersfield EIR/EIS affects

Report to the City Council  
Update on High Speed Rail Environmental Impact Report Review  
October 6, 2011  
Page 2

from downtown south to the Sphere of Influence (SOI) boundary at American Avenue. The initial close of the public comment period was September 29, 2011, but the Authority extended the public comment period to October 13, 2011 due to some information that was not initially provided due to technical difficulties with the distribution and dissemination of this large volume of information.

According to the CEQA Guidelines, comments on Draft EIRs should focus on the sufficiency of the document in identifying and analyzing the project's possible impacts on the environment and ways in which the project's significant effects might be avoided or mitigated, especially specific alternatives or mitigation measures. The Guidelines further suggest that reviewers should explain the basis for their comments and, whenever, possible submit supporting data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts. It is important for the City to submit its comments by the October 13, 2011, as the Authority is legally required to provide written responses only to those comments submitted during the Draft EIR comment period.

Although Authority staff and the engineering consulting team for the Authority had previously met with City departments to discuss specific project design issues, the release of the EIR/EIS documents represented the first time for the City to see the environmental document. The large volumes of information have consumed a significant number of hours for City staff from several departments and also necessitated the City to retain Precision Civil Engineering to assist in the review, as approved by the Council on August 25, 2011. Attached to the staff report are two draft EIR/EIS comment letters, one for each project segment. The letters represent the professional analysis, input and concerns from the Public Works Department, Department of Public Utilities, Development and Resource Management Department (DARM), Police Department, Fire Department, Parks, After-School, Recreation and Community Services Department (PARCS). Principal areas of concern include the need for underpasses versus overpasses at several street-railroad grade separations, the adequacy and timing of certain traffic mitigations, the treatment of Roeding Park, handling of City sewer and water pipelines and the general adequacy of the historic resources analysis within the EIR/EIS.

**FISCAL IMPACT**

There is no fiscal impact associated with the EIR/EIS comment letters.

Attachments: Draft Comment Letter, Merced to Fresno  
Draft Comment Letter, Fresno to Bakersfield

Attachment to Submission 580 (Caren Chappell, October 12, 2011) -  
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HIGH SPEED RAIL EIR/EIS FOR MERCED TO FRESNO HST PROJECT  
 CITY OF FRESNO **PRELIMINARY DRAFT** COMMENTS

Page	Section	Specific Statements	Comments
GENERAL			It is the City's understanding the California High Speed Rail Authority (CHSRA) will be responsible for the mitigation measures within the City of Fresno or its sphere of influence, and as a result, no City of Fresno funds or resources will be required for the mitigation measures. City staff time will be required for plan check and approval, field inspection and acceptance of improvements constructed by the CHSRA but this staff time must be paid for by the CHSRA as part of the project costs
3.2-29	3.2.5.3	The Draft EIR/EIS states that "a Construction Management Plan would be prepared during final design that outlines transportation detours, plans to accommodate emergency service routes, and outreach activities to manage expectations and traffic constraints, among other items. Preparation of this type of plan is a standard practice and incorporates local review and comment."	<p>Project construction has the potential to create significant impacts to emergency response and public safety, result in significant traffic congestion, delays and short-term air quality impacts by limitation or elimination of full access over existing overpasses (Ashlan/State Route 99). Arterial and collector streets are relied upon by emergency responders such as the Fresno Police Department and Fresno Fire Department. Detours, closures and lane restrictions have the potential to impact emergency response times. Ordinarily a stage construction and traffic handling plan would be prepared during the final design of a project, after CEQA/NEPA clearance. However, due to the proposed design-build delivery method of the project, the City is concerned that this approach will be inadequate, in that traffic control requirements that do not make it into the bid set, or bridging documents, would have a strong likelihood of becoming change orders, claims or generally cost increases to the project. The traffic control requirements need to put in place as mitigation measures to reduce these construction impacts to less than significant. The City believes the following restrictions should be incorporated into the measures to mitigate these identified construction related impacts:</p> <ul style="list-style-type: none"> <li>• Maintain detection at signalized intersections where alignment changes or widening is necessary, in order that the traffic signal does not need to be placed on recall (fixed timing).</li> <li>• Changeable message signs (CMS) shall be employed to</li> </ul>



Attachment to Submission 580 (Caren Chappell, October 12, 2011) -  
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HIGH SPEED RAIL EIR/EIS FOR MERCED TO FRESNO HST PROJECT  
 CITY OF FRESNO **PRELIMINARY DRAFT** COMMENTS

			<p>advise motorists of lane closures or detours ahead. The CMS shall be deployed seven (7) days prior to the start of construction at that location.</p> <ul style="list-style-type: none"> <li>• Where project construction will cause delays on major roadways during the construction period the project shall provide for a network of CMS locations to provide adequate driver notification. For example, construction-related delays at the railroad grade separations that lead to State Route 99 freeway interchanges will require CMS placement to the east to allow drivers to make alternate route decisions. In the case of work on Shaw Avenue, recommended placement would be a CMS at Shaw Avenue just east of State Route 41 and a CMS at Shaw Avenue just east of Palm Avenue. Similar CMS usage shall be required along Ashlan Avenue, Clinton Avenue, McKinley Avenue, Olive Avenue and Belmont Avenue.</li> <li>• The CHSRA in conjunction with the City of Fresno, Public Works Department shall develop a traffic management plan on surface transportation network to minimize potential impacts on public safety services.</li> <li>• During project construction alignment of roadways to be grade-separated and freeway overpasses to be reconstructed shall be offset from the existing alignment to greater facilitate stage construction. (i.e. Ashlan, Clinton)</li> <li>• Four travel lanes shall be maintained from 7:00am-9:00am and from 4:00pm-6:00pm on Shaw Avenue from Cornelia to Blythe Avenue (at UPRR), on Ashlan Avenue from Parkway to Valentine Avenue (at UPRR) and on Clinton Avenue from Marks Avenue to Weber Avenue (at SR-99).</li> <li>• The Veterans Boulevard overpass and construction of new alignments of Golden State Boulevard and Bullard Avenue shall be completed and open to traffic prior to the closure of the Carnegie Avenue at-grade railroad crossing.</li> </ul>
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Attachment to Submission 580 (Caren Chappell, October 12, 2011) -  
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HIGH SPEED RAIL EIR/EIS FOR MERCED TO FRESNO HST PROJECT  
 CITY OF FRESNO **PRELIMINARY DRAFT** COMMENTS

			<ul style="list-style-type: none"> <li>• One lane of traffic in each direction must be maintained at all times for Olive Avenue and McKinley Avenue for the construction of the proposed grade separations. No full closures of these crossings shall occur, with the exception of short duration closures of less than 72 hours not more than once per month.</li> <li>• During any Belmont Avenue closures that are determined to be necessary, the adjacent crossings of Olive Avenue and Divisadero Street shall remain open with no lane closures at the two crossings.</li> <li>• In regards to the existing railroad crossings at Divisadero, Tuolumne and Stanislaus, two of the three crossings shall remain open at any given time.</li> </ul>
3.2.29	3.2.7	The Draft EIR/EIS depicts numerous locations for road construction.	<p>The City is concerned that the Draft EIR/EIS does not include a comprehensive plan for ensuring that adequate public safety and emergency response routes are maintained during construction. The two Policing Districts impacted by the HSR are the Northwest Policing District (HSR track north of McKinley Blvd) and the Southwest Policing District (HSR tracks south of McKinley Blvd). Information such as proposed construction schedules, defined construction zones, security needs for building sites or building materials (to coordinate with private security if used), proposed HSR train schedules, as well as some understanding of the timing between railroad crossing arm activation on surface streets relative to the speed trains travel on the HSR, would assist in developing adequate travel alternatives for law enforcement emergency calls. Of particular concern is the major re-routing of State Route 99 and reconstruction of the Clinton/SR-99 interchange along with ramp modifications and the potential adverse impacts public safety and the impacted LOS on these re-routed segments. It is not adequate to defer the development of a traffic management plan to the final design stage given the potential impacts which may or may not be mitigated by the future plan that would be developed. A comprehensive plan should be developed in conjunction with the Fresno Police Department, Fresno Fire Department and</p>

Attachment to Submission 580 (Caren Chappell, October 12, 2011) -  
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HIGH SPEED RAIL EIR/EIS FOR MERCED TO FRESNO HST PROJECT  
 CITY OF FRESNO **PRELIMINARY DRAFT** COMMENTS

			California Highway Patrol for this area. Reconstruction of the Ashlan Avenue overpass, along with major construction/grade separations on east-west roadways do not appear to have contemplated the impact upon emergency responders and public safety for the project area. More specificity is needed in order to ensure that these impacts are mitigated.
3.2-108	3.2.7	The EIR/EIS identifies TR MM #6, "Modify Signal Timing", as a proposed mitigation measure for certain intersections.	The City disagrees with this proposed mitigation measure and as a rule does not accept this for private development projects nor for projects proposed by other governmental agencies. The analysis and proposed mitigation measure is flawed in that it does not represent an "apples to apples" analysis of the intersection level of service (LOS) before and after the high speed rail project. Optimized signal timing, incorporating the City policies on minimum green times for certain movements, staying within allowable cycle lengths for the overall signal and so forth, should be a given for existing, existing plus project and future scenarios. Specifically intersection #9, Figarden/Bullard, is being affected by the proposed closure of the Carnegie Avenue/UPRR crossing, which will re-direct some traffic to Veterans Boulevard but some along Bullard Avenue to the Figarden/Bullard intersection. Physical improvements at the intersection need to be made to mitigate the impacts to this existing signalized intersection. The logical improvements to be considered in the EIR/EIS are dual left turn movements to serve the eastbound and northbound movements.
3.2.109-111	3.2.7	The Draft EIR/EIS identifies a number of proposed future traffic mitigations.	The currently proposed mitigation measures fail to provide adequate traffic mitigation, either due to not going far enough to address the needs, or the measures fail to be consistent with the City's adopted General Plan and associated policies. The proposed measures need to be modified as follows in order to provide adequate mitigation measures: <ul style="list-style-type: none"> <li>• Intersection #1, Golden State and Santa Ana Avenue: This intersection should be signalized with construction of the Shaw Avenue grade separation. The improvements to Golden State to provide two northbound left turn lanes and the improvement of Santa Ana to provide two</li> </ul>

Attachment to Submission 580 (Caren Chappell, October 12, 2011) -  
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HIGH SPEED RAIL EIR/EIS FOR MERCED TO FRESNO HST PROJECT  
 CITY OF FRESNO **PRELIMINARY DRAFT** COMMENTS

			<p>westbound receiving lanes, needs to be part of the Shaw Avenue grade separation and High Speed Rail project's initial construction.</p> <ul style="list-style-type: none"> <li>• Intersection #2, Cornelia and Santa Ana: the City has developed a curved alignment to connect these two roadways and thus a signalized intersection would be avoided. The realignment should be incorporated into the initial HST project construction.</li> <li>• Intersection #3, Cornelia Avenue and Shaw Avenue needs to be designed to meet LOS standards in the future condition. To avoid greater right-of-way acquisitions, the City would be willing to accept LOS E rather than D at Cornelia/Shaw in the future condition, but LOS F would not be appropriate.</li> <li>• Intersection #5, Blythe Avenue and Shaw Avenue: In subsequent discussions with the Authority's engineering consultants, it has been determined that the Shaw Avenue profile could be modified to bring Shaw down more quickly (i.e. closer to 5%) and thus be able to retain a Jennifer Avenue connection to Shaw Avenue. The City would want to see the Jennifer connection to Shaw as a right-in, right-out intersection, not retaining the Shaw/Jennifer existing EB left turn lane because of the vertical curve, stopping distance and traffic safety concerns. Thus the traffic modeling should be modified to preserve Shaw/Jennifer with westbound rights and southbound right turns allowed. The full closure of Jennifer Avenue at Shaw Avenue has the potential to adversely impact businesses in the area and would increase the amount of traffic using Blythe Avenue north of Shaw Avenue which does not have the capacity for these additional movements, both in terms of volumes and capacity for stacking at turn pockets. The City notes that even with the required connection to be preserved at Shaw and Jennifer, the LOS at Blythe and Shaw will be somewhat impacted by the high speed rail project and the mitigation measures should be revisited to evaluate a</li> </ul>
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Attachment to Submission 580 (Caren Chappell, October 12, 2011) -  
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HIGH SPEED RAIL EIR/EIS FOR MERCED TO FRESNO HST PROJECT  
 CITY OF FRESNO PRELIMINARY DRAFT COMMENTS

			<p>second eastbound left turn lane from Shaw to Blythe.</p> <ul style="list-style-type: none"> <li>• Intersection #7, Cornelia Avenue and Golden State Boulevard: The signalization of this intersection will be needed with the Shaw Avenue grade separation and needs to be included in the initial project construction.</li> <li>• Intersection #14, Veterans Boulevard and Bullard Avenue: The City takes exception to the consultant's analysis and disagrees with any future need for grade-separating the through movement on Veterans Boulevard from Bullard Avenue. A thorough analysis is contained within the Traffic Operations Report (TOR) for the Veterans/SR-99 interchange project.</li> <li>• Roadway #5, Veterans Boulevard between Golden State and Bullard Avenue: The City takes exception to the consultant's analysis and disagrees with any future need for eight lanes instead of six lanes on Veterans Boulevard within this roadway segment.</li> <li>• Intersection #11, Clinton Ave/Weber Ave: The mitigation measure is appropriate for the HST project, but the engineering plans in the technical appendix need to be updated to reflect the intersection improvements being done as part of the project.</li> <li>• Page 3.2-111, Mitigations for 2035 with project v. 2035 no project scenarios: The City is concerned that the DEIR/EIS does not prescribe a method for implementing these mitigation measures. This project is being funded with one-time money for this segment and assuming other project segments are funded in a similar manner, those Federal dollars may not be eligible to implement future year mitigations for a previously constructed project segment, thus creating a CEQA/NEPA issue for these traffic impacts. Furthermore the HST project's reconfigurations, realignments and road closures represent alterations to traffic patterns that will be permanent upon project completion, thus creating the impact at the time of project construction. Therefore the project must either construct these mitigation measures</li> </ul>
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Attachment to Submission 580 (Caren Chappell, October 12, 2011) -  
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HIGH SPEED RAIL EIR/EIS FOR MERCED TO FRESNO HST PROJECT  
 CITY OF FRESNO PRELIMINARY DRAFT COMMENTS

			<p>now with initial project construction, or create a legally binding and enforceable agreement between the State of California and City of Fresno for the construction of these improvements upon 180 days notice by the City when traffic conditions warrant the particular improvements. Such an agreement should be consistent with existing case law (Anderson First).</p> <ul style="list-style-type: none"> <li>• The City is concerned that although the grade separation of Olive Avenue and the UPRR/HST corridors will also grade-separate the Olive/Golden State intersection, the redistribution of turning movements from Olive/Golden State to the Olive/West intersection does not appear to have been evaluated. The intersection of Olive Avenue and West Avenue should be signalized by the HST project to mitigate this traffic impact.</li> <li>• Furthermore this grade separation of Olive Avenue will shift the left turning movements between Olive and Weber to the adjacent intersection of Olive and Fruit, which has permissive phasing and not protected left turn phasing. The HST project should install protected left turn phasing at Olive and Fruit to mitigate this traffic impact.</li> <li>• The City is concerned that although the grade separation of McKinley Avenue and the UPRR/HST corridors will also grade separate the McKinley/Golden State intersection, the redistribution of these traffic movements to the new McKinley Avenue connector does not appear to have been analyzed at the new intersection with McKinley Avenue. The HST project may potentially create the need for signalization of this new intersection along with the SR-99 northbound off-ramp to McKinley Avenue intersection which may require signalization as well.</li> </ul> <p>On the east side, the City previously installed protected left turn phasing at McKinley Avenue and West Avenue, so although the redistributed traffic should be evaluated by the EIR/EIS, we do not anticipate operational problems at that location at this time.</p>
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Attachment to Submission 580 (Caren Chappell, October 12, 2011) -  
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HIGH SPEED RAIL EIR/EIS FOR MERCED TO FRESNO HST PROJECT  
 CITY OF FRESNO **PRELIMINARY DRAFT** COMMENTS

<p>3.2.115-119</p>	<p>3.2.7</p>	<p>These tables discuss the mitigation measures necessary for the area surrounding the Downtown Fresno Station</p>	<p>The proposed mitigation measures fail to provide adequate traffic mitigation, either due to not going far enough to address the needs, or the measures fail to be consistent with the City's adopted General Plan and associated policies. The proposed measures need to be modified as follows in order to provide adequate mitigation measures:</p> <ul style="list-style-type: none"> <li>• Intersection #6 (SR 99 NB Ramps/Ventura Ave): The intersection will meet signal warrants at the time of HST project completion. Road closures will increase traffic to this location and therefore the HST project should install the traffic signal with the initial project construction.</li> <li>• In regards to Table 3.2-53, "Future (2035) Plus Project Mitigation Measures – Fresno Station", the City is concerned that the DEIR/EIS does not prescribe a method for implementing these mitigation measures. This project is being funded with one-time money for this segment and assuming other project segments are funded in a similar manner, those Federal dollars may not be eligible to implement future year mitigations for a previously constructed project segment, thus creating a CEQA/NEPA issue for these traffic impacts. Furthermore the HST project's reconfigurations, realignments and road closures represent alterations to traffic patterns that will be permanent upon project completion, thus creating the impact at the time of project construction. Therefore the project must either construct these mitigation measures now with initial project construction, or create a legally binding and enforceable agreement between the State of California and City of Fresno for the construction of these improvements upon 180 days notice by the City when traffic conditions warrant the particular improvements. Such an agreement should be consistent with existing case law (Anderson First).</li> <li>• The widening of a number of these intersections and roadways would conflict with the City's downtown plans and would not be supported by the City, specifically:             <ul style="list-style-type: none"> <li>○ Intersection #21, H Street and Kern Street</li> </ul> </li> </ul>
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Attachment to Submission 580 (Caren Chappell, October 12, 2011) -  
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			<ul style="list-style-type: none"> <li>○ Intersection #25, H Street and Tulare Street</li> <li>○ Intersection #26, Van Ness and Tulare</li> <li>○ Intersection #42, Van Ness and Fresno</li> <li>○ Intersection #66, Van Ness and Divisadero</li> <li>○ Intersection #74, Blackstone and Belmont</li> <li>○ Roadways: We do not support the widening of Tulare Street to six lanes between Broadway and Van Ness, nor do we support the widening of Divisadero to six lanes between Fresno Street and SR-41.</li> <li>● Intersection #24 would have to be a grade-separated intersection as only the underpass (Tulare going under HST and UPRR) is viable for Tulare Street. There are no technical studies, substantial evidence or discussion (e.g. shadow analysis, calls for graffiti removal, urban decay, potential aesthetic impacts, division of an existing neighborhood) to substantiate the conclusion that an overpass would reduce impacts, compared to an underpass option.</li> <li>● Why does the consultant believe that split phasing would be appropriate as a mitigation measure for intersection 46 (Fresno and Divisadero)? This would seem to create a long cycle length and poor and unacceptable LOS operations. Other options should be considered.</li> <li>● Intersection #63 (H and Divisadero) is being proposed for extensive widening (i.e. triple rights, dual lefts, etc.) This mitigation measure may fit the CEQA definition of feasible, however does not consider potential significant impacts (dividing an existing community, or create inconsistency with the City's Bicycle, Pedestrian and Trail's Master Plan). Therefore, The City recommends the Authority evaluate a roundabout at this location to provide adequate LOS without the significant amount of R/W acquisition which would be necessary to implement the consultant's recommended "improvements".</li> </ul>
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3.6-16	3.6		The locations and sizes of major sewer lines should be identified that cross the study area.
3.6-28	3.6	Utilities and Temporary interruption of utility services	<p>In order to avoid sanitary sewer overflows and protect public health, it is essential to be able to adequately clean and maintain the sewer collection system. To facilitate those maintenance efforts there must be ready access to the system. Therefore be consider the following comments:</p> <ul style="list-style-type: none"> <li>• Any change in direction of the sewer collection system must occur at a manhole to allow access to each reach for inspection and cleaning.</li> <li>• Any new sewer collection system manhole or structure installed with the project must be located to allow ready access by City of Fresno Collection System Maintenance crews, equipment, and vehicles. Access must allow for the proper, safe, and efficient orientation of equipment and vehicles. This includes acquiring any necessary right-of-ways or easements.</li> </ul> <p>The construction of any new structures associated with the project must not impact ready access to existing sewer collection system manholes or other sewer collection system structures by City of Fresno Collection System Maintenance crews, equipment, and vehicles. Access must allow for the proper, safe, and efficient orientation of equipment and vehicles. This includes acquiring any necessary right-of-ways or easements. Any proposed bypass during construction of new mains would be subject to the requirements of the City of Fresno.</p> <p>All existing and Master Planned sewer, water, and recycled water facilities crossing the existing tracks and future HST tracks shall be required to have steel casings. Any relocation or abandonment of existing water and/or sewer lines shall be required to maintain service to all parcels. Replacement lines must be constructed to City of Fresno Standards. Also, all</p>

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			existing valves, manholes, and any other above ground appurtenances shall be relocated outside of the proposed HSR ROW. HSR shall provide casing crossing the alignment of the HSR for future recycled water lines.
3.16-25	3.16.5.3	The Draft EIR/EIS states that "Characteristics of typical HST components as well as the potential to affect the aesthetic environment are listed in Table 3.16-2. (Street Modifications, Retaining Walls)".	<p>The Draft EIR/EIS fails to address the visual impacts upon existing neighborhoods and business districts in close proximity to the proposed overpasses/grade separations. At the proposed overpasses for McKinley/UPRR, Olive/UPRR and Belmont/UPRR, existing residential neighborhoods will have their aesthetics altered significantly by the proposed overpasses. The City notes that the plans included in the EIR/EIS propose a vertical retaining wall that would be directly at the backyards of many homes and that "where appropriate, retaining walls would include aesthetic design treatments (such as patterns)" (Page 3.16-26). The aesthetic design treatments would not be adequate to fully mitigate aesthetics and the potential for a socioeconomic impact of urban blight. The walls would not only have the potential to be visually oppressive, but would also be the target for graffiti which the City could not afford to keep clear of graffiti. Therefore the project should be constructing underpasses at Olive Avenue and McKinley Avenue if at all possible. There are no technical studies, substantial evidence or discussion (e.g. shadow analysis, calls for graffiti removal, urban decay, potential aesthetic impacts, division of an existing neighborhood, satisfying ADA requirements) to substantiate the conclusion.</p> <p>It is recognized that the Belmont underpass conflicts with the HST vertical profile and therefore an overpass would be necessary. However, the Belmont Avenue overpass is proposed to utilize a sheer vertical retaining wall on the Roeding Park side (north) on the west approach to the HST/UPRR crossing. This would contribute to a significant aesthetic impact upon Roeding Park with high concrete walls being constructed on the north, east and south sides of the park. To minimize this significant</p>

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			<p>impact, the Belmont Avenue overpass should be re-evaluated to incorporate a well-designed landscaped embankment on the north side of Belmont for the western bridge approach, utilizing the existing street right-of-way currently occupied by the traffic circle and the Golden State approach roadways, so as not to encroach into any park lands. The tree selection and plantings should be complementary with Roeding Park and designed by a licensed landscape architect. Olive Avenue, as discussed previously, should be an underpass so as to eliminate the aesthetic impact of a high, concrete wall on the north side of the park. This would leave only the 14' high sound wall on the east side, which is needed for noise mitigation but could have its visual impact minimized through incorporation of a mural and well-designed architectural treatment.</p>
	Volume III Alignments	<p>The conceptual 15% plans in Volume III call for an overpass at McKinley Avenue with 8% grades on the approach roadways, a "Pedestrian Bridge Study Area, Final Location to be Determined in 30% Design" and a new McKinley Avenue Connector to reconnect Golden State and McKinley, with a new intersection on McKinley Avenue approximately 250' east of the State Route 99 Northbound Off-Ramp to McKinley Avenue.</p>	<p>At McKinley Avenue, the overpass as proposed with 8% grades is not only a significant impact to pedestrians, it also adversely impacts the location of the touchdown point at the west end. The intersection of McKinley Avenue with the required McKinley/Golden State connector would likely need to be signalized in the future and the McKinley/NB SR-99 off-ramp intersection meets signal warrants today, thus creating a problem with closely spaced intersections in close proximity to the freeway and a potential mandatory design exception with Caltrans. The City believes an underpass at McKinley needs to be evaluated in order to provide a viable circulation system and to adequately mitigate to a less than significant level traffic impacts from the HST project. The City does concur with the use of a McKinley-Golden State Connector and with the eastern end of the grade separation needing to maintain a McKinley/West intersection to preserve critical turning movements.</p>
	Volume III Alignments	<p>The conceptual 15% plans shown in Volume III include a major reconstruction and modification of the freeway interchange at Clinton Avenue and SR-99.</p>	<p>The City is concerned about the lack of pedestrian connectivity between the east and west sides of SR-99, in that the proposed reconstruction of the freeway interchange at Clinton Avenue and SR-99 will sever the existing pedestrian connectivity between Motel Drive and the Clinton Avenue/Vassar Avenue area. The EIR/EIS should evaluate the need for a pedestrian overcrossing</p>

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			so as to avoid a potential socioeconomic impact of dividing an existing community, by requiring pedestrians to walk all the way to McKinley Avenue and then return north along local streets west of SR-99, as compared to the direct connection they have today.
	Volume III Alignments	The conceptual 15% plans shown in Volume III call for the existing overpasses at Tuolumne and Stanislaus Street in downtown Fresno to be reconstructed to span both UPRR and the HST alignment. The reconstruction includes approximately 8% grades on the approaches and calls for a separate pedestrian overcrossing somewhere between Tuolumne and Stanislaus.	Underpasses should also be constructed at the Stanislaus/UPRR/HST and Tuolumne/UPRR/HST crossings. The proposed overpass creates potentially significant environmental impacts in terms of lack of local street connectivity, circulation, ADA compliance, aesthetics and socioeconomic/environmental justice issues of a significant barrier being placed between communities to the east and west of this crossing. The City has analyzed the vertical curves for these streets as underpasses and has determined that the underpass will be shorter, extending only from F to H Streets (similar to the Fresno Street underpass), thus providing for greatly reduced structure costs and superior circulation. It will also be possible with the street going under UPRR/HST to provide ADA-compliant sidewalks, thus eliminating the need for a separate pedestrian bridge and the problem of two ADA non-compliant bridges.
	Volume III Alignments	The grade separation plans show local streets being terminated at the vertical retaining walls for the City's major streets that would be reconstructed as overpasses extending over UPRR and HST (and in one case BNSF).	The plans shown in the technical appendices fail to address public safety and impacts to neighborhoods associated with the proposed concepts of local street terminations. The City is concerned that the EIR/EIS does not appear to have analyzed the potential for these dead-end streets to physically divide established communities. It is not permissible or appropriate to dead-end a local street without a cul-de-sac for turnaround purposes or alternatively with a local frontage road paralleling the realigned or elevated/depressed major street. In order to properly and adequately connect local streets that serve residential, commercial and industrial areas, the project will need to acquire additional right-of-way to either cul-de-sac local street, or to reconnect them to each other via local frontage roads.
	Volume III	The conceptual 15% plans depict	The Draft EIR/EIS fails to address the economic impact of the

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	Alignments	numerous partial and full acquisitions.	creation of numerous parcels which may no longer have any development potential, or a greatly reduced potential. The environmental document does not speak to what will occur with this remnants and unusable slivers. The City is greatly concerned over the loss of land for economic development, loss of property tax revenues and sales tax revenues, as well as the potential for blight created by the HST project. The EIR/EIS needs to quantify these impacts and to provide appropriate mitigation to the community for these impacts.
S-16	Parks, Recreation, and Open Space	The Authority will work with the City of Fresno as the park owner to mitigate noise impacts. This impact could be mitigated to less than significant by addressing noise at Roeding Park, unless the City of Fresno declines sound mitigation, in which case the impact would remain significant and unavoidable under CEQA.	The CHSRA and the City of Fresno should jointly review the proposed mitigation measures which reduce impacts based upon empirical data. We are requesting that mitigation be developed with more specificity, prior to the certification of the EIR/EIS. For example, mitigation measure PK-MM#4 proposes to construct a wall from ten to fourteen feet. The result of noise impact significantly changes with these heights.
3.6-16			The locations and sizes of major sewer lines should be identified that cross the study area.
	3.6.5.3		<p>A separate paragraph needs to be included to address the necessary impacts to sanitary sewers and public health and safety:</p> <p>In order to avoid sanitary sewer overflows and protect public health, it is essential to be able to adequately clean and maintain the sewer collection system. To facilitate those maintenance efforts there must be ready access to the system. Any change in direction of the sewer collection system must occur at a manhole to allow access to each reach for inspection and cleaning.</p> <ul style="list-style-type: none"> <li>Any new sewer collection system manhole or structure installed with the project must be located to allow ready access by City of Fresno Collection System Maintenance crews, equipment, and vehicles. Access must allow for the proper, safe, and efficient orientation of equipment and vehicles. This includes acquiring any necessary right-of-ways or easements.</li> </ul>

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			The construction of any new structures associated with the project must not impact ready access to existing sewer collection system manholes or other sewer collection system structures by City of Fresno Collection System Maintenance crews, equipment, and vehicles. Access must allow for the proper, safe, and efficient orientation of equipment and vehicles. This includes acquiring any necessary right-of-ways or easements.
	3.6.5.3		All existing and Master Planned sewer, water, and recycled water facilities crossing the existing tracks and future HST tracks shall be required to have steel casings. Any relocation or abandonment of existing water and/or sewer lines shall be required to maintain service to all parcels. Replacement lines must be constructed to City of Fresno Standards. Also, all existing valves, manholes, and any other above ground appurtenances shall be relocated outside of the proposed HSR ROW.
		New Section	HSR shall provide casing crossing the alignment of the HSR for future recycled water lines. Design should follow the Recycled Water Master Plan.
3.8 Hydrology & Water Resources		The Water Division has reviewed the California High Speed Train Environmental Impact Report/Environmental Impact Statement-Merced to Fresno segment. Based upon the City's review of the DEIR, the proposed project has the potential to greatly impact the operation of the City of Fresno water system. However, with appropriate mitigation measure those impacts could be reduced.	<p>1. The HST will cross or displace through the relocation of roadways numerous existing water mains. These mains are critical to the overall performance of the water system as they are generally near the UPRR and Freeway 99 alignments. Water main crossings of these existing alignments are currently limited and therefore need to be maintained to ensure adequate water system distribution east and west of these alignments.</p> <p>a) Existing water mains crossing the proposed HST alignment shall be maintained by reconstructing them in steel casings to allow the City of Fresno to maintain these facilities from outside the HST right-of-way.</p> <p>b) Related water system appurtenances such and valves, blow-offs, air release assemblies, etc., shall be relocated outside the HST right-of-way.</p> <p>c) Where water main crossings will exist outside the public right-</p>

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			<p>of-way, the project shall provide dedicated water main easements to the City for the ongoing operation and maintenance of the facilities.</p> <p>d) The must City reserves its right to increase the size of existing crossings or propose additional crossings as necessary to ensure existing levels of water service are maintained.</p> <p>e) Attached by incorporation is a list of existing water mains that will be impacted by the proposed HST alignment (See Exhibit XX, Water – HSR Crossings) It should be noted that this list is based upon a cursory level review and that other water main crossings may be identified as the project progresses.</p> <p>2. Due to ongoing planned water system capital improvement projects and anticipated future growth within the City of Fresno 2025 Fresno General Plan boundary, the Water Division will require the installation of steel casings to accommodate future water mains to be constructed after completion of the HST. A preliminary list of steel casing locations is attached for reference purposes (See Exhibit XX, @@@@). As the project progresses, it is possible that additional locations may be identified and shall be included in the HST project.</p> <p>3. Due to the significant number of potential water system impacts related to the proposed HST project, the Water Division requests the opportunity to complete the design of water facility improvements by utility or reimbursement agreement. Should the design of water facility improvements be completed under the HST project, all design documents shall be subject to approval by the City of Fresno Director of Public Utilities or his designee.</p>
<p>3.11-8                  (PDF page                  8/33)</p>	<p>Table 3.11-3</p>	<p>Fire Departments and Equipment                  City of Fresno</p>	<p>This table needs the following corrections and updates  <b>Service Area:</b>                  City of Fresno and adjacent Fresno County areas under contract with the North Central Fire Protection District and Figarden Fire Protection District.</p>

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			<p><b>Equipment:</b>                  19 engines                  5 ladder trucks with at least 85 feet reach                  1 USAR (urban search and rescue) apparatus                  2 water tenders                  2 hazmat apparatus                  2 brush rigs for vegetation fires                  Hazmat decontamination trailer                  Light and air unit</p>
3.11-8 (PDF page 8/40)	Section 3.11.4.1	Emergency Services-Fire	<p>Add the following language:</p> <ul style="list-style-type: none"> <li>• <i>The Fresno Fire Department is certified as a Type 1 Heavy Rescue and Regional Response Forces with specialized rescue equipment and contracted access to additional equipment, such as industrial cranes, as needed to respond to rescue emergencies in the Fresno County line to Merced HST corridor through mutual aid as requested.</i></li> <li>• <i>Within the City of Fresno, there are significant emergency responses and fire protection infrastructure issues created by the Shaw overcrossing and cul-de-sac installations on N. Parkway between W. Ashlan and W. McKinley. Issues include over-length cul-de-sacs, elimination of access to public hydrants, elimination of required second access points to parcels, and locking parcels out of access to public streets. These issues need to be discussed in detail with City of Fresno Public Works and the Fresno Fire Department.</i></li> <li>• <i>Within the City of Fresno, proposed new grade separations for HST and the UPRR will result in a net overall reduction in response times throughout the HST corridor, however the closure of the Divisadero at grade crossing will increase the time needed to deliver an a full initial first alarm assignment to the area west of the closure.</i></li> </ul> <p>The roadway connection between Divisadero and G Street up to Belmont Avenue and Wesley Avenue needs to be substantially improved in order to provide an alternate route for emergency responders through the area. The EIR/EIS should evaluate and</p>



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			consider the type of improvements that may be necessary, such as adequate paving surfaces and travel lane widths to convey the kind and quantity of traffic to be re-routed through these other street connections as a result of the Divisadero closure.
3.12-9	3.12.4.1	Regional Population Characteristics	This section references the 2000 US Census. The 2010 US Census is now available and should be used to update this entire section. Projected population growth may be lower than estimated, which would further substantiate project impacts.
3.12-27	3.12	Concerning Poverello House as a women's shelter	Poverello House serves three meals a day, 365 days a year, to anyone in need; offers free medical and dental care through the Holy Cross Clinic; provides showers and laundry services to the homeless; serves as a day shelter and safe haven for people on the streets, houses a 28-bed residential alcohol and drug rehabilitation program, and a five-bed transitional home; distributes free clothing; provides recreation, mail service, transportation, and, in 2004, opened the Village of Hope, a temporary overnight shelter for homeless people who want an alternative to the streets.
3.15-13	3.15.4.1	Roeding Park, a regional park and the first park in the City of Fresno, is part of a local historic district and eligible for the National Register of Historic Places (NRHP).	Roeding Park, a regional park and the first park in the City of Fresno, is part of an eligible local historic district and eligible for the National Register of Historic Places (NRHP). The City has not gone through a formal process to establish the District, pursuant to Fresno Municipal Code, Article 16, Historic Preservation Ordinance.
3.15-32	3.15.5.3	Construction activities would occur adjacent to the eastern boundary of Roeding Park, but no temporary use of parkland for construction purposes is anticipated. Temporary construction impacts such as noise, dust, and visual changes would be minor and would not substantially reduce the value of the resources.	<p>All of the proposed alignments utilize the same space along the Golden State Boulevard segment between Belmont and Olive Avenues, which are immediately adjoining the regional park.</p> <p>To ensure the safety of park user and minimally impact the existing open space would require that a portion of the park would be closed during construction to provide an appropriate barrier between temporary construction activities and public access for recreational purposes.</p> <p>The CHSRA and the City of Fresno should develop this mitigation measure related to the necessary spatial requirement and</p>

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			compensation for that temporary use, prior to the certification of the EIR/EIS.
3.15.40	3.15.5.3	The proposed projects described in the master plans would not conflict with the adjacent HST alternatives, except for the new park boulevard entrance and exit at Golden State Boulevard....However, Golden State Boulevard would be closed under the HST project (i.e. the project would require the closure of the Golden State Boulevard east of Roeding Park, precluding a direct connection). According, construction of the boulevard as contemplated in the master plan is not reasonably foreseeable and would conflict with the HST Design.	a) The Roeding Park Master Facility Plan and environmental impact report identify the new entry onto Golden State Boulevard as a "first phase priority" with an anticipated completion by 2014 or earlier. This plus the master plan planning horizon of 2020 clearly make this project foreseeable, within the HSR planning horizon of 2035. We recommend a mitigation measure be developed whereby the project compensates the City of Fresno for the redesign of the circulation system, entitlement fees, subsequent environmental review, and possibly reconstruction cost associated with direct modification as result of the project. This mitigation measure should be developed and agreed upon by the parties, prior to the certification of the EIR/EIS.
3.15-41	3.15.6.2	PK-MM#4: It is assumed that a sound barrier would be 10 to 14 feet tall and have aesthetic treatment. A 10-foot-high sound barrier would reduce noise to 64dBA at 250 feet inside the park and residual noise effects would occur. A 14-foot-high sound barrier would reduce noise effect effects to within 1dB of no impact.	To avoid adverse impacts to the park and its potential historic eligibility we would hope that every effort would be made to retain the bucolic setting of the park by minimizing project effects on mature landscaping, zoo patrons and the animals within the exhibits in proximity to the project.  Therefore, we are recommending that the proposed mitigation measure be modified to state that a 14-foot-high sound barrier will be installed with a minimum five foot landscape buffer to further mitigate potential aesthetic impact. The project would be required to submit a set of landscaping plans to the City of Fresno for review and final approval of planting materials. Such a modification to the mitigation measure would potential reduce park, historic, noise and aesthetic impacts associated with this project.
3.17-74-76	3.17.6.2	MM#1, MM#4, MM#7	We understand that the proposed project is contained to the existing Golden State Boulevard public right-of-way. However, if the project encroaches into Roeding Regional Park will these mitigations measures apply?
3.18-5	3.18.2	City of Fresno General Plan	This section should be revised to ensure consistency with the

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			planned land use and other applicable policies with the Fulton Corridor Specific Plan, Downtown Neighborhood Plan, Downtown Development Code and the Fresno General Plan, and related Development Code. Information is currently available on the City of Fresno website at: <a href="http://www.fresno.gov">www.fresno.gov</a>
3.18-14	3.18.5.3	Construction-related employment effects	It is not clear how the \$156,000 annual wage for construction workers was derived. It seems high.
3.4-13	3.4	The track was assumed to be on an aerial structure wherever top-of-rail elevations are more than fifteen feet above existing grade.	The City of Fresno is requesting additional analysis regarding the effects of vibration at the approach and sub-grade along Golden State Boulevard between Belmont and Olive Avenues.  There is no substantial evidence, technical study or discussion of the potential impact of ground vibration impact within the existing park setting, sensitive users and exotic animals.
17-48	3	EIS/EIR and also the HPSR Omission of resources which were not evaluated for the historic property survey report	Additional analysis of the potential historic significance of the Belmont Circle, the Belmont Underpass and Railroad Bridge (all 1932 resources) by a qualified expert in historic preservation through the preparation of DPR forms as part of the environmental compliance for this section of the HST corridor.
17-62	3	"Forestiery Underground Gardens is in the direct path of roadway improvements associated with all three alternatives... Construction would result in the physical demolition, destruction, damage or substantial alteration of the northeast corner of the property..."	1. The City needs more explicit information regarding potential impacts including potential of vibrations from HST;  2. Recommend that Arch-MM#4 (mitigation measure) be required for this site, to not only ensure and protect the Gardens but also to provide oversight for other sub-surface resources that have been found in the past (Hinojosa Property) immediately adjacent to the footprint of the Gardens
		HPSR: Consultants found that none of the 88 resources evaluated were eligible for designation to the National or California Registers (beyond three already identified: Roeding Park, Weber Overcrossing and the Forestiere Underground Gardens).	At a special public meeting of the Historic Preservation Commission held on September 19, 2011, the Commission supported the staff view that both the McCardle Home and Zacky Farms MAY be eligible for designation to Fresno's Local Register of Historic Resources and should be considered in that light. In addition, commissioners also raised the option of a thematic Local Register District for 1940s, 1950s motels along what was once Highway 99 and requested additional review of

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			<p>the Acme Machine Company Building. If buildings have lost too much integrity, their signs may be of interest and historic value. Landscape features (palms and oleanders) along this route may also merit historic review.</p> <p>Only the HPC and the City Council can designate a property to the Local Register. Should that occur for any of these resources, the property would meet the definition of a "historical resource" for the purposes of CEQA.</p>
		Fresno Downtown Rail Station is fully articulated in the Fresno to Bakersfield segment EIR/EIS	We are recommending that the downtown rail station discussion, which appears in the Fresno to Bakersfield segment be incorporated into this document. We recognize this as ensuring continuity between the two documents which clearly overlap.
Fresno to Bakersfield Segment drawing A1101 (ground level site plan)	v. III, sec. E	[station area site plan diagram]	<p>Diagram shows the block bounded by Broadway, Fresno, H, and Merced Sts. in its present configuration. The site should be shown as reconfigured back to a traditional street grid, and developed over time with ground floor retail.</p> <ol style="list-style-type: none"> <li>1. The frontage on the south side of Fresno St. and both sides of Mariposa St. between Broadway and H Sts. should also be shown as lined with ground-floor retail uses. Mariposa in particular is a key pedestrian passage from the station to the commercial core of the downtown, and surface parking lots and blank building walls would act as a pedestrian deterrent.</li> <li>2. In the two blocks bounded by H St., Mono St., the UPRR, and Kern St., there should not be a parking structure placed farther from the station than a surface lot, as shown. If demand requires the construction of a parking garage, the garage should be placed on the site of the surface parking and its size should incorporate the spaces provided by the lot.</li> <li>3. In the block bounded by H St., Mono St., the UPRR, and Inyo St., the existing row warehouse along H St. should be shown as retained, particularly in light of comment (3).</li> </ol>

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			<p>4. A taxi &amp; shuttle pickup area is shown near the station's west entrance. This facility should be placed near the station's east entrance instead, perhaps as part of the future intermodal transit center shown at the corner of Mariposa St. and H St., or incorporated into the eastern bus stop and kiss &amp; ride areas. An eastern location would allow this transit service to serve the downtown area in addition to the station itself.</p> <p>5. In the programming of the station itself, the western entrance should be conceived as secondary in function to the eastern entrance.</p>
General	v. III, sec. E	[station area]	<p>1. The City continues to support a Mariposa alignment for an east-facing station over the previously proposed west-facing station on a Kern St. alignment.</p> <p>2. Presently several thousand parking spaces exist in publicly and privately owned off-street facilities within walking distance of the station. The proposed new parking facilities depicted in the diagrams should only be developed when the parking demand in the area exceeds the available supply. New parking facilities should not be developed on a speculative basis.</p> <p>3. The land where potential future parking facilities are depicted should remain available for other types of appropriate downtown development and use, unless and until the parking facilities are developed.</p>
		Relocation Assistance Program Brochures	We are recommending that the Relocation Assistance Program Brochures, which appear as part of the Fresno to Bakersfield segment be incorporated into this document. We recognize this as ensuring continuity between the two documents which clearly overlap.
		Relocation Assistance Program	We are strongly recommendation that the HSRA work with the City of Fresno to establish and fund a team to work with identified impacted business through facilitation, transition and navigation through City processes. This is imperative to reduce potential adverse impacts on the economic viability of businesses

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	Aesthetics	<p>The City of Fresno has experience significant aesthetic impacts, division of established community and socioeconomic impacts with overpasses as a simple transportation remedy. For example the Ashlan Avenue overpass is not a visual enhancement and doesn't promote a cohesive neighborhood</p> <p>Conversely, the City has experienced great success when working with the FRA to develop underpass crossings such as the Shaw and West underpass. This particular underpass promotes continuity of traffic flow and directly connects pedestrians from the surrounding neighborhood directly to the retail center.</p>	<p>impacted by the project.</p> <p>The City of Fresno is prepared and ready to work with the HSRA and FRA to evaluate on a case-by-case each impacted intersection to develop the best solution in avoidance of aesthetic, land-use and transportation significant impacts.</p> <p>Furthermore, we believe this cooperative agreement should be memorialized in some fashion, such as; through development of a mitigation measure, memorandum of understanding/ agreement.</p>
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Page	Section	Specific Statements	Comments
GENERAL			It is the City's understanding the California High Speed Rail Authority (CHSRA) will be responsible for the mitigation measures within the City of Fresno or its sphere of influence, and as a result, no City of Fresno funds or resources will be required for the mitigation measures. City staff time will be required for plan check and approval, field inspection and acceptance of improvements constructed by the CHSRA but this staff time must be paid for by the CHSRA as part of the project costs.
3.2-43	3.2.5(C)	The Draft EIR/EIS states that "during project design and construction, the Authority and FRA would implement measures to reduce impacts on circulation."	Project construction has the potential to create significant impacts to emergency response and public safety, result in significant traffic congestion, delays and short-term air quality impacts by limitation or elimination of full access over existing overpasses (Ashlan/State Route 99). Ordinarily a stage construction and traffic handling plan would be prepared during the final design of a project, after CEQA/NEPA clearance. However, due to the proposed design-build delivery method of the project, this approach will be inadequate, in that traffic control requirements that do not make it into the bid set, or bridging documents, would have a strong likelihood of becoming change orders, claims or generally cost increases to the project. The traffic control requirements need to put in place as mitigation measures to reduce these construction impacts to less than significant. The City believes the following restrictions will mitigate the construction impacts: <ul style="list-style-type: none"> <li>• Maintain detection at signalized intersections where alignment changes or widening is necessary, in order that the traffic signal does not need to be placed on recall (fixed timing).</li> <li>• Changeable message signs (CMS) shall be employed to advise motorists of lane closures or detours ahead.</li> </ul>

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			<p>The CMS shall be deployed seven (7) days prior to the start of construction at that location.</p> <ul style="list-style-type: none"> <li>• Where project construction causes delays on major roadways during the construction period, the project shall provide for a network of CMS locations to provide adequate driver notification. For example, construction-related delays at the railroad grade separations that lead to State Route 99 freeway interchanges will require CMS placement to the east to allow drivers to make alternate route decisions. In the case of work on Fresno Street, recommended placement would be a CMS at Broadway just east of the UPRR underpass, at Van Ness and a CMS at the intersection of Fresno and Divisadero. Similar CMS usage shall be required along Ventura Avenue, Church Avenue and Central Avenue.</li> <li>• During project construction alignment of roadways to be grade-separated and freeway overpasses to be reconstructed shall be offset from the existing alignment to greater facilitate stage construction.</li> <li>• In regards to the existing railroad crossings at Fresno Street, Tulare Street and Ventura Avenue, two of the three crossings shall remain open at any given time.</li> <li>• The existing Church Avenue at-grade railroad crossings at UPRR and BNSF shall remain open with one travel lane in each direction, until the Church Avenue overpass has been constructed and is open to traffic.</li> <li>• In regards to the existing railroad crossings at Central Avenue and American Avenue, these shall not be closed at the same time.</li> <li>• Mitigation measures associated with the closure of railroad crossings in the South Van Ness Industrial area (i.e. Van Ness, Florence, Belgravia) shall be constructed prior to closure of the railroad crossings.</li> <li>• The HSR Authority in conjunction with the City of Fresno, Public Works Department shall develop a traffic management plan for large event generating traffic on</li> </ul>
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			<p>surface traffic congestion/delays at Chukchansi Park at Tulare and H Street, as well as Convention Center/Selland Arena/Saroyan Theater events in downtown Fresno.</p>
3.16-25	3.16.5.3	<p>The Draft EIR/EIS states that “Characteristics of typical HST components as well as the potential to affect the aesthetic environment are listed in Table 3.16-2. (Street Modifications, Retaining Walls)”</p>	<p>The Draft EIR/EIS fails to address the visual impacts upon existing neighborhoods and business districts in close proximity to the proposed overpasses/grade separations. There are no technical studies, substantial evidence or discussion (e.g. shadow analysis, calls for graffiti removal, urban decay, potential aesthetic Impacts, division of an existing neighborhood) to substantiate the conclusion. The Tulare Street option which places Tulare over the HST corridor is an unacceptable option to the City in that it places Tulare Street more than twenty (20) feet in the air at the H Street intersection, directly in front of Chukchansi Stadium. This option also brings an overpass structure touching down near the historic buildings of the Fulton Mall. Furthermore this option proposes to block off F Street in the heart of the Chinatown district. For these reasons, an underpass with Tulare going under HSR is clearly environmentally superior and the only acceptable treatment for the project, which would reduce a potentially significant impact to less than significant.</p> <p>An underpass should also be constructed at the Ventura Street/UPRR/HST crossing. The overpass is problematic in terms of local street connectivity, circulation, ADA compliance, aesthetics and socioeconomic/environmental justice issues of a significant barrier being placed between communities to the east and west of this crossing.</p>
3.2-84 to 89		<p>Pages 3.2-84 through 3.2-89 discuss the mitigation measures necessary for the area surrounding the Downtown Fresno Station.</p>	<p>The proposed mitigation measures fail to adequately mitigate traffic impacts from the project, either due to not going far enough with mitigating the impacts resulting from project construction, or fail to conform to the City of Fresno’s adopted</p>

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			<p>General Plan and specific plans as more specifically discussed below. In order to provide adequate mitigation measures the proposed measures must be modified as follows:</p> <ul style="list-style-type: none"> <li>• Intersection #6 (SR 99 NB Ramps/Ventura Ave): The intersection will meet signal warrants established by the Manual of Uniform Traffic Control Devices (MUTCD) at the time of HST project completion. Road closures will increase traffic to this location and therefore the HST project should install the traffic signal with the initial project construction.</li> <li>• In regards to Table 3.2-30, "Mitigation Measures – Fresno Station Area – Future (2035) Plus Project", the DEIR/EIS does not prescribe a method for implementing these mitigation measures. This project is being funded with one-time money for this segment, and assuming other project segments are funded in a similar manner, those Federal dollars may not be eligible to implement future year mitigations for a previously constructed project segment, thus creating a CEQA/NEPA issue for these traffic impacts. Furthermore the HST project's reconfigurations, realignments and road closures represent alterations to traffic patterns that will be permanent upon project completion, thus creating the impact at the time of project construction. Therefore the project must either a) construct the mitigation measures identified in the DEIR/EIS concurrently with the initial project construction rather than deferring them to an unidentified time in the future; or b) identify how the mitigation measures will be funded and, prior to construction of the project, draft and enter into a legally binding and enforceable agreement between the State of California and City of Fresno for the construction of these improvements. The agreement will require construction of the improvements upon 180 days notice by the City when the City determines traffic conditions warrant the particular improvements. The HSR</li> </ul>
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			<p>Authority shall be responsible for implementation of this mitigation measure.</p> <ul style="list-style-type: none"> <li>• The widening of a number of these intersections and roadways would conflict with the City's downtown plans (Fulton Corridor Specific Plan, Downtown Neighborhood Plan, and Downtown Development Code) and would not be supported by the City, specifically:             <ul style="list-style-type: none"> <li>○ Intersection #21, H Street and Kern Street</li> <li>○ Intersection #25, H Street and Tulare Street</li> <li>○ Intersection #26, Van Ness and Tulare</li> <li>○ Intersection #42, Van Ness and Fresno</li> <li>○ Intersection #66, Van Ness and Divisadero</li> <li>○ Intersection #74, Blackstone and Belmont</li> <li>○ Roadways: We do not support the widening of Tulare Street to six lanes between Broadway and Van Ness, nor do we support the widening of Divisadero to six lanes between Fresno Street and SR-41.</li> </ul> </li> </ul> <p>A copy of the City's downtown plans is located at (insert link to electronic copy of plans). To mitigate the environmental impacts caused by the project, the project should include measures for these intersections and roadways that are consistent with the planned use designated in the City's downtown plans (Fulton Corridor Specific Plan, Downtown Neighborhood Plan, and Downtown Development Code).</p> <ul style="list-style-type: none"> <li>• Intersection #24 would have to be a grade-separated intersection as only the underpass (Tulare going under HST and UPRR) is viable for Tulare Street.</li> <li>• Split phasing would not be appropriate as a mitigation measure for intersection 46 (Fresno and Divisadero)? It would create a long cycle length and poor and unacceptable LOS operations. Other options should be considered.</li> <li>• Intersection #63 (H and Divisadero) is being proposed</li> </ul>
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			for extensive widening (i.e. triple rights, dual lefts, etc.) This does not appear to be a feasible mitigation measure to adequately reduce the adverse transportation impacts caused by the project. The City recommends the HSR Authority evaluate a roundabout at this location to provide adequate LOS without the significant amount of right of way acquisition which would be necessary to implement the currently proposed measures for extensive widening of the intersection."
	Volume III Alignments	The plans in Volume III Alignments show overpasses for the major streets with local streets terminating into a vertical retaining wall, with no other treatment being shown.	The plans shown in the technical appendices fail to address public safety and impacts to neighborhoods associated with the proposed concepts of local street terminations. It is not permissible or appropriate to dead-end a local street without a cul-de-sac for turnaround purposes or alternatively with a local frontage road paralleling the realigned or elevated/depressed major street. Such a dead-end of a local street would have a significant impact and physically dividing the established community. In order to properly and adequately connect local streets that serve residential, commercial and industrial areas, the project will need to acquire additional right-of-way to either cul-de-sac local street, or to reconnect them to each other via local frontage roads.
3.6-24	3.6 Public Utilities	Sewer	The EIR/EIS should specifically list the sewer facilities being impacted by the project by location and size. Areas of specific concern are at Kern St. Alignment, Church Ave. crossing, Jensen Ave. crossing, and North Ave. crossing, plus two private sewer mains at the Church Avenue crossing.
3.6-45		1 <sup>st</sup> paragraph	Storm drain and sanitary sewer facilities should be included.
3.6-46	3.6		All existing and Master Planned sewer and water facilities crossing the existing tracks and future HSR tracks shall be required to have steel casings. Any relocation or abandonment of existing water and/or sewer lines shall be required to maintain service to all parcels. Replacement lines must be

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			constructed to City of Fresno Standards. Also, all existing valves, manholes, and any other above ground appurtenances shall be relocated outside of the proposed HSR ROW. HSR shall provide casing crossing the alignment of the HSR for future recycled water lines.
3.6-48	Table 3.6-15	Number of impacts	The number of sewer impacts appear to be 21. A correction should be made.
	3.8 Hydrology & Water Resources		<p>Based upon the City's review of the DEIR the proposed project has the potential to cause a significant and adversely impact the operation of the City of Fresno water system. However, the following mitigation measures will reduce those impacts:</p> <ol style="list-style-type: none"> <li>1. The HST will cross or displace through the relocation of roadways numerous existing water mains. These mains are critical to the overall performance of the water system as they are generally near the UPRR and Freeway 99 alignments. Water main crossings of these existing alignments are currently limited and therefore need to be maintained to ensure adequate water system distribution east and west of these alignments.                     <ol style="list-style-type: none"> <li>A. Existing water mains crossing the proposed HST alignment shall be maintained by reconstructing them in steel casings to allow the City of Fresno to maintain these facilities from outside the HST right-of-way.</li> <li>B. Related water system appurtenances such and valves, blow-offs, air release assembles, etc., shall be relocated outside the HST right-of-way.</li> <li>C. Where water main crossings will exist outside the public right-of-way, the project shall provide dedicated water main easements to the City for the ongoing operation and maintenance of the facilities.</li> <li>D. The City reserves the right to increase the size of existing crossings or propose additional crossings as necessary to ensure existing levels of water service are maintained.</li> <li>E. Attached by incorporation is a listing of existing water mains that will be impacted by the proposed HST alignment. It should be noted that this list is based upon a high level review and that other water main crossings may be</li> </ol> </li> </ol>

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			<p>identified as the project progresses.</p> <p>2. Due to ongoing planned water system capital improvement projects and anticipated future growth within the City of Fresno 2025 General Plan boundary, the Water Division will require the installation of steel casings to accommodate future water mains to be constructed after completion of the HST. A preliminary list of steel casing locations is attached for reference purposes. As the project progresses, it is possible that additional locations may be identified and shall be included in the HST project.</p> <p>3. The City of Fresno, Department of Public Utilities, Water Division presently operates Well Site No. 162 located at 2091 E. Muscat Ave. Based upon the proposed HST alignment, this well site will be displaced and will no longer be able to operate. This will result in a significant reduction in water to the system in the area, including available water currently being used for homes and businesses, as well as maintaining adequate fire-fighting pressures. Current production data indicate that this well was constructed in March, 1995 and is capable of producing 1,500 GPM. Due to the proposed removal of this well site, the Water Division requires that the well site be replaced with a new well site(s) capable of producing a minimum of 1,500 GPM. Well sites shall be of a size and at a location acceptable to the Director of Public Utilities or his designee. The HST Authority shall be responsible for fully mitigating this impact, including acquisition of replacement well site(s), construction of the well(s) (including test holes, monitoring wells, wellhead treatment, site improvements, equipment structures, discharge plumbing, utilities and ancillary equipment) and payment of any costs and fees required for connection and restoration of lost water service.. Installation of the replacement well site(s) as outlined should restore water services to existing levels and result in mitigation of the impact caused by HSR.</p>
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			<p>4. The Water Division is presently designing a 24-inch water main that will originate in West Fresno at the intersection of N. Hughes Ave/W. Olive Ave and terminate in downtown Fresno at the Water Division's proposed 3MG Water Storage Facility located at 401 H St (See the attached exhibit). The project design is currently at the 60% stage. Existing design documents for the 24-inch water main show the main crossing the proposed HST alignment at Mono St between G St and H St. This crossing will require a minimum 36-inch steel casing within the proposed HST right-of-way. Additionally, the 24-inch main is currently proposed in the G St alignment paralleling the proposed Fresno Train Station alternative at G St/Tulare St. Due to the limited information provided regarding the Train Station footprint and potential impacts to the G St. right-of-way, further information is requested by the Water Division to ensure the least possible impacts to the design, construction, and operation of the proposed 24-inch water main. At this point in time, the Water Division estimates that construction of the 24-inch water main will precede construction of the HST.</p> <p>5. Due to the significant number of potential water system impacts related to the proposed HST project, the Water Division requests the opportunity to complete the design of water facility improvements by utility or reimbursement agreement. Should the design of water facility improvements be completed under the HST project, all design documents shall be subject to approval by the City of Fresno Director of Public Utilities or his designee.</p> <p>6. Appendix 3.6-B Technical Memorandum: Water Usage Analysis for CHST Fresno to Bakersfield Section, Pg. 3.6-B-6 identifies an adjusted water usage factor for the HMF as 30 gallons per employee per day. This method of developing a water usage factor for the HMF seems inappropriate when the largest percentage of water that will be consumed at that facility is based upon the number of train cars maintained by the</p>
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		<p>facility. The City recommends that the water demand analysis consist of factors based upon the industrial use of water rather than a per capita approach.</p> <p>7. The DEIR Section 3.8-10 states that the HMF site will connect to the municipal water supply where possible and practicable. If the HMF Fresno Works alternative is selected and will obtain water service from the City, the following provisions must be satisfied:</p> <p>A. The HST project shall submit an application to the Fresno County Local Agency Formation Commission seeking authorization to expand Fresno's water service boundaries and provide water service to the Fresno Works site.</p> <p>B. The HMF Fresno Works Alternative property is not fully located within the City of Fresno's 2025 General Plan boundary and was not included in the 2008 Fresno Urban Water Management Plan. Therefore, no water allocation was identified for this portion of the site. The HST project shall provide an annual water usage analysis and provide the City of Fresno with a supply of water equivalent to the demand.</p> <p>C. The HST project shall submit water system improvement plans showing the location of all main extensions and all irrigation, fire, and domestic water services to be provided by the City of Fresno. Include on the plans the location of all reduced pressure backflow prevention devices for all services (see City Standards for acceptable locations). Any proposed City water mains shall be looped; dead end water mains will not be allowed.</p> <p>D. Payment of the standard impact and connection fees for the facility.</p> <p>E. Seal and abandon existing on-site well(s) in compliance</p>
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			<p>with the State of California Well Standards, Bulletin 74-90 or current revisions issued by California Department of Water Resources and City of Fresno standards.</p> <p>If the HMF Fresno Works alternative is selected and will obtain its water supply through the development of groundwater wells, the City of Fresno, Department of Public Utilities, Water Division recommends that the HST project identify groundwater mitigation measures to offset its groundwater demand through the implementation of water recycling, reuse, and aquifer recharge. The mitigation shall have a net zero impact on groundwater resources.</p>
3.11-8 (PDF page 8/40)	Table 3.11-3	Fire Departments and Equipment in the Fresno to Bakersfield HST Study Area	<p>This table needs the following corrections and updates</p> <p><b>Service Area:</b> City of Fresno and adjacent Fresno County areas under contract with the North Central Fire Protection District and Figarden Fire Protection District.</p> <p><b>Equipment:</b> 19 engines 5 ladder trucks with at least 85 feet reach 1 USAR (urban search and rescue) apparatus 2 water tenders 2 hazmat apparatus 2 brush rigs for vegetation fires Hazmat decontamination trailer Light and air unit</p>
3.11-16 (PDF page 16/40)	Table 3-11.4	Fire, Law Enforcement, and Emergency Medical Services Locations by Heavy Maintenance Facility Site.	<p>This analysis is not accurate, but can be rectified by the addition of the following information:</p> <ul style="list-style-type: none"> <li>The <b>Closest Fire Station</b> column needs the following changes for the "Fresno Works-Fresno" line: <i>1.25 miles Fresno County Fire Protection District, Battalion 17, Station 89, Easton</i></li> <li>The <b>Closest Hospital</b> column needs following changes for the "Fresno Works-Fresno" line:</li> </ul>

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			<i>7.2 miles, Community Regional Medical Center, Fresno</i>
3.11-8 (PDF page 8/40)	Section 3.11.4	Affected Environment, Sub-section: "A. Emergency Services-Fire"	<p>This analysis is not accurate, but can be rectified by the addition of the following information:</p> <ul style="list-style-type: none"> <li>• Delete last sentence: "<del>None of the fire departments have specialized rescue equipment</del>" and replace with the following:  <i>The Fresno and Bakersfield Fire Departments are certified as a Type 1 Heavy Rescue and Regional Response Forces with specialized rescue equipment and contracted access to additional equipment, such as industrial crane, as needed.</i></li> <li>• Add the following language:  <i>The City of Fresno does not have an <u>automatic</u> aid agreement with the Fresno County Fire Protection District. Delivery of an Effective Response Force (ERF) within the time frames prescribed in NFPA 1710 (22-25 fire fighters within 8 minutes) to a proposed Fresno Heavy Maintenance Facility south of Fresno will not be possible until such an instant aid agreement can be implemented.</i>  <i>Additionally, Fresno County Fire only has one truck company and NFPA 1710 specifies a minimum of two truck companies to comprise an ERF.</i></li> </ul>
3.12-11	3.12.4.	Regional population characteristics	<p>This section is based on US Census 2000 data. It needs to be updated using US Census 2010 data. This may indicate a lower growth rate than projected into the future. Failure to use the proper data could result in a failure to identify a potentially significant impact.</p>
3.12-12	3.12.4	Table 3.12-1	<p>Projected growth rates need to be reexamined in light of current economic recession and 2010 US Census, which showed lower numbers and growth rates than California Dept of Finance.</p>

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			Failure to use the proper data could result in a failure to identify a potentially significant impact.
3.12-13	3.12.4	HST Study Area Population	This discussion of the Fresno HSR impact area needs to be revised to reflect US Census 2010 data. Growth numbers and rates were lower for Fresno than estimated in this section. Failure to use the proper data could result in a failure to identify a potentially significant impact.
3.12-14	3.12.4	Figure 3.12.1 Fresno to Bakersfield HST alignments	The map should indicate SH 99.
3.12-17	3.12.4	Figure 3.12-2 Minority Group Representation	This figure needs to be updated to include US Census 2010 data. Failure to use the proper data could result in a failure to identify a potentially significant impact.
3.12-22	3.12.4	HST Study Area Housing Setting, City of Fresno	This discussion of housing characteristics in the Central, Edison and Roosevelt Districts should be revised to include US Census 2010 data. Failure to use the proper data could result in a failure to identify a potentially significant impact.
3.12-26	3.12.4	Economic Setting	This section should be revised to include 2010 unemployment data, and US Census 2010 data. Failure to use the proper data could result in a failure to identify a potentially significant impact.
3.12-33	3.12,4	Environmental Justice	This entire section refers to 2000 US Census data and needs to be completely revised based on 2010 US Census data. Failure to use the proper data could result in a failure to identify a potentially significant impact.
3.12-35	3.12.4	Fresno homeless discussion re Poverello House	The Poverello House serves three meals a day, 365 days a year, to anyone in need; offers free medical and dental care through the Holy Cross Clinic; provides showers and laundry services to the homeless; serves as a day shelter and safe haven for people on the streets, houses a 28-bed residential alcohol and drug rehabilitation program, and a five-bed transitional home; distributes free clothing; provides recreation, mail service, transportation, and, in 2004, opened the Village of Hope, a temporary overnight shelter for homeless people who want an alternative to residing on the streets.

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			Poverello House is not a women's shelter as stated, but provides food and shelter to homeless of all characteristics.
3.17.38 HPSR	3	Of 176 historical architectural resources found ineligible by the consultants to the National or California registers, none "is listed or eligible for listing in local government registers or inventories, and as such, none is considered an historical resource for the purposes of CEQA."	Only the City's Historic Preservation Commission ("HPC") and the Fresno City Council can determine and designate a resource to the Local Register of Historic Resources. There are in fact a few resources within the proposed corridor that MAY meet the threshold for the Local Register. These would be considered, as appropriate, by the HPC and the City Council. The City's Demolition review protocol (2025 General Plan) could also trigger a review of a resource.
13 HPSR	6	Table 6.6-1 identifies several properties as historical resources for the purposes of CEQA due to the fact that they have been included in prior surveys, many over five years of age, and have been evaluated as potential contributors to a Local Historic District or as individually eligible to the Local Register but NOT designated, as such by action of the HPC or the City Council.	"After reviewing the Cultural Resources section of the DEIR and its related technical appendices, it appears that the Authority has identified a significant number of buildings and structures as "historic resources" that do not fall within the definitions for a mandatory or presumptive historic resource set forth in Public Resources Code, section 21084.1 and CEQA Guidelines, section 15064.5(a). Though this expansive view of "historic resources" is permissible it is not legally required. The Authorities determinations regarding which buildings or structures are "historic resources" with the City of Fresno is not binding on the City."
3.18-5	3.18	City of Fresno General Plan	Discussion needs to be revised to acknowledge current major update of the General Plan to 2035 with related new Development Code. Information is currently available on the City of Fresno website at: <a href="http://www.fresno.gov">www.fresno.gov</a>
3.18-12-13	3.18	Figures 3.18-3-4 Regional Employment	The total employment figures for Fresno County are different on each of the tables, by almost 100,000 jobs. The figures on 3.18-4 may represent total labor force, not total employment. These tables should be reconciled to ensure accuracy.
3.18-13	3.18	Unemployment rates	Discussion should be updated to 2010 data. Failure to use the proper data could result in a failure to identify a potentially significant impact.

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3.18-14	3.18	Table 3.18-5 Labor Force Characteristics	The table is not consistent with Table 3.18-4. These tables should be reconciled to ensure accuracy.
3.18-17	3.18	Construction-related employment impacts	The \$156,000 annual average construction wage seems very high given the current economic conditions and historical wage trends in the area. The supporting data should be provided or clarified to ensure accuracy.
	3.19 Cumulative Impacts	Roeding Park, a regional park and the first park in the City of Fresno, is part of a local historic district and eligible for the National Register of Historic Places (NRHP).	<p>1) Roeding Park, a regional park and the first park in the City of Fresno, is part of an eligible local historic district and eligible for the National Register of Historic Places (NRHP).</p> <p>2) All of the proposed alignments utilize the same space along the Golden State Boulevard segment between Belmont and Olive Avenues, which are immediately adjoining the regional park.</p> <p>During the construction along Golden State Boulevard segment between Belmont and Golden State Boulevard a temporary barrier will be required to be installed to buffer construction activities and public access for recreational purposes. A minimum 15 buffer is required.</p> <p>3) We recommend that the mitigation measure be modified to specifically state that a 14-foot-high sound barrier will be installed with a minimum five foot landscape buffer to further mitigate potential aesthetic impact. The project would be required to submit a set of landscaping plans to the City of Fresno for review and final approval of planting materials. If applied this mitigation would reduce to a less than significant impacts related to noise, aesthetics and park and recreation categories.</p> <p>4) The analysis provided in this programmatic EIR/EIR did not fully evaluate ground vibration impacts on the existing park setting and sensitive users and exotic animals. Therefore, the City of Fresno is requesting additional analysis regarding the effects of vibration at the approach and sub-grade along</p>

Attachment to Submission 580 (Caren Chappell, October 12, 2011) -  
580\_downloaded\_website\_attachment.pdf - Continued

HIGH SPEED RAIL EIR/EIS FOR FRESNO TO BAKERSFIELD HST PROJECT  
CITY OF FRESNO **PRELIMINARY DRAFT** COMMENTS

			Golden State Boulevard between Belmont and Olive Avenues.  This additional analysis will be used to develop mitigation for ground vibration impacting the existing park setting and potential effects on sensitive users and exotic animals.
	4.0 4(f)/Section 6(F) Evaluation		1) Presuming the Fresno to Bakersfield Section starts at Clinton Avenue then this Section should include discussion of Roeding Park, similar to the Merced to Fresno Project EIR/EIS.  2) Within this section there should be a discussion of the Downtown Fresno Station Alternatives and related historical, similar to the Merced to Fresno Project EIR/EIS, 4.0 Draft Section 4(F)/6(F) Evaluation.
17-88	3	ARC-MM#4 (EIS/EIR)	Mitigation MM#4 should be required for the Fresno Station area, as it is the environmentally superior alternative to avoid impacts, direct and indirect, to historic resources including the potential for sub-surface deposits in Chinatown and within the corridor of the Central Pacific Railroad (later Southern Pacific)  There are no technical studies, substantial evidence or discussion (e.g. discussion of potential of subsurface deposit that may be in the area, historic underground tunnels/structures in Chinatown) to substantiate the conclusion.
17-58	3	EIS/EIR identifies the Azteca Theatre (836-840 F Street) as eligible for listing in the California Register.	Due to the building's association with Arturo Tirado and the importance of the building to the <i>Mexicano</i> community in Fresno (1950s and 1960s) staff and HPC believe the building is individually eligible to the National Register of Historic Places.
17-79	3	Tulare Street Overcrossing would cause a direct adverse effect to the Southern Pacific Railroad Depot and to the Bank of Italy (Fulton Mall). In addition the proposed overcrossing would cause indirect impacts to CEQA only historical resources.	A Tulare Street undercrossing is required in order to avoid impacts, direct and indirect, to historic properties. There are no technical studies, substantial evidence or discussion (e.g. shadow analysis, calls for graffiti removal, urban decay, potential aesthetic impacts, division of an existing neighborhood) to substantiate the conclusion.
17-82	3	Alternatives: Fresno Station, Mariposa	The Mariposa Street Station is the most prudent and feasible

Attachment to Submission 580 (Caren Chappell, October 12, 2011) -  
 580\_downloaded\_website\_attachment.pdf - Continued

HIGH SPEED RAIL EIR/EIS FOR FRESNO TO BAKERSFIELD HST PROJECT  
 CITY OF FRESNO **PRELIMINARY DRAFT** COMMENTS

		Alternative and Kern Alternative	alternative for avoiding or reducing impacts to the environment. The Kern Station alternative would demolish a designated historic building, the Hobbs Parsons Produce Company Building (1903, HP#169) which is not only one of the oldest extant commercial buildings in Fresno but was also recently restored for adaptive use by the City's Fire Department.
17-87-92	3	Mitigations for Archaeology and Historic Architectural Resources	Mitigation measures as proposed are loosely described and do not provide specificity to minimize significant adverse impacts, measurable, feasible, nor describe the responsible party for implementing the measure. .
		The Historic Preservation Commission at a special meeting on September 19, 2011 took public testimony and made the additional comments and recommendations.	<p>1) The City has concern about potentially significant impacts to a historic resource at the Van Ness Gateway, which is not only on the City of Fresno, Local Register of Historic Resources but was also found eligible to the National Register of Historic Places by the consultants. Although the historic Gateway to Fresno is not currently within the direct line for construction, it is anticipated that Railroad Avenue will become a cul-de-sac and the context for the Gateway will be impacted; other than perhaps from the train(s) itself it will be difficult or impossible to view the resource.</p> <p>2) The City requests that its Historic Preservation Commission be treated as a consulting party for the Memorandum of Agreement (MOA), or other similar type of instrument that will develop the treatment plan for significant impacts to historic resources.</p> <p>3) The City expressed concern about the combined impacts from noise and vibrations to historic resources from two rail systems, side-by-side, the HST and freight trains.</p> <p>4) Public and commissioners asked staff to consider the U.S. Steel Building for its potential designation to the Local Register.</p>
General	v. III, sec. E	[station area]	1. The City continues to support a Mariposa alignment for an east-facing station over the previously proposed west-facing station on a Kern St. alignment.

Attachment to Submission 580 (Caren Chappell, October 12, 2011) -  
580\_downloaded\_website\_attachment.pdf - Continued

HIGH SPEED RAIL EIR/EIS FOR FRESNO TO BAKERSFIELD HST PROJECT  
CITY OF FRESNO **PRELIMINARY DRAFT** COMMENTS

			<p>2. Presently several thousand parking spaces exist in publicly and privately owned off-street facilities within walking distance of the station. The proposed new parking facilities depicted in the diagrams should only be developed when the parking demand in the area exceeds the available supply. New parking facilities should not be developed on a speculative basis.</p> <p>3. The land where potential future parking facilities are depicted should remain available for other types of appropriate downtown development and use, unless and until the parking facilities are developed.</p>
		Relocation Assistance Program Brochures	The City recommends that the Relocation Assistance Program Brochures, which appear as part of the Fresno to Bakersfield segment, be incorporated into this document. We recognize this as ensuring continuity between the two documents which clearly overlap.
		Relocation Assistance Program	The City is recommending a mitigation measure, or through a memorandum of agreement a fund be established to fully support a staff team to work with identified impacted business through facilitation, transition and navigation through City processes. This is being proposed to reduce to a less than significant adverse impact created by the project and associated with urban decay, aesthetic, and socioeconomics, communities and environmental justice.
	Aesthetics	<p>The City of Fresno has experience significant aesthetic impacts, division of established community and socioeconomic impacts with overpasses as a simple transportation remedy. For example the Ashlan Avenue overpass is not a visual enhancement and doesn't promote a cohesive neighborhood</p> <p>Conversely, the City has experienced great success when working with the FRA to develop underpass crossings</p>	<p>As a generality the City of Fresno cannot accept a policy statement which simply considers only overpasses as a means to remedy a conflict between surface transportation system and HSR.</p> <p>The City of Fresno is prepared and ready to work with the HSRA and FRA to evaluate on a case-by-case each impacted intersection to develop the best solution in avoidance of aesthetic, land-use and transportation significant impacts.</p> <p>Furthermore, we believe this cooperative agreement should be memorialized in some fashion, such as; through development</p>



Attachment to Submission 580 (Caren Chappell, October 12, 2011) -  
580\_downloaded\_website\_attachment.pdf - Continued

HIGH SPEED RAIL EIR/EIS FOR FRESNO TO BAKERSFIELD HST PROJECT  
CITY OF FRESNO **PRELIMINARY DRAFT** COMMENTS

		such as the Shaw and West underpass. This particular underpass promotes continuity of traffic flow and directly connects pedestrians from the surrounding neighborhood directly to the retail center.	of a mitigation measure, memorandum of understanding/ agreement.
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Submission 108 (Joseph Chaudoin, September 15, 2011)

**Merced - Fresno - RECORD #108 DETAIL**

**Status :** No Action Required  
**Record Date :** 9/15/2011  
**Response Requested :**  
**Stakeholder Type :** CA Resident  
**Submission Date :** 9/15/2011  
**Submission Method :** Website  
**First Name :** Joseph  
**Last Name :** Chaudoin  
**Professional Title :**  
**Business/Organization :** Citizen  
**Address :**  
**Apt./Suite No. :**  
**City :** Madera  
**State :** CA  
**Zip Code :** 93637  
**Telephone :** 559-673-1606  
**Email :** joseph.chaudoin@hotmail.com  
**Cell Phone :**  
**Email Subscription :** All Sections  
**Add to Mailing List :** Yes  
**Stakeholder Comments/Issues :** For Whom it may Concern:  
First of all I would like it know that I am very much against HST. I am against it because of the fact that I live in an area that won't have the benefit of having a stop. I live in Madera, CA by the way. I realize that this would be a nice way to have faster and quite possibly safer travel throughout the State, but if the closest stop to me is Fresno to the South and Merced to the North why would I bother getting on this train to go to either San Francisco or Los Angeles when I can just drive to either of those places myself. I would support HST if there were the possibility that Madera would have it's own stop. Please consider that the people of Madera aren't getting a stop, and people here in Madera (myself included) may very well not want to waste time in going to either Fresno or Merced just to go to the coast or some other place in the State on a train when we can either drive or hitch a ride with a friend or family member. Thank you for your time.  
**EIR/EIS Comment :** Yes

108-1

Joseph Chaudoin

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Response to Submission 108 (Joseph Chaudoin, September 15, 2011)

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**108-1**

See MF-Response-GENERAL-5.

Submission 98 (Dorothy Christoffersen, September 12, 2011)

Merced - Fresno - RECORD #98 DETAIL

Status : Action Pending  
Record Date : 9/12/2011  
Response Requested :  
Stakeholder Type : CA Resident  
Submission Date : 9/12/2011  
Submission Method : Website  
First Name : Dorothy  
Last Name : Christoffersen  
Professional Title :  
Business/Organization :  
Address :  
Apt./Suite No. :  
City : Chowchilla  
State : CA  
Zip Code : 93610  
Telephone :  
Email : dorothyjo@clearwire.net  
Cell Phone :  
Email Subscription : All Sections, Merced - Fresno  
Add to Mailing List : Yes

98-1

Stakeholder  
Comments/Issues : I am against the High-speed train coming through the Chowchilla area. I am against the rail system altogether. I am concerned about the training going thru my property and frankly feel our state funding should be spent on fixing the terrible road conditions in Calif. I am a tax payer... and concerned citizen.  
EIR/EIS Comment : Yes

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Response to Submission 98 (Dorothy Christoffersen, September 12, 2011)

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**98-1**

See MF-Response-GENERAL-18, MF-Response-SOCIAL-1, and MF-Response-GENERAL-14.

Submission 33 (Jonathan Cohen, August 13, 2011)

Merced - Fresno - RECORD #33 DETAIL

Status : Action Pending  
Record Date : 8/13/2011  
Response Requested :  
Stakeholder Type : CA Resident  
Submission Date : 8/13/2011  
Submission Method : Website  
First Name : Jonathan  
Last Name : Cohen  
Professional Title :  
Business/Organization :  
Address :  
Apt./Suite No. :  
City :  
State : CA  
Zip Code : 93722  
Telephone :  
Email : Jaypeesi@hotmail.com  
Cell Phone :  
Email Subscription : Merced - Fresno  
Add to Mailing List : Yes  
Stakeholder  
Comments/Issues : Who is going to ride this train? You are wasting our money on something people will not use beyond a single ride to say theta they have ridden it. I realize that you all are probably engineers so that would explain the disconnect with reality.  
EIR/EIS Comment : Yes

33-1

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Response to Submission 33 (Jonathan Cohen, August 13, 2011)

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**33-1**

See MF-Response-GENERAL-6.

Submission 637 (Jan Collins, September 20, 2011)

<b>Fresno to Bakersfield High-Speed Train Section</b>	<b>La Sección de Fresno a Bakersfield del Tren de Alta Velocidad</b>
Draft Environmental Impact Report/ Environmental Impact Statement (EIR/EIS)	Proyecto de Informe de Impacto Ambiental/ Declaración de Impacto Ambiental (EIR/EIS)
<b>Public Hearings</b>	<b>Audiencias Públicas</b>
<b>September 2011</b>	<b>Septiembre del 2011</b>

Please submit your completed comment card at the end of the meeting, or mail to:  
**Fresno to Bakersfield DEIR/EIS Comment, 770 L Street, Suite 800, Sacramento, CA 95814**

Por favor entregue su tarjeta completada al final de la reunión, o envíela por correo a la siguiente dirección:

The comment period is from August 15 to September 28, 2011. Comments must be received electronically, or postmarked, on or before September 28, 2011.	El periodo de comentario es del 15 de Agosto al 28 de Septiembre del 2011. Los comentarios tienen que ser recibidos electrónicamente, o matasellados, el o antes del 28 de Septiembre del 2011. <i>RCV</i>
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Name/Nombre: JAN COLLINS *09-20-11 P02*

Organization/Organización: \_\_\_\_\_

Address/Domicilio: 2019 SILVERADO AVE, MERCED, CA 95340

Phone Number/Número de Teléfono: 209-631-4221

City, State, Zip Code/Ciudad, Estado, Código Postal: MERCED, CA 95340

E-mail Address/Correo Electrónico: janweiss@sbcglobal.com

(Use additional pages if needed/Usar paginas adicionales si es necesario)

637-1

*I know those in favor of the High Speed Rail think they are doing something to improve our lives. And I applaud you for that.*

*The problem is funding of this project does not come in an opportune time. Any audience you address, take a good look at them, the majority do not have jobs, the majority are losing their homes which all equals the loss of family unity.*

*In Merced County alone, we are experiencing a 24% at least, unemployment. We are experiencing an increase in crime, increase in gangs and decrease in school graduates.*

*My gut feeling is that we are not the only county experiencing such destitution.*

*Therefore, it does not appear to make sense to use tax money for an unnecessary luxury at this time in our lives.*

*In plain ENGLISH, I am against High Speed Rail in California.*

*Jan Collins*



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Response to Submission 637 (Jan Collins, September 20, 2011)

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**637-1**

See MF-Response-GENERAL-14.

Submission 261 (Jonathan Coria, September 14, 2011)

Comment Period Extended to  
October 13, 2011



El periodo a hacer comentarios  
está prolongado hasta del  
13 de octubre de 2011

**Comment Card**  
**Tarjeta de Comentarios**

**Merced to Fresno High-Speed Train Section** **Tren de Alta Velocidad Sección Merced a Fresno**  
 Draft Environmental Impact Report/ Anteproyecto del Informe de Impacto  
 Environmental Impact Statement (EIR/EIS) – Medioambiental/Declaración de Impacto  
**Public Hearings** **Medioambiental (EIR/EIS) - Audiencias Públicas**  
 September 2011 Septiembre 2011

Please submit your completed comment card at the end of the meeting, or mail to: Por favor entregue su tarjeta al final de la reunión, o envíela a una de las siguientes direcciones:

**Merced to Fresno HST Environmental Review, 770 L Street, Suite 800, Sacramento, CA 95814**

The comment period on the Draft EIR/EIS begins August 15, 2011 and ends September 28, 2011. Comments received after **September 28, 2011** will not be addressed in the Final EIR/EIS. El periodo a hacer comentarios empieza a 15 de agosto y termina a 28 de septiembre. Comentarios recibidos después de **28 de septiembre** no se responderá en el EIR/EIS final.

Name/ Nombre: Jonathan Coria Organization/ Organización: \_\_\_\_\_

(Optional/Opcional) Address/Domicilio: \_\_\_\_\_ Phone Number/ Número de teléfono: 626-274-4321

City, State, Zip code/ Ciudad, estado, código postal: \_\_\_\_\_ Email address/ Correo electrónico: jcoria@ucmerced.edu

261-1

I am from UC Merced and I think that the HST would be a very good idea for Merced. It would bring many jobs to the Central Valley. It will also allow for me to travel easier between cities. Eventually, if the HST is constructed, I hope to be able to travel home and able to visit my friends and family.

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Response to Submission 261 (Jonathan Coria, September 14, 2011)

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**261-1**

See MF-Response-GENERAL-9.

Submission 92 (Tony Cortez, September 8, 2011)

Merced - Fresno - RECORD #92 DETAIL

Status : Action Pending  
Record Date : 9/8/2011  
Response Requested :  
Stakeholder Type : CA Resident  
Submission Date : 9/8/2011  
Submission Method : Website  
First Name : Tony  
Last Name : Cortez  
Professional Title : Seed Tech  
Business/Organization : Los Banos, Ca.  
Address :  
Apt./Suite No. :  
City : Los Banos  
State : CA  
Zip Code : 93635  
Telephone : 408-910-3331  
Email : Tony.Cortez@comcast.net  
Cell Phone :  
Email Subscription : Merced - Fresno, San Jose - Merced  
Add to Mailing List : Yes  
Stakeholder  
Comments/Issues :  
EIR/EIS Comment : Yes

92-1

Is there going to be Station in Los Banos, Ca. ? The rail is going to going through Los Banos, Ca. Most of the people living in Los Banos, Ca. Drive to Gilroy, Morgan Hill to San Jose and San Francisco, Ca. Merced is 40 min drive and it's the wrong direction. Fresno is 1 hour drive and it's the wrong direction. I want to go to Morgan Hill direction or Gilroy, Ca. You have to make a Stop in Los Banos, Ca. by the way...your using the land in Los Banos to build the rail. It takes 1 hour drive to Morgan Hill, Ca. and 45 min to Gilroy. This sucks! I have to keep driving to work forever. Gosh!

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Response to Submission 92 (Tony Cortez, September 8, 2011)

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**92-1**

See MF-Response-GENERAL-2.

Submission 161 (William Costa Jr, September 14, 2011)

**HIGH SPEED RAIL COMMENT SHEET**

Please complete and mail this sheet to the following address:

Attention: Supervisor John Pedrozo  
County of Merced  
2222 M Street  
Merced, CA 95340

Board of Supervisors  
2222 M Street  
Merced, CA 95340

1  
17

NAME William COSTA JR  
First Last

ADDRESS 10669 E GERARD AVE LEGRAND CA. 95333  
Street Address Town/City Zip Code

MAILING ADDRESS SAME  
(IF DIFFERENT FROM ABOVE) Address Town/City Zip Code

TELEPHONE NUMBER (209) 382-1789

EMAIL ADDRESS \_\_\_\_\_

  
 DISTRICT 1 RESIDENT  
 10669 GERARD AVE  
 LE GRAND CA 95333-9765

Please check here if you would like me to notify you via email or mail of upcoming High Speed Rail public hearings or meetings for the next 12 months.

Please check all that are applicable.

- I STRONGLY SUPPORT THE A-2 HIGH SPEED RAIL ROUTE ALTERNATIVE (UNION PACIFIC RAIL ROAD/HIGHWAY 99) AND AM AGAINST THE A-1 ROUTE ALTERNATIVE.
- I SUPPORT THE A-2 ROUTE BECAUSE IT'S CLOSEST TO A MAJOR TRANSPORTION CORRIDOR.
- I SUPPORT THE A-2 ROUTE BECAUSE IT WOULD LEAST IMPACT FARMLAND AND HABITAT AREAS.
- I AM AGAINST THE A-1 ROUTE BECAUSE IT MOST NEGATIVELY AFFECTS THE COMMUNITY I LIVE IN.

161-1

Please provide any additional reasons or comment as to why you support an A-2 route.

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Please note that your comments provided on this sheet will be forwarded to the California High Speed Rail Authority for their public comment records.

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## Response to Submission 161 (William Costa Jr, September 14, 2011)

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**161-1**

See MF-Response-GENERAL-10. Also see Chapter 7 Preferred Alternative of the EIR/EIS which summarizes the relative differences between the alternatives and identifies the Hybrid Alternative as the preferred alternative for the Merced to Fresno Section.

Submission 285 (Quincy Cowen, September 9, 2011)



CALIFORNIA

High-Speed Rail Authority

09-09-11P02:46 RCVD

Comment Card

Tarjeta de Comentarios

Merced to Fresno High-Speed Train Section  
Draft Environmental Impact Report/  
Environmental Impact Statement (EIR/EIS) –  
Public Hearings  
September 2011

Tren de Alta Velocidad Sección Merced a Fresno  
Anteproyecto del Informe de Impacto  
Medioambiental/Declaración de Impacto  
Medioambiental (EIR/EIS) - Audiencias Públicas  
Septiembre 2011

Please submit your completed comment card at the  
end of the meeting, or mail to:

Por favor entregue su tarjeta al final de la reunión, o  
envíela a una de las siguientes direcciones:

Merced to Fresno HST Environmental Review, 770 L Street, Suite 800, Sacramento, CA 95814

The comment period on the Draft EIR/EIS begins  
August 15, 2011 and ends September 28, 2011.  
Comments received after September 28, 2011 will  
not be addressed in the Final EIR/EIS.

El periodo a hacer comentarios empieza a 15 de  
agosto y termina a 28 de septiembre. Comentarios  
reciben después de 28 de septiembre no se  
responderá en el EIR/EIS final.

Name/  
Nombre: Quincy Cowen Organization/  
Organización:

(Optional/Opcional)  
Address/Domicilio: 31246 AVENUE 12 Phone Number/  
Número de teléfono:

City, State, Zip code/  
Ciudad, estado, código postal: Madera, Calif 93638 Email address/  
Correo electrónico:

To Whom it may concern:

I am currently an employee at  
Arthur & Dwight Co. Inc. on Ave 12. On August 15, 2011  
we inadvertently stumbled across the information  
regarding the high speed rail authority of California possibly  
purchasing our employees property under the California  
Eminent Domain law. Upon further research into the  
California Rail Authority projected routes it has come to  
our attention the rail would possibly affect us in two out  
of 3 ways if <sup>either</sup> the BNSF alternative or the Hybrid alternative  
is chosen our building located at 31246 Ave 12, Madera

285-1

would need to be demolished in order for the construction of  
the rail to be complete. I do understand our company  
would be offered a fair market value for land  
and building although we feel as though there  
are possibilities our company would not receive  
right away or at all. Is California willing to  
lose revenues from our facility at this time? Is  
Madera County? Land surrounds our building: unused  
vacant, completely free of all - vines, plantings, irrigation  
etc. Completely vacant land. 360° around our  
facility is vacant. I can understand the train speed and  
the need for Percis alignment of the tracks as well as  
what would it really do if the track was moved over  
by 100ft or so east or west of our building? I am  
not sure if this wasn't realized earlier in the  
planning stages or maybe moving the track  
to the east or west of the building would ~~be~~ cause further  
disruption and be more ~~to~~ costly at certain  
points north or south of the track. What ever the  
reason is, we as a company have a right to know.  
The CA HST should have informed us sooner. Our livelihood,  
company and moral is at stake. Answers to  
early uncertainty within our company is what is most  
needed now.

Thank you for your time  
Quincy Cowen, plant safety

285-1



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## Response to Submission 285 (Quincy Cowen, September 9, 2011)

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**285-1**

See MF-Response-SOCIAL-1. Based upon the comments received as part of the Draft EIR/EIS, the design of the Hybrid Alternative, the preferred alternative for the Merced to Fresno section, and the BNSF Alternative has been revised and the buildings associated with the Church and Dwight are no longer impacted.

Submission 824 (Les and Cindy Crutcher, October 13, 2011)

Les & Cindy Crutcher  
P.O. Box 3695  
Turlock, CA 95381

10-13-11P05:02 RCYD  
RECEIVED

Merced to Fresno HST Environmental Review  
770 L. Street  
Suite 800  
Sacramento, CA 95814

To whom it may concern:

I am greatly troubled with the way at which your agency is conducting themselves in order to push the HST project forward with little regard to the impact of those that will be materially affected. The first order of concern is the amount of time allowed for review and comment of the EIR report, no individual could adequately review and understand this document within a 60 day time frame, this requirement is completely unreasonable. In a curser review of the document I find the following items to be of concern and not adequately addressed:

INCOMPLETE DESCRIPTION OF THE ENVIRONMENTAL SETTING IMPACTED BY THE PROJECT:

The DEIR/S fails to accurately and completely describe the existing environmental setting and evaluate impacts against the setting. The environmental setting is the pre-project or existing environmental conditions on the ground specifically the DEIR/S fails to describe:

- 824-1 1. The DEIR/S leaves until a later item during the appraisal and negotiation process, all utilities, wells, access roads and other facilities necessary to operate farms and dairies along the route.
- 824-2 2. The DEIR/S does not address the financial impact to ag operators who will loose income producing ground. An investment of over \$6,000 per acre is made on an Almond orchard with the intent that you will generate income over the next 20 years. The acres being removed from production will result in a loss of \$15,000 to \$20,000 of profit over the economic life of the orchard.
- 3. The DEIR/S does not address the relocation and cost of water sources where the route eliminates access to the existing services. This is a vital input to all agricultural operations.
- 4. The DEIR/S does not address the increase cost of operations due to carving up of lands and reduced acres. In a farming operation you have fixed cost, if you reduce the number of acres you must then spread these costs over fewer acres. An example of some specific cost increases would be electrical power for pumps and wells, property insurance, equipment payments.

824-3

5. The DEIR/S does not address the devaluation of land due to its proximity to the project. The report does not address the devaluation of taking viable ag operations and making them non-viable due to the decrease in size. It requires a certain economies of scale to run a viable operation. The amount of land we will loose will reduce the overall viability of the operation

824-4

6. The DEIR/S does not address the lack of available facilities in the market place to relocate as the proposed route would eliminate a home on the property. It also does not deal with lack of ability to relocated and maintain the same environment individuals presently have.

824-5

7. The DEIR/S fails to address the increased traffic flow on roadways due to crossings of the HST being limited and forcing people to use alternative routes. The county roads are already in a in a state of distress, and there is no analysis of the impact of the increase traffic flows. The county currently can not afford to keep them up, and this cost will fall on neighboring landowners  
8. The DEIR/S fails to address the impact of rail activity on producing crops and the potential negative impact on production levels. There is no mention of things like additional dust on trees, pollination, invasive species, vibration, aerial sprays, water, etc.

824-6

INCOMPLETE PROJECT DESCRIPTION:

The DEIR/S fails to describe the whole project. Without a description of all aspects of the project that could impact the environment, the DEIR/S cannot be complete.

- 1. The DEIR/S fails to describe the electrical facilities necessary to operate the project including transmission lines to and from sources.
- 2. The DEIR/S does address the original intent of the High Speed Rail to run lines on existing transportation corridors, it appears that this deviation of the bills intent is related to cost but the report does not compare the various impacts based on the different routes. State Route 152 does follow existing corridors and I am in support of that route. However, the Avenue 22 route is not what most would call a major transportation corridor and further congest the valley floor..

DEIR/S FAILS TO ADEQUATELY DESCRIBE AND CHARACTERIZE LAND USE IMPACTS:

The DEIR/S fails to describe the project's impacts on land use. The DEIR/S finds that project impacts will be less than significant when taking into consideration the total percent of land impacted. To the contrary, land use impacts will be significant. The DEIR/S underestimates land use impacts because:

Submission 824 (Les and Cindy Crutcher, October 13, 2011) - Continued

824-7

1. The DEIR/S omits critical information about existing land uses and local land use policies (e.g.)
2. The DEIR/S bases impacts on an unrealistically small project footprint – the footprint will be considerably larger due to noise, vibration, transfer of pesticides, cultural practices etc.
3. DEIR/S analysis fails to acknowledge the project's interference with existing neighborhoods and operations. The Project will disrupt existing neighborhoods and unincorporated communities, where the lifeline is agricultural businesses and jobs.

824-8

For all of the reasons stated above, it is not possible for the DEIR/S to accurately and adequately describe the project's impacts on land use and therefore to identify feasible mitigation measures. A revised DEIR/S must be prepared to address these omissions and recirculated for a 90-day public comment period.

Thank You

  
Les Crutcher

  
Cindy Crutcher

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## Response to Submission 824 (Les and Cindy Crutcher, October 13, 2011)

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### 824-1

The commenter is correct in that property valuation occurs after the EIR/EIS process is complete; it is part of the right-of-way acquisition process. All detailed property appraisals and negotiations occur once a preferred alternative is selected and environmentally cleared. Landowners will be compensated on a case-by-case basis, depending upon the property that would be affected. See MF-Response-SOCIAL-1.

### 824-2

See MF-Response-AGRICULTURE-4, MF-Response-AGRICULTURE-3, MF-Response-AGRICULTURE-2 and MF-Response-GENERAL-4.

### 824-3

See MF-Response-SOCIAL-1, MF-Response-SOCIAL-2, and MF-Response-AGRICULTURE-3. The availability of replacement housing is addressed in Section 3.12 of the EIR/EIS.

### 824-4

See MF-Response-TRAFFIC-2.

### 824-5

See MF-Response-GENERAL-4, MF-Response-AGRICULTURE-4, MF-Response-AGRICULTURE-5 and MF-Response-AGRICULTURE-6.

### 824-6

Electrical facilities, including the catenary system, traction power substations, switching and paralleling stations, and back-up and emergency power supply sources, needed to operate the project are discussed in Section 2.2.7, Traction Power Distribution, of the EIR/EIS.

Regarding the deviation of the proposed alternatives from existing transportation corridors, see MF-Response-General-2, subsection Existing Transportation Corridors. The impacts of each different alternative route are described in the individual resource sections in the EIR/EIS, and the differences among the alternative routes are summarized in Table S-4, Impacts that Differentiate Among North-South HST Alternatives and Design Options in the Executive Summary of the EIR/EIS.

### 824-6

Regarding the wye options, see MF-Response-General-16.

### 824-7

See MF-Response-LAND USE-2, MF-Response-NOISE-3, MF-Response-NOISE-5, MF-Response-AGRICULTURE-5, and MF-Response-AQ-1.

### 824-8

See MF-Response-SOCIAL-4, MF-Response, GENERAL-4, and MF-Response-GENERAL-5.

Submission 23 (Mary Helen Cruz, August 10, 2011)

Merced - Fresno - RECORD #23 DETAIL	
Status :	Action Pending
Record Date :	8/10/2011
Response Requested :	
Stakeholder Type :	CA Resident
Submission Date :	8/10/2011
Submission Method :	Website
First Name :	Mary Helen
Last Name :	Cruz
Professional Title :	President
Business/Organization :	Real Estate
Address :	
Apt./Suite No. :	
City :	Los Angeles
State :	CA
Zip Code :	90065
Telephone :	323 240-8004
Email :	Sunny300z@aol.com
Cell Phone :	
Email Subscription :	Merced - Fresno
Add to Mailing List :	Yes
Stakeholder Comments/Issues :	Is the Madera County High-Speed Rail Project a done deal? Has all property been bought to complete a transit system. Is there a fine map with details showing the route chosen for Madera County?
EIR/EIS Comment :	Yes
Attachments :	public2023_Original23.pdf (5 kb)

23-1 |  
23-2 |  
23-3 |

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## Response to Submission 23 (Mary Helen Cruz, August 10, 2011)

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### **23-1**

The Merced to Fresno section of the High Speed Rail is still under consideration by the High Speed Rail Authority, the Federal Railroad Administration and the Environmental Protection Agency. The project is still in the environmental review process and a decision on whether to build this project would only result after a Record of Decision is signed by all entities and permits are issued.

### **23-2**

Property acquisitions have not yet begun. This process will begin following completion of the environmental review process.

### **23-3**

Detailed maps can be found in Volume III of the EIR/EIS on the California High-Speed Train Authority website: <http://www.cahighspeedrail.ca.gov>.