

Submission P001 (Ron Arteno, September 20, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 years of time, to create this hypothetical idea. And
2 it's time to -- time has come to probably discard this
3 idea.
4 I would also like not to see our simple Amtrak
5 service go away. Because I understand that from
6 Corcoran to Bakersfield we will lose Amtrak because we
7 now have High Speed Rail. With the very best we will
8 get to 110 miles an hour during that distance with a
9 diesel motor pulling the train. So lots of concerns.
10 Lots of costs at a time when we can't afford it. And
11 it seems to be a train to nowhere.

12 So thank you for listening.

13 THE FACILITATOR: Thank you. Next we have Ron
14 Arteno, Amanda Arteno -- sorry if the name is
15 wrong -- and then we have Connie Brooks. So Ron.

16 SPEAKER RON ARTENO: Thank you, so much for
17 letting me speak. Pardon my hair, I've been outside
18 sweating.

19 So the lifetime of an investment in moderate
20 speed trains, the trains won't save any energy at all.
21 In fact, to achieve higher speed trains will require
22 even more energy than conventional trains and much more
23 than the average car or plane, 10 or 20 years from now.
24 Construction of such a High Speed Rail will consume
25 enormous amounts of energy and emit, in terms volumes,

Page 68

High Speed Rail Public Meeting
559-222-1200 888-346-5559

P001-1

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1 greenhouse gasses. Since future cars and planes will
2 be more sufficient, there are likely to be no long term
3 environmental benefits in High Speed Rail.

4 California want to build a true High Speed
5 Rail line between San Francisco and L.A., capable of
6 top speeds of 220 miles an hour, average speeds of 140
7 miles per hour. The environmental California High
8 Speed Rail project costs 33 billion, with a "B."
9 That's my tax money. That's my grandchildren's tax
10 money. If we can comprehend what a billion is.

11 Thirty-three billion for only 400 miles, while
12 the midwest rail cost 7.7 billion for 3,150 miles
13 compared to our 440 miles here in California. Okay?
14 That's 17 million per mile for true High Speed Rail,
15 partially because California project goes through some
16 mountains. And only 2.4 million for moderate speed
17 rail.

18 That High Speed Rail will cost 10 to 12 times
19 more than moderate speed rail. A true national High
20 Speed Rail will cost half a trillion dollars, but
21 because most coal and other fossil fuels, these high
22 speed trains won't reduce the emissions of gasses. As
23 we develop more renewal electricity, we would do better
24 using it as a power plug in hybrids or electric cars
25 than High Speed Rail.

Page 69

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Submission P001 (Ron Arteno, September 20, 2011) - Continued

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1 I'm -- I apologize for reading this off like
2 this. I don't mean to bore you with this, but I can't
3 come up with one good reason why we should move forward
4 with High Speed Rail, especially in this State for half
5 a cent a kilowatt how are we better spent money on dams
6 than High Speed Rail. And we already have lines that
7 parallel it. And it will never carry freight.
8 Thank you for your time.
9 THE FACILITATOR: Thank you, Amanda.
10 State your name and which section you're
11 commenting on.
12 SPEAKER BROOKS: Hi, I'm Connie Brooks and
13 I -- I will be talking about all the parts of the rail
14 because it's all the same. It's all government money
15 that I we don't have. I know back east there's a train
16 system that takes freight and it makes money. They
17 don't -- they're not government subsidized and they
18 make lots of money. The many other trains they have
19 back there -- I kind of studied this a little bit -- it
20 is government subsidized and they lose millions. And
21 the minute it is government subsidized, there is no
22 reason to be efficient. And they lose millions of
23 dollars. And I think that's what would happen here.
24 It's just -- and it's -- besides, California
25 is broke. There is no money. So I don't know why we

Page 70

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P001 (Ron Arteno, September 20, 2011)

P001-1

Refer to Standard Response FB-Response-AQ-02, FB-Response-AQ-04.

Section 3.6, Public Utilities, includes a detailed analysis of energy requirements for the proposed project.

Appendix 3.6-A, Existing Plus Project Conditions Energy Analysis, discusses the number of plane flights and vehicle miles traveled that are anticipated to decrease.

Submission P002 (Amanda Arteno, September 20, 2011)

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1 would even consider this. And the other thing is this
2 cost does not even count the train. We don't have a
3 train in this money, right? It's a building the track.
4 There is no money and I can't even imagine the cost of
5 a train. I can't even image that. But, you know, the
6 track is one thing, but to not even have the train or
7 the operating -- the operating expenses, there's no
8 money for that either.

9 So I just I can't even imagine why we would
10 consider this, not to mention the farmland. And, also,
11 it will take away our access to 99 from where my work
12 is.

13 So, anyway, thank you. I just hope you don't
14 decide not to do this. Thank you.

15 THE FACILITATOR: Thank you. Amanda Arteno.
16 Sorry about that.

17 SPEAKER AMANDA ARTENO: It's okay. Hi, my
18 name is Amanda. My family has a small business in the
19 High Sierra mountains. And I just want to say, this is
20 the worse season we have had 23 years being in
21 business. Nobody is coming to visit and it's because
22 people are hurting financially. I think it's a wrong
23 place, wrong time for the High Speed Project. I don't
24 think California can afford it. It will decimate farm
25 lands and I don't think we need it. Amtrak runs at a

Page 71

High Speed Rail Public Meeting
559-222-1200 888-346-5559

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1 loss. I think California subsidizes Amtrak at about 90
2 million a year. So we need to not do this.

3 Thanks for listening.

4 THE FACILITATOR: Thank you. Next we have
5 Brian Stanke, JD Bennet, and Kathy Arrellano.

6 SPEAKER STANKE: Good afternoon. My name is
7 Brian Stanke. I'm with California for High Speed Rail.
8 I'd like to respond to some of the misinformation that
9 has been spoken at this hearing, but first a few points
10 about this initial construction segment that's being
11 covered by this EIR.

12 Currently the State has over \$6 billion fully
13 funded in the bank, ready to start construction on this
14 project when environmental process is decided next
15 year. That's over, approximately, 100,000 jobs that
16 can be happening right here in Fresno County and San
17 Joaquin Valley next year.

18 I've heard several opponents say they oppose
19 the High Speed Rail track because they want the money
20 to improve Amtrak. What they don't realize is that
21 if -- and I think the possibility of this is zero -- if
22 we, as a country, decide that we're going to spend this
23 money on High Speed Rail and then never ever spend any
24 money on High Speed Rail ever again, all of that money,
25 all of that track goes to exactly what the lady asked

Page 72

High Speed Rail Public Meeting
559-222-1200 888-346-5559

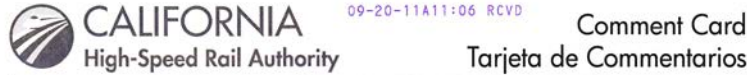
P002-1

Response to Submission P002 (Amanda Arteno, September 20, 2011)

P002-1

Refer to Standard Response FB-Response-GENERAL-14.

Submission P003 (M. Gloria Baldrick, September 20, 2011)



09-20-11A11:06 RCVD

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

La Sección de Fresno a Bakersfield del Tren de Alta Velocidad
Proyecto de Informe de Impacto Ambiental/
Declaración de Impacto Ambiental (EIR/EIS)
Audiencias Públicas
Septiembre del 2011

Please submit your completed comment card at the end of the meeting, or mail to:
Por favor entregue su tarjeta completada al final de la reunión, o envíela por correo a la siguiente dirección:

Fresno to Bakersfield DEIR/EIS Comment, 770 I Street, Suite 800, Sacramento, CA 95814

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.

Name/Nombre: Baldrick, M. GLORIA
Organization/Organización: _____
Address/Domicilio: 1213 W. WAYER ST. - HANFORD, CA 93230
Phone Number/Número de Teléfono: 559 5843905
City, State, Zip Code/Ciudad, Estado, Código Postal: HANFORD, CALIF. 93230
E-mail Address/Correo Electrónico: g
(Use additional pages if needed/Usar paginas adicionales si es necesario)

P003-1 | High speed rail - I am not in favor of it.
P003-2 | The cost is too much. It will interrupt
P003-3 | the traffic on country roads. The cost
of a ride will be higher than most
people can afford.
Our piggy bank is empty now! where
will this money come from? No, we do
not need it!!!

Response to Submission P003 (M. Gloria Baldrick, September 20, 2011)

P003-1

Refer to Standard Response FB-Response-GENERAL-17.

P003-2

Refer to Standard Response FB-Response-GENERAL-14, FB-Response-TR-01
and FB-Response-TR-02.

P003-3

Refer to Standard Response FB-Response-GENERAL-23.

Submission P004 (James Bennet, September 20, 2011)

This transcript was prepared for you by:
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1 do this project and we do build those highways, we are
2 taking far more homes and far more farmland to put in
3 those widenings of 99, 5 and all the other highways, to
4 take out all those homes for those new airports.

5 So in the end, this project, with all it's
6 benefits, if we don't move forward we're going to spend
7 more money. We're going to take more homes, take more
8 farmland and we're going to get far less in return.

9 Thank you.

10 THE FACILITATOR: Thank you. JD Bennett.

11 SPEAKER BENNETT: Good afternoon. My name is
12 James Bennet. I'll be representing the entire track,
13 both sections.

14 First of all, I would like to draw everybody's
15 attention to the sign in the back of the room. That is
16 the clear message. There is no money for this rail.
17 There is money to start the rail, yes. There is not
18 money when the first tracks are laid. There's no money
19 to meet this project. There's no money to take this
20 project any further than the short span that they're
21 willing to put in right now.

22 Yes, it will create jobs temporarily and those
23 jobs will go away. And people will be unemployed
24 again. It gives people false hope to think that those
25 jobs are going to be around for a long period of time,

Page 74

High Speed Rail Public Meeting
559-222-1200 888-346-5559

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1 because there's not going to be money to fund the rest
2 of that track. The jobs will go away. I don't think
3 that's fair.

4 When this project was initially voted on by
5 the voters, it was said that it would parallel a main
6 corridor, as in the 99 or the 5, it's not. This now
7 has been re-routed and it's going through farmland. I
8 have personal friends who are going to lose farmland
9 with this project. Not only are they going to lose
10 out, but the people of California are going to lose out
11 because the produce that they provide not only to
12 California, but to the entire United States and to
13 other parts of the world are going to be taken away.

14 We have many dairies that are going to be
15 affected as well. Tulare County is one of the largest
16 milk producing counties in the entire United States.
17 We're going to lose that.

18 The money that is initially provided for this
19 project, we're looking for federal funds. I believe it
20 was, like, \$16 million. That's not going to happen.
21 The Federal Government is broke. What money that they
22 put into that is going to be the taxpayer's money.

23 We can't even balance the budget in the first
24 place and California does not have a balanced budget.
25 California has not had a balanced budget for many

Page 75

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Submission P004 (James Bennet, September 20, 2011) - Continued

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1 years. I worked for the State of California and I know
2 for a fact that they don't have a balanced budget. My
3 paycheck would show that very clearly.
4 This project is going to take away small
5 businesses. It's going to interrupt small businesses
6 and it's going to hurt California. It's going to hurt
7 the Central Valley tremendously. And if we take
8 anymore money out of our State budget that we don't
9 have to put into a project, that's bound to fail. It's
10 a failure to the people.
11 Thank you.
12 THE FACILITATOR: Thank you. Next up -- I
13 actually don't think it says Kathy. I think it's Katie
14 or -- I don't know. No? Really? Okay. We have Kurt
15 Taylor and next up after that Steve Brandon.
16 SPEAKER TAYLOR: I'm going to start with a
17 question. I'm a local farmer. How many of you today
18 rode Amtrak here? Anybody at this Board? We all came
19 in cars. And the local area, we haven't pushed a local
20 damn through in over 42 years.
21 We need infrastructure. We need jobs. Amtrak
22 is not the time, place and the Valley can't afford it
23 right now. And if we're talking about farm ground, we
24 have a right-of-way right now, the 99. Why don't we
25 bring it up in the air and run down the 99 corridor

Page 76

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P004 (James Bennet, September 20, 2011)

P004-1

Refer to Standard Response FB-Response-GENERAL-17.

P004-2

Refer to Standard Response FB-Response-GENERAL-02, FB-Response-GENERAL-04,
FB-Response-GENERAL-10.

Submission P005 (Steve Brandav, September 20, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 where the right-of-ways are covered instead of buying
2 wasted farm grounds and all that.

3 And first of all, in our area, moving
4 equipment and stuff, people are going to get killed on
5 this track. There's no doubt about it. The local
6 trains and Amtrak kill two or three people a year. Has
7 anybody thought about that?

8 So we need jobs, but we need stuff likes dams.
9 And if we can't push through dams with infrastructure
10 and environmental through 20 to 30 years, how can this
11 be pushed through that fast? You know, that's my
12 biggest question because I'm on the Water Board and we
13 can't get anything pushed through in California. It's
14 a big question to me, how is this pushed through?
15 Usually that means this project is done. In most cases
16 that's how it works.

17 So that's my only comment. I think we need to
18 get it up in the area if you're going to have it, but I
19 don't think we're ready for it yet. I think we need
20 dams and infrastructure first before we worry about
21 High Speed Rail.

22 Thank you.

23 THE FACILITATOR: Thank you. Steve Brandav
24 and then if Katie Arrellano is still in the room.

25 SPEAKER BRANDAV: Thanks for holding this

Page 77

High Speed Rail Public Meeting
559-222-1200 888-346-5559

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P005-1

1 meeting today. One of our thoughts and our hopes is
2 that you will extend the period for public commenting
3 on this project. A lot of the people in the community
4 are unaware how close the High Speed Rail Project is to
5 going forward. And I think if they knew, they would
6 like to have an opportunity to meet like we're doing
7 today. So that's my first question is, would you
8 please consider extending for 60 or 90 days, the time
9 for the public to comment.

10 Secondly, it's hard to say anything new. I
11 agree with this farmer that just spoke. I agree with
12 the business owners that spoke earlier near Ashland.
13 But I would like to talk about jobs, because that's
14 what we get bombarded by, by our mayor and by others,
15 is that this is going to provide a lot of great jobs
16 for Fresnoians. And although I want to talk to the
17 whole track -- because they probably experience the
18 same type of things in Tulare, Kings, Kern County,
19 Bakersfield county.

20 About a mile away we have Grizzly Stadium.
21 Fresno got together and they decided to lend a bunch of
22 contractors a bunch of money. We went and built
23 Grizzly Stadium. Were their jobs? Yes. Did men and
24 women swing hammers and build things and open up
25 concession stands? Yes. But after those jobs have

Page 78

P005-2

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Submission P005 (Steve Brandav, September 20, 2011) - Continued

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P005-2

1 come and gone, and even the ones that existed still to
2 this day annually, the people of Fresno have to pay for
3 that stadium. It doesn't make any money.
4 About four or five miles this way we have
5 another project, which is very similar called Grant
6 Park, where Fresnoians went on the hook. Our City
7 Council, our mayor wanted to put in a government
8 subsidized park over here that was going to pay for
9 itself through all kinds of activities. Are there
10 people that mow the lawns over there? People that sold
11 hotdogs and built the buildings? Yes. But after all
12 of that work has come and gone, and even the part that
13 does continue every year, Fresnoians have to pay
14 annually for that park. As a matter of fact, if you
15 drive by that park what you really see is brown grass,
16 all the trees have already died, the buildings are in
17 disarray, nobody is paying for that park other than
18 taxpayers.

P005-3

19 That's what we are afraid of with this
20 project. There's no budget. There's no budget that we
21 have seen, so we don't understand why we can proceed.
22 One of the tenants of the tea party is fiscal
23 responsibility. And this is not fiscally responsible
24 to proceed on a project that tears across this man's
25 farmland and this man's business when we don't have a

Page 79

High Speed Rail Public Meeting
559-222-1200 888-346-5559

P005-3

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1 proposal of how this is going to have the money to
2 complete the project. I don't want this project
3 started in the Central Valley to tear up the world's
4 best farmland for a project that I have not seen a
5 budget that pencils out.
6 Thank you.
7 THE FACILITATOR: Thank you. Next we have
8 Janie Doak, and then after that Daniel Crouch and Paul
9 Herman.
10 SPEAKER DOAK: Hello, my name is Janie Doak.
11 I'm the owner of Doak Development. I'm a building
12 contractor and property manager for Industrial
13 Properties.

14 My first concern is that the affected property
15 owners, many of them have not been notified.

16 Oh, I'm sorry. You wanted me to say what part
17 of the project. My comments are pertaining to the High
18 Speed Rail Merced to Fresno proposed route, North
19 Golden State Boulevard from Herndon south to Ashland.

20 My first concern is that the effected property
21 owners have not been notified. Most do not fully
22 understand the impact of the proposed High Speed Rail
23 route on their properties. Some of them are in denial.
24 Some doubt it will happen due to financial concerns. I
25 have personally talked to 18 owners along Golden State

Page 80

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P005 (Steve Brandav, September 20, 2011)

P005-1

Refer to Standard Response FB-Response-GENERAL-07, FB-Response-GENERAL-16.

P005-2

Refer to Standard Response FB-Response-GENERAL-14.

See Section 5.1.2 in the Community Impact Assessment Technical Report, and the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12, Impacts SO #5 and SO #14, for information on project job creation during construction and operation.

P005-3

Refer to Standard Response FB-Response-GENERAL-17.

It is typical for major infrastructure projects of this nature, which require a number of years to plan, design and construct, to not have all of the necessary funding secured at the outset of project construction. Typically transportation systems like this are built in a series of phases over a period of time and as funding becomes available. That is the case with major freeways and major transit projects such as the BART system in San Francisco and the urban rail system in Los Angeles. Funding has been secured for the Initial Construction Section in the Central Valley, and as additional funds are secured from a variety of sources, the project will be expanded in a series of phases. Each phase is designed to provide independent benefits should no additional funding become available.

Submission P006 (Kelly Brooks, September 20, 2011)

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1 And the meeting I went to, they laid out the maps. I
 2 think it was about three months ago.
 3 They said probably we would get money from
 4 China. China already owns the United States. United
 5 States is broke and most of the States are broke,
 6 especially California. And other States had sense
 7 enough to turn this down. So I just can't ever see it
 8 being finished. Improve Amtrak, get more schedules.
 9 Thank you.
 10 THE FACILITATOR: Thank you. Next we have
 11 Dr. Kelly Brooks. And if you could state whether
 12 you're making a comment on Fresno to Bakersfield or
 13 Merced to Fresno that would be helpful, or both.
 14 SPEAKER BROOKS: Fresno to Bakersfield.
 15 Dr. Kelly Brooks is my name. I have a business on
 16 Ashland, right near 99. And when this project starts
 17 it will tear up my access for patients for quite some
 18 time. So from just a practical standpoint, I would not
 19 like to see it happen because it impacts my business
 20 directly.
 21 I take care of patients all over the State of
 22 California. I do high-tech IV therapy. I feed people
 23 and a lot of patients I take care of are ones
 24 that I have to do personal delivery to. So from that
 25 standpoint, I'm against tearing up from Ashland clear

Page 66

High Speed Rail Public Meeting
559-222-1200 888-346-5559

P006-1

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1 down to the center of the city and destroying the 99
 2 corridor in order to create this High Speed Rail.
 3 The other side of it is that my understanding
 4 is there is no power to run an electric train in
 5 California. We haven't treated any new infrastructure
 6 for trains that run on electricity. And the first
 7 train that will run will be a diesel train, which seems
 8 to me to be kind of an oxymoron if you're trying to go
 9 to a clean energy situation.
 10 The other part of it is, we will end up with a
 11 track from Corcoran and Bakersfield and no train to run
 12 on it that's, in fact, an electric train, because we
 13 won't invest in dams to create the electricity to run
 14 all of this. And we all know that solar power and
 15 others have proven, kind of without a doubt, that
 16 people aren't too interested in spending money in
 17 California, other than giving people loans that they
 18 can go bankrupt with and defraud the people of
 19 California.
 20 So I think what the bottom line for me is, we
 21 have a track to nowhere. Nobody is interested in
 22 building it north of Corcoran or south of Bakersfield.
 23 We have no money, federally, to do that. There's no
 24 will nationally. Every other State has given up this
 25 project. We spent over 650 million to get to -- in ten

Page 67

High Speed Rail Public Meeting
559-222-1200 888-346-5559

P006-2

P006-3

P006-4

Submission P006 (Kelly Brooks, September 20, 2011) - Continued

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Nisbett Lucas Reporting & Videography

P006-5

1 years of time, to create this hypothetical idea. And
2 it's time to -- time has come to probably discard this
3 idea.
4 I would also like not to see our simple Amtrak
5 service go away. Because I understand that from
6 Corcoran to Bakersfield we will lose Amtrak because we
7 now have High Speed Rail. With the very best we will
8 get to 110 miles an hour during that distance with a
9 diesel motor pulling the train. So lots of concerns.
10 Lots of costs at a time when we can't afford it. And
11 it seems to be a train to nowhere.
12 So thank you for listening.
13 THE FACILITATOR: Thank you. Next we have Ron
14 Arteno, Amanda Arteno -- sorry if the name is
15 wrong -- and then we have Connie Brooks. So Ron.
16 SPEAKER RON ARTENO: Thank you, so much for
17 letting me speak. Pardon my hair, I've been outside
18 sweating.
19 So the lifetime of an investment in moderate
20 speed trains, the trains won't save any energy at all.
21 In fact, to achieve higher speed trains will require
22 even more energy than conventional trains and much more
23 than the average car or plane, 10 or 20 years from now.
24 Construction of such a High Speed Rail will consume
25 enormous amounts of energy and emit, in terms volumes,

Page 68

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P006 (Kelly Brooks, September 20, 2011)

P006-1

Refer to Standard Response FB-Response-SO-03.

See Mitigation Measure TR-1: Access maintenance for property owners. This measure states that during construction, access will be maintained for owners to their property to a level that maintains pre-project viability of the property for its pre-project use. If a proposed road closure restricts current access to a property, alternative access via connections to existing roadways will be provided. If adjacent road access is not available, new road connections will be prepared, if feasible. If alternative road access is not feasible, the property will be considered for acquisition.

P006-2

Refer to Standard Response FB-Response-PU&E-01 and Master Response FB-Response-38

P006-3

Refer to Standard Response FB-Response-PU&E-02.

P006-4

Refer to Standard Response FB-Response-GENERAL-17.

As discussed in the Revised 2012 Business Plan (Authority 2012a), the California high-speed rail (HSR) program will depend on a mix of public and private investment, the latter becoming available after the fundamental economics of the program are demonstrated. A phased approach to system development is the prudent course to build a foundation that allows for greater efficiency in the use of private investment once the initial segments of the system are in place. This approach also recognizes current budgetary and funding realities. Among other things, the phased approach will help ensure the system's success by introducing Californians to HSR service and building ridership over time. At the same time, improvements can be made to regional systems that connect with the HST, resulting in the conventional and high-speed systems complementing each other.

P006-4

The goals of Proposition 1A were used to develop the phasing strategy for the statewide HST System and were guided by the following key principles:

- Divide the statewide high-speed rail program into a series of smaller, discrete projects that can stand alone, will provide viable revenue service, can be matched to available funding, and can be delivered through appropriate business models.
- Advance sections as soon as feasible to realize early benefits, especially employment, and to minimize inflation impact.
- Leverage existing rail systems and infrastructure, including connecting rail and bus services.
- Forge a long-term partnership with the federal government for program delivery.
- Develop partnerships with other transportation operators to identify efficiencies through leveraging state, regional, local, and capital program investments, and maximizing connectivity between systems.
- Seek earliest feasible and best value private-sector participation and financing with appropriate risk transfer and cost containment.
- Mitigate against the risk of funding delays by providing decision points for state policy-makers to determine how and when the next steps should proceed, while leaving a fully operational system and generating economic benefits at each step.

The Authority applied these principles, taking into account key factors such as cost, funding scenarios, and ridership and revenue projections, to develop an implementation strategy with the following key steps:

- Step 1—Early Investments, Statewide Benefits. The first construction of dedicated high-speed infrastructure for the initial operating system (IOS) begins in the Central Valley. As with all of the steps, this initial section is being developed to deliver early benefits by leveraging other systems—enabling them to operate on the new high-speed tracks, which can be done without impacts on the design or integrity of the new infrastructure. Improved passenger rail service would begin upon completion of the first IOS segment by connecting the San Joaquins, Altamont Commuter Express (ACE), Sacramento Regional Transit, and the Capitol Corridor (and potentially Caltrain). Through a new, strategic approach, there is also the opportunity for new or improved travel between Bakersfield and Sacramento, Oakland, San Jose, and San Francisco.

Response to Submission P006 (Kelly Brooks, September 20, 2011) - Continued

P006-4

This expanded Northern California Unified Service could begin operation as early as 2018, with the potential to provide transportation and economic benefits well before fully operational high-speed rail service is initiated.

As part of this first step, complementary investments and improvements will be made to both accelerate benefits and distribute them more widely across the state. These investments will be made using the \$950 million in Proposition 1A connectivity funding, available Proposition 1A high-speed rail funds, future federal funds, and other sources, and will include the following:

- o Investment in the bookends: In Northern California, the long-awaited electrification of the Caltrain corridor will begin under a collaborative program between Bay Area agencies and the Authority. In addition, consistent with the Southern California Memorandum of Understanding, investments will be made in key rail corridors in the southern part of the state, such as upgrading the Metrolink corridor from Los Angeles to Palmdale.
 - o The Northern California Unified Service described above will be initiated.
 - o As the next step in the IOS, work to close the rail gap between Bakersfield and Palmdale through the Tehachapi Mountains will begin. Environmental clearance is possible in early 2014, and plans are being developed to move quickly to implement the improvements to close this critical gap and create the first statewide rail link between the Bay Area and the Los Angeles Basin.
- Step 2—Initial High-Speed Rail Operations. Introduction of the state's (and the nation's) first fully operational high-speed rail service will begin. This service can be operated by a private entity without subsidy, will have the potential to attract private investment to expand the system from Bay to Basin, and can be completed within a decade. The service will be blended with regional/local systems. The IOS is achieved through expansion of the first construction segment into an electrified operating high-speed rail line from Merced to Palmdale and the San Fernando Valley, accessing the populous Los Angeles Basin. Following on the work discussed above, the next priority in implementing the IOS will be closing the rail gap between Northern and Southern California by crossing the Tehachapi Mountains with new, dedicated high-speed rail infrastructure. Prior to completion of the IOS to the San Fernando Valley, this link will tie

P006-4

the north to the south at Palmdale, where Metrolink commuter rail service can then provide service and connections throughout Southern California.

Currently, the IOS is defined as extending from Merced to the San Fernando Valley, and high-speed revenue service would only start once the full IOS is built and operable. Should ridership and revenue forecasts and financial projections demonstrate that revenue service compliant with Proposition 1A could begin earlier, with a shorter IOS, appropriate reviews would occur to consider and implement earlier service, if appropriate.

- Step 3—The Bay to Basin System. The dedicated high-speed rail infrastructure of the IOS will be expanded north and west to San Jose, providing HSR service between the state's major population centers in the north and south and providing the platform for the transition to statewide blended operations. At this stage, passengers will be able to take a one-seat ride between greater Los Angeles (San Fernando Station) and the San Francisco Transbay Transit Center using blended infrastructure in the north between San Francisco and San Jose (assuming electrification of the Caltrain corridor by 2020 as proposed by Caltrain), using dedicated high-speed rail infrastructure between San Jose and the San Fernando Station, and, in the south, connecting via Metrolink between the San Fernando Valley Station and Los Angeles' Union Station and on to other points throughout Southern California.
- Step 4—The Phase 1 System. For the blended approach, the dedicated high-speed rail infrastructure of the Bay-to-Basin system will be extended from the San Fernando Valley to Los Angeles Union Station, linking to a significantly upgraded passenger rail corridor developed to maximize service between Los Angeles and Anaheim while also addressing community concerns about new infrastructure impacts in a congested urban corridor that includes a number of established communities that abut the existing right-of-way. Under a full build scenario, dedicated high-speed rail infrastructure would be extended from San Jose to San Francisco's Transbay Transit Center and from Los Angeles to Anaheim.
- Step 5—The Phase 2 System. Phase 2 will extend the high-speed rail system to Sacramento and San Diego, representing completion of the 800-mile statewide system.

Response to Submission P006 (Kelly Brooks, September 20, 2011) - Continued

P006-4

Travelers will be able to travel among all of the state's major population centers on high-speed rail. Phase 2 areas will see improvements in rail service well in advance of the expansion of the high-speed rail system through the combination of early investments and blended operations, as described in the Revised 2012 Business Plan (Authority 2012a).

P006-5

Refer to Standard Response FB-Response-GENERAL-12.

Submission P007 (Connie Brooks, September 20, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 I'm -- I apologize for reading this off like
2 this. I don't mean to bore you with this, but I can't
3 come up with one good reason why we should move forward
4 with High Speed Rail, especially in this State for half
5 a cent a kilowatt how are we better spent money on dams
6 than High Speed Rail. And we already have lines that
7 parallel it. And it will never carry freight.

8 Thank you for your time.

9 THE FACILITATOR: Thank you, Amanda.

10 State your name and which section you're
11 commenting on.

12 SPEAKER BROOKS: Hi, I'm Connie Brooks and
13 I -- I will be talking about all the parts of the rail
14 because it's all the same. It's all government money
15 that I we don't have. I know back east there's a train
16 system that takes freight and it makes money. They
17 don't -- they're not government subsidized and they
18 make lots of money. The many other trains they have
19 back there -- I kind of studied this a little bit -- it
20 is government subsidized and they lose millions. And
21 the minute it is government subsidized, there is no
22 reason to be efficient. And they lose millions of
23 dollars. And I think that's what would happen here.

24 It's just -- and it's -- besides, California
25 is broke. There is no money. So I don't know why we

Page 70

High Speed Rail Public Meeting
559-222-1200 888-346-5559

P007-2

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Nisbett Lucas Reporting & Videography

1 would even consider this. And the other thing is this
2 cost does not even count the train. We don't have a
3 train in this money, right? It's a building the track.
4 There is no money and I can't even imagine the cost of
5 a train. I can't even image that. But, you know, the
6 track is one thing, but to not even have the train or
7 the operating -- the operating expenses, there's no
8 money for that either.

9 So I just I can't even imagine why we would
10 consider this, not to mention the farmland. And, also,
11 it will take away our access to 99 from where my work
12 is.

13 So, anyway, thank you. I just hope you don't
14 decide not to do this. Thank you.

15 THE FACILITATOR: Thank you. Amanda Arteno.
16 Sorry about that.

17 SPEAKER AMANDA ARTENO: It's okay. Hi, my
18 name is Amanda. My family has a small business in the
19 High Sierra mountains. And I just want to say, this is
20 the worse season we have had 23 years being in
21 business. Nobody is coming to visit and it's because
22 people are hurting financially. I think it's a wrong
23 place, wrong time for the High Speed Project. I don't
24 think California can afford it. It will decimate farm
25 lands and I don't think we need it. Amtrak runs at a

Page 71

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P007 (Connie Brooks, September 20, 2011)

P007-1

Refer to Standard Response FB-Response-GENERAL-17.

P007-2

Refer to Standard Response FB-Response-GENERAL-17.

The cost of acquiring trains has been included in the overall cost estimate for the California HST System. As indicated in Section 5.2.1, High-Speed Train Alternatives, of the EIR/EIS, the cost of vehicles was determined by using publicly available data regarding recent sales of comparable equipment to other HST projects around the world and by informally consulting with manufacturers. Additional costs are included for adaptation of existing trainset designs to meet U.S. safety regulations and to comply with "Buy America" requirements. The systemwide cost of vehicle procurement is divided into three parts: Initial Operating Section (Merced to the San Fernando Valley), Bay to Basin (from San Jose and Merced to the San Fernando Valley), and the Phase 1 Blended System (San Francisco to Anaheim and Los Angeles). Total vehicle procurement cost is estimated to be \$3.2 billion in 2011 dollars.

Submission P008 (Lynord Chan, September 20, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 be engaged in order to help facilitate these types of
2 moves? What are we doing to help facilitate employment
3 opportunities?

4 Everybody will not be a small business and a
5 small business on the scale of the program that we're
6 implementing here. It's just not going to take in the
7 general public.

8 What we're looking at doing in our
9 organization is putting together an academy that will
10 help educate, make sure people receive all their
11 certifications that are necessary so that they can be
12 integrated into possible subcontractors, prime
13 contractors in a way that would allow more people to
14 receive employment. How are we reaching out to them
15 and whatever we can? Do we want to do that?

16 Thank you for the opportunity to speak to you
17 tonight.

18 THE FACILITATOR: Thank you. Lynord Chan.

19 SPEAKER CHAN: My name is Lynord Chan. I
20 just -- you have a program -- you're going to build the
21 passover on D Street and Tulare Street. There's
22 another option, you know. You can build the underpass.
23 You know, if you -- what I am concerned with, if you
24 put a bypass on the G Street and from to the E Street
25 you're going to block the whole street of Tulare and

Page 94

High Speed Rail Public Meeting
559-222-1200 888-346-5559

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1 half street. And my building is over there and I have
2 some on T Street and Tulare street.

3 And by way, if you block the whole street you
4 lose lot of business. On the other side, you increase
5 the crime. You know, in that area is a a bad spot of
6 crime in Fresno. What I am concerned with is the
7 safety of that area. You know, you put a
8 passover -- people who live under the passover -- and
9 the traffic will be bad everywhere and police can be
10 hard to reach them. That's why.

11 In the nearby, they have a mission. What they
12 call it? Tent City. They all -- the crime, you know.
13 If you make another in that area they will increase the
14 crime, you know. That's why I would like to, you know,
15 talk about this one. Because in the future, you know,
16 if it happen like that, that will be a big disaster.

17 And as I hear the news about London, London
18 already have a problem because there are homeless
19 people taking over the from the High Speed train, you
20 know.

21 They make them stop about 60 hours. Some
22 people in the traffic accidents. That's why I would
23 like to pay attention on the crime in this area.

24 Thank you.

25 THE FACILITATOR: Thank you. Is there anyone

Page 95

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P008 (Lynord Chan, September 20, 2011)

P008-1

Refer to Standard Response FB-Response-AVR-04.

P008-2

Refer to Standard Response FB-Response-TR-01.

Submission P009 (Jan Collins, September 20, 2011)

<p>fresno to bakersfield high-speed train section Draft Environmental Impact Report/ Environmental Impact Statement (EIR/EIS) Public Hearings September 2011</p>	<p>La seccion de fresno a Bakersfield del Tren de Alta Velocidad Proyecto de Informe de Impacto Ambiental/ Declaración de Impacto Ambiental (EIR/EIS) Audiencias Públicas Septiembre del 2011</p>
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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:

<p>The comment period is from August 15 to September 28, 2011. Comments must be received electronically, or postmarked, on or before September 28, 2011.</p>	<p>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. RCV</p>
--	--

Name/Nombre: JAN COLLINS

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)

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 21% 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.

P009-1

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

Jan Collins

Response to Submission P009 (Jan Collins, September 20, 2011)

P009-1

Refer to Standard Response FB-Response-GENERAL-14.

Submission P010 (Av Daniels, September 20, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

P010-1

1 Thank you.
2 THE FACILITATOR: Thank you. Av Daniels.
3 SPEAKER DANIELS: Hello, I'm Av Daniels and
4 I'm in commercial property -- is my business. And I
5 can see this High Speed Rail never being finished. And
6 I think the weeds will grow in the track before they
7 have enough money to finish it.
8 I don't think anyone is going to ride it and I
9 don't think going to Bakersfield is a good idea. It's
10 going to take 70 miles to slow that train down before
11 it can even stop in Bakersfield.
12 We need to improve airfare in Fresno. We need
13 to improve our freeways. We need to improve our police
14 department. The money would be better spent in a lot
15 of ways, other than High Speed Rail that will never be
16 finished and the valuable farmland it will take away.
17 And they don't even know the cost of this because they
18 don't know what that farm land is going to cost.
19 I was at a meeting where one of the farmers
20 spoke and he says he has five wells on his property
21 that all have to be replaced. They said, "We can do
22 that. That's about \$20,000 a well." He said, "No,
23 \$80,000 a well."
24 The people aren't knowledgeable enough. They
25 don't know what they're getting into, the cost of this.

Page 65

High Speed Rail Public Meeting
559-222-1200 888-346-5559

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1 And the meeting I went to, they laid out the maps. I
2 think it was about three months ago.
3 They said probably we would get money from
4 China. China already owns the United States. United
5 States is broke and most of the States are broke,
6 especially California. And other States had sense
7 enough to turn this down. So I just can't ever see it
8 being finished. Improve Amtrak, get more schedules.
9 Thank you.
10 THE FACILITATOR: Thank you. Next we have
11 Dr. Kelly Brooks. And if you could state whether
12 you're making a comment on Fresno to Bakersfield or
13 Merced to Fresno that would be helpful, or both.
14 SPEAKER BROOKS: Fresno to Bakersfield.
15 Dr. Kelly Brooks is my name. I have a business on
16 Ashland, right near 99. And when this project starts
17 it will tear up my access for patients for quite some
18 time. So from just a practical standpoint, I would not
19 like to see it happen because it impacts my business
20 directly.
21 I take care of patients all over the State of
22 California. I do high-tech IV therapy. I feed people
23 and a lot of patients I take care of are ones
24 that I have to do personal delivery to. So from that
25 standpoint, I'm against tearing up from Ashland clear

Page 66

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P010 (Av Daniels, September 20, 2011)

P010-1

Refer to Standard Response FB-Response-GENERAL-14.

Submission P011 (Ron Decker, September 20, 2011)



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

La Sección de Fresno a Bakersfield del Tren de Alta Velocidad
Proyecto de Informe de Impacto Ambiental/
Declaración de Impacto Ambiental (EIR/EIS)
Audiencias Públicas
Septiembre del 2011

Please submit your completed comment card at the end of the meeting, or mail to:
Fresno to Bakersfield DEIR/EIS Comment, 770 I 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, al o antes del 28 de Septiembre del 2011.

Name/Nombre: Ron Decker
Organization/Organización: _____
Address/Domicilio: 6300 N Palm #122
Phone Number/Número de Teléfono: 559-905-6840
City, State, Zip Code/Ciudad, Estado, Código Postal: Fresno Ca 93704
E-mail Address/Correo Electrónico: rdron@gmail.com
(Use additional pages if needed/Usar paginas adicionales si es necesario)

P011-1 | Why do you want to destroy
valuable farm land on west side

P011-2 | of Fresno. How much will
you pay for farm land- who
determines value?

P011-3 | Please reply- I need answers

Response to Submission P011 (Ron Decker, September 20, 2011)

P011-1

Refer to Standard Response FB-Response-SO-01.

For information on the property acquisition and compensation process, see Volume II, Technical Appendix 3.12-A.

P011-2

Refer to Standard Response FB-Response-SO-01.

P011-3

This was not a comment on the EIR/EIS. The Public Outreach Team responded directly to the commenter.

Submission P012 (Rick Deming, September 20, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 out there digging in the trash for cans and plastic,
2 but I will do it if I have to.
3 I just want to thank you guys for this
4 initiative and I appreciate you guys bringing the work
5 here so we can get something to do. Thank you.
6 THE FACILITATOR: Thank you. Rick Deming.
7 SPEAKER DEMING: Hi. My name is Rick Deming.
8 I'm a retired State project manager and senior
9 environmental planner.
10 I got some comments on the -- not just the
11 plan, but the project itself. My wife and I were first
12 married up in Seattle area back in the late 70s, early
13 80s, and they had a group of people like this really
14 far reaching project that was on a scale at least this
15 big. And it was going to bring plenty to the Pacific
16 northwest. They were going to build five power plants
17 and the power was going to be free. And it was just a
18 great thing.
19 And people that were on the Board were just as
20 convinced of it as you were there, right there. And it
21 was an absolute disaster. And the western Washington,
22 I think, public power supply system quickly became
23 known as an "oops." And they put the State in so much
24 bondage and bought it for so much money and it really
25 set the whole Pacific northwest back for a decade. And

Page 61

High Speed Rail Public Meeting
559-222-1200 888-346-5559

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1 the only thing to finally pull it out was, I think, was
2 from all the industry that nobody could identify. But
3 it's a private industry and something that really
4 created jobs like this gentleman is looking for.
5 You guys -- as I was reading through it, it
6 still says it is a \$47 billion project. You'll blow
7 through that in studies.
8 I remember voting for bark when I lived in the
9 Bay Area and they blew through the budget they had
10 there before they put any in. And you guys will do the
11 same thing. It's not a criticism. This is a huge
12 project. I'm not telling you anything you don't know.
13 And the cost will be incredible. And this
14 State is -- whatever it is -- 20 something billion in
15 the hole and federal government is so many trillion
16 dollars in the hole. And to bond for something this
17 big, it may or may not be a great project, but there
18 may be a time in the future when we can do something
19 like this, but this is not the time.
20 You guys are going to be looking back ten
21 years from now and saying, "What on earth were we
22 thinking?" And that's my comment from experience and,
23 you know, I am a professional EIR writer, so I know
24 something about that process.
25 Thank you.

Page 62

High Speed Rail Public Meeting
559-222-1200 888-346-5559

P012-1

Response to Submission P012 (Rick Deming, September 20, 2011)

P012-1

Refer to Standard Response FB-Response-GENERAL-14, FB-Response-GENERAL-17.

Submission P013 (Vartkais Dermenjian, North Machine Company, September 20, 2011)

Section my comments will address: BOTH Merced to Bakersfield & beyond

Good afternoon, thank you for hearing my comments;
My name is Vartkais Dermenjian
I represent North Machine Company,

A 100-year old company of engineers and manufactures that was established back in 1901
Currently, the company is in process of moving from Bay Area to Planada CA.

In my presentation I would like to identify and evaluate reasonable alternative that could
avoid or lessen negative environmental impact of the proposed High-Speed Rail effort,
Yet maintain an effective means of transportation.

P013-1

Multiple stops consume a great deal of ENERGY as well as added WEAR and TEAR on the train
and its tracks.

By taking a page from the US Air Force, KC-135 air refuelers,

Trains can pick up passengers along the way without stopping at various points, similar to who
the KC-135 enables aircraft to refuel in the air without having to land.

This would be accomplished

By:

- 1 smaller electric sub stations
- 2 wear and tear reduction
- 3 Reduction of travel time to destination, by traveling the Main Super-Train
without stopping in any sub stations

Start from Sacramento & stop in San Diego California. Or vice versa)

By using American ingenuity and experience in other industries,
Enables this concept to Super-Trains by using existing technologies.

I hope to give me the opportunity to tell you more of this.

Thank you

Vartkais Dermenjian

And God Bless America

P.O. Box 933

Belmont, CA 94002-0933

(650) 430-6777

vartkais@live.com

Response to Submission P013 (Vartkais Dermenjian, North Machine Company, September 20, 2011)

P013-1

Refer to Standard Response FB-Response-GENERAL-11.

The California Intercity High-Speed Rail Commission analyzed three types of HST technology for the Statewide Program EIR/EIS. These technologies included steel-wheel-on-steel-rail at lower speed (below 200 mph); magnetic levitation technology (maglev); and steel-wheel-on-steel-rail (very high speed [VHS], above 200 mph). The Authority's enabling legislation, Senate Bill (SB) 1420 (chaptered 9/24/96, Chapter 796, Statute of 1996), defines high-speed rail as "intercity passenger rail service that utilizes an alignment and technology that makes it capable of sustained speeds of 200 mph (320 kph) or greater." Technologies below 200 mph were therefore eliminated from further consideration. This direction is consistent with HST experience in foreign countries, the experience of the northeast corridor (Boston–New York–Washington, D.C.), and HST studies done elsewhere in the U.S., which show that to compete with air transportation and generate high ridership and revenue, the intercity HST travel times between the major transportation markets must be below 3 hours.

From this determination, the Commission directed staff to focus technical studies on VHS (steel-wheel-on-steel-rail at very high speeds [above 200 mph]), and maglev technologies. While a completely dedicated train technology using a separate track/guideway would be required on the majority of the proposed system for both technologies, requiring such separation everywhere in the system would prohibit direct HST service to certain heavily constrained terminus sections (i.e., San Francisco peninsula from San Jose to San Francisco, and the existing rail corridor between the Los Angeles Union Station and Orange County). Because of extensive urban development and severely constrained right-of-way, HST service in these terminus sections would need to share physical infrastructure (tracks) with existing passenger rail services in existing or slightly modified corridors. A maglev system, in addition to being a more costly technology, requires separate and distinct guideway configurations that preclude the sharing of rail infrastructure. Because a dedicated (exclusive guideway) high-speed rail service along existing right-of-way corridors in all segments of the system would be infeasible, use of maglev technology for portions of the project would preclude direct HST service without passenger transfer and would not satisfy travel time requirements of the project purpose and need.

P013-1

Other rail transportation configurations, including monorail, were eliminated from further consideration because they did not meet this basic system requirement. A VHS system would be compatible with other trains sharing the tracks. The potential for utilization of shared track allows for individual project segments to meet independent utility requirements. By comparison, maglev technology does not lend itself to incremental improvements and could not satisfy independent utility requirements or meet the project's blended system approach.

By taking advantage of the existing rail infrastructure, a shared-use configuration would be mostly at-grade. Shared-use options are less costly and would result in fewer environmental impacts compared with exclusive guideway options. In addition, improved regional commuter service (electrified, fully grade-separated, with additional track and security features) will help mitigate the impacts along existing rail corridors. Shared-use improvements in these corridors would potentially improve automobile traffic flow at rail crossings and reduce noise impacts, because a grade-separated system could eliminate the need for trains to blow warning horns throughout the alignment. Shared-use options would provide the opportunity for a partnership with right-of-way owners and commuter rail operators, and would provide the opportunity to incrementally improve network segments. For these reasons, maglev technology was eliminated from further investigation in the Final EIR/EIS, is not part of the project description, and does not require further consideration in this Project EIR/EIS.

Submission P014 (Vartkais Dermenjian, North Machine Company, September 20, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 move away. And every time I would move away I'd find
2 myself coming back. So I decided the way that Fresno
3 embraced me, whether I did wrong things or right
4 things, that this is my home.
5 And now I own my home. I'm paying for a home.
6 And to bring the High Speed Rail here would be
7 excellent because we do need jobs.
8 And I brought my resume. And I brought, you
9 know, letters of recommendation. I'm ready to start
10 today if you give me a chance.
11 So I wanted to let you know it would be a
12 great opportunity for me and a lot of other residents
13 who actually need some work, who are determined to
14 work. And it's really hard right now.
15 So thank you.
16 THE FACILITATOR: Thank you.
17 SPEAKER DERMINJIAN: Well, my section --
18 THE FACILITATOR: Could you please state your
19 name.
20 SPEAKER DERMINJIAN: -- addressed to both
21 Merced, Bakersfield and beyond. Good afternoon. Thank
22 you for hearing my comments. My name is Vartkais
23 Dermenjian. I represent North Machine Company, a
24 hundred-year-old company of engineers and manufacturers
25 that was established back in 1901. Currently the

Page 23

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This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

P014-1

1 company is in process of moving from Bay Area to
2 Pomona, California.
3 In my presentation I would like to identify
4 anyway reasonable alternative that could avoid or
5 lessen a negative environmental impact of the proposed
6 High Speed Rail effort, yet maintain effective means of
7 transportation.
8 Multiple stops consumes a great deal of energy
9 as well as wear and tear on terrain and tracks. By
10 taking a page from United States Air Force, KC-135 air
11 fuelers train can pick up passengers along the way
12 without stopping at various points. Similar, to KC135
13 enable aircraft to refuel in the air without having to
14 land. This will accomplish smaller electric
15 substations. Wear and tear reduction. The uses travel
16 time destination. By traveling the main train or main
17 super train without stopping in the -- in substations.
18 To start from Sacramento and stop in San Diego
19 California or vice versa.
20 By using American ingenuity and experience in
21 other industries enables this concept to super train by
22 using existing technology. I hope to give me an
23 opportunity to tell you more about this.
24 Thank you and God bless America.
25 And what I am just hoping -- one more

Page 24

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Submission P014 (Vartkais Dermenjian, North Machine Company, September 20, 2011) - Continued

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 thing -- that this train will be built in the United
2 States of America. We have schools like MIT, Berkeley
3 and all the engineers that worked in various places of
4 industry that will be able to build a super train, not
5 High Speed train. The super train will stop only in a
6 destination and pick up the passengers in every station
7 without stopping, without slowing.
8 THE FACILITATOR: Thank you.
9 SPEAKER DERMENJIAN: And thank you, very much
10 again.
11 THE FACILITATOR: John Prichard and after that
12 Steve Geil. And Steve Wayte.
13 SPEAKER PRICHARD: Hi, my name is John
14 Prichard. I'm with the operating engineers and work in
15 the construction industry.
16 We need High Speed Rail to move forward now.
17 The time of this project couldn't be better. We have
18 some of the highest unemployment rates in the nation
19 right here in the Central Valley, as we've already
20 heard. Our families are hurting. The High Speed Rail
21 Project is the only big job generator in the works
22 right now. Given our dire situation, this project is a
23 gift to the Central Valley.
24 We already have over 6 billion in hand to
25 begin construction right here in the Central Valley.

Page 25

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P014 (Vartkais Dermenjian, North Machine Company, September 20, 2011)

P014-1

Refer to Standard Response FB-Response-GENERAL-11.

Submission P015 (Marine Gonzales, September 20, 2011)

Fresno 9/20/11



Comment Card
Tarjeta de Comentarios

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

La Sección de Fresno a Bakersfield del Tren de Alta Velocidad
Proyecto de Informe de Impacto Ambiental/
Declaración de Impacto Ambiental (EIR/EIS)
Audiencias Públicas
Septiembre del 2011

Please submit your completed comment card at the end of the meeting, or mail to:
Por favor entregue su tarjeta completada al final de la reunión, o envíela por correo a la siguiente dirección:

Fresno to Bakersfield DEIR/EIS Comment, 770 L Street, Suite 800, Sacramento, CA 95814

The comment period is from August 28, 2011. Comments must be received postmarked, on or before September 11, 2011.	Extended comment period for Fresno to Bakersfield High-Speed Train Draft EIR/EIS: August 15-October 13	El periodo de comentarios es del 15 de Agosto al 28 de Septiembre del 2011. Los comentarios tienen que ser entregados, o matasellados, el o antes del 11 de Septiembre del 2011.
--	--	--

P015-1

Name/Nombre: Marine Gonzales

Organization/Organización: _____

Address/Domicilio: 23015 S Grace Fresno CA 93726

Phone Number/Número de Teléfono: (899) 966-2856

City, State, Zip Code/Ciudad, Estado, Código Postal: Fresno, Ca 93721

E-mail Address/Correo Electrónico: _____
(Use additional pages if needed/Usar paginas adicionales si es necesario)

I dont want it because I am not going to have a place to live.

Response to Submission P015 (Marine Gonzales, September 20, 2011)

P015-1

Refer to Standard Response FB-Response-SO-01.

Alignment plans and maps of parcels directly affected by the project, where the whole parcel or a portion thereof would be acquired, are provided in Volume III of the Revised DEIR/Supplemental DEIS. According to information in the report, 2305 S. Grace Street, Fresno, would not be acquired by the project.

Submission P016 (Loran Harding, September 20, 2011)

Fresno 4/20/11



Comment Card
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 Environmental Impact Statement (EIR/EIS)
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The comment period is from August 28, 2011. Comments must be received postmarked, on or before September 13, 2011.

Extended comment period for Fresno to Bakersfield High-Speed Train Draft EIR/EIS:
August 15-October 13

Comentarios recibidos a partir del 15 de Agosto al 28 de Octubre del 2011. Los comentarios tienen que ser recibidos, o matasellados, el o antes del 28 de Octubre del 2011.

Name/Nombre: Mr. Loran W. Harding
 Organization/Organización: _____
 Address/Domicilio: 3411 W. Browning Ave.
 Phone Number/Número de Teléfono: _____
 City, State, Zip Code/Ciudad, Estado, Código Postal: Fresno Ca 93711
 E-mail Address/Correo Electrónico: _____
 (Use additional pages if needed/Usar paginas adicionales si es necesario)

P016-1

I have read the EIR for Merced to Fresno
 ① The "screening distances" for noise are too short: Urban/Suburban 350 feet is way too short.

P016-2

② We need more soundwalls in Fresno than the EIR shows. We need them clear south past Shaw Ave.

P016-3

③ Dust will be stirred up by HST's. The dust in the Central Valley has pesticides, Valley fever, anthrax, herbicides, and in a list. Dust should be mitigated. A soil analysis should be done for 100 sites from Los Banos to Bakersfield along the HST route and the findings published by CHSRA.

P016-4

④ A bypass should be built to the west of Fresno for the express trains.
 Over →

P016-5

⑤ The HST's on the S.F. peninsula will run a maximum of 130 mph. That means they will have to reduce speed in the Central Valley. The law should be changed so SF to LA can be done in 3 1/2 hours so the trains can run slower in the Central Valley.

P016-6

⑥ The intrusion barrier should run clear through Fresno between the HST's and the UP rail track.

P016-7

⑦ The CHSRA should publish a list of all hazardous cargo carried by the UP and BNSF trains that will run near the HST's to fear derailments by freight trains and subsequent collisions with the HST's.

California High-Speed Train
 Fresno to Bakersfield Section



770 L Street, Suite 800
 Sacramento, CA 95814

PLACE POSTAGE HERE

Fresno to Bakersfield DEIR/EIS Comment
770 L Street, Suite 800
Sacramento, CA 95814

Response to Submission P016 (Loran Harding, September 20, 2011)

P016-1

Refer to Standard Response FB-Response-N&V-03, FB-Response-N&V-05.

P016-2

Refer to Standard Response FB-Response-N&V-05.

P016-3

The Authority and Federal Railroad Administration recognize that there is a legitimate concern regarding the health effects of agricultural pesticides. However, the existing regulatory framework significantly reduces the potential for agricultural properties to be contaminated with pesticide residues. The U.S. Environmental Protection Agency conducts extensive testing of all commercially sold organic and nonorganic herbicides prior to approval for sale. Additionally, the State of California heavily regulates the purchase and use of agricultural pesticides. Farmers who apply pesticides must report their use; state and county officials conduct inspections, investigations, and audits. In addition, most modern pesticides reside in the environment for limited time before breaking down. For the purpose of this analysis—based on available data about compliance and based on the existing regulatory framework—it is assumed that application of agricultural chemicals in the project area has been conducted according to manufacturer recommendations and in compliance with applicable regulations. Given these parameters, the potential for a significant accumulation of chemicals in areas that have been subject to routine application of pesticides is low.

In addition, the potential for the operational HST to generate dust through induced air flow is low. A moving HST would induce airflow in its immediate proximity. The speed of the induced airflow can be high near a passing train but drops off sharply a short distance away. Based on the U.S. Department of Transportation–Federal Railroad Administration computer model, induced airflow would be approximately 22 mph at 10 feet from a train for a period of approximately 1 second (see Section 3.14.6). Wind speed would drop substantially with increased distance from a train. Because the track would be at least 21 feet from the edge of the right-of-way, train-induced wind outside the right-of-way would be minimal.

Fugitive-dust emissions due to the HST-induced airflow were evaluated in the EIR/EIS. As discussed in Section 3.3.6.3 of the Revised DEIR/Supplemental DEIS, Appendix 3.3-

P016-3

A of the Revised DEIR/Supplemental DEIS, and Appendix D of the Air Quality Technical Report (Authority and FRA 2012e), as airflow diminishes, fugitive-dust emissions beyond 10 feet from a train traveling at high speed and the subsequent health risks would be negligible. The estimated fugitive-dust emissions caused by one train trip, based on the most conservative assumption of surface parameters and a maximum HST speed of 220 mph, would be 27 lb/mile of PM10 and 4 lb/mile of PM2.5. Emissions at lower vehicle speeds, such as through populated urban areas or when approaching stations, would be much lower. (See Table 3.3-11 and Table 3.3-12 of the Revised DEIR/Supplemental DEIS.)

The dust minimization measures listed in Section 3.3.8 of the Revised DEIR/Supplemental DEIS will further reduce fugitive-dust emissions to a less-than-significant impact. Valley Fever and anthrax spores would be released when the soil is disturbed; however, because of the minimization measures, fugitive-dust disturbance will be minimal. Therefore, impacts from Valley Fever and anthrax spores would be less than significant.

P016-4

Refer to Standard Response FB-Response-GENERAL-02.

Constructing a separate track right-of-way for express train service west of Fresno would result in additional environmental resource impacts and unnecessarily add to project costs. As described in Chapter 2, Section 2.2.3, Stations, HST stations would have four tracks passing through the station: two express tracks for trains that do not stop at the station, and two tracks for trains that would stop at the station platforms. Express trains would serve major stations only and provide fast travel times; limited-stop trains would skip selected stops to provide faster service between stations; and all-stop trains would focus on regional service.

P016-5

This comment does not pertain to an environmental issue concerning the EIR/EIS. The Authority is mandated by the state legislature to provide HST service between San Francisco and Los Angeles in 2 hours and 40 minutes. This direction is consistent with HST experience in foreign countries; with the experience of the northeast corridor

Response to Submission P016 (Loran Harding, September 20, 2011) - Continued

P016-5

(Boston–New York–Washington, D.C.); and with HST studies done elsewhere in the U.S., which show that to compete with air transportation and generate high ridership and revenue, the intercity HST travel times between the major transportation markets must be below 3 hours (Behrens and Pels 2012; Levy 2012).

P016-6

As discussed in Section 3.11 of the Revised DEIR/Supplemental DEIS, a horizontal separation of approximately 102 feet between the centerlines of adjacent conventional and HST trackways has been determined by FRA to be a distance sufficient to require no additional intrusion protection. In the Fresno to Bakersfield Section, there would be a barrier between the HST and UPRR from the northern end of the station tracks near Amador Street to about 700 feet south of Ventura Street. South of that point, the HST and UPRR would be separated by at least 102 feet.

P016-7

As described in Section 3.11 of the Final EIR/EIS, safety considerations are included in the design of the HST alignments with regard to proximity of the HST line to other transportation facilities, including other railroads (Authority 2010b). The primary safety concern is that a derailed train or errant vehicle would enter the HST corridor.

Safety can be achieved where there is sufficient horizontal or vehicle separation between these facilities, or by use of a physical barrier to separate the facilities. A horizontal separation of approximately 102 feet between the centerlines of adjacent conventional and HST trackways has been determined to be a distance sufficient to require no additional protection (FRA 1994). This minimum separation distance includes the distance of the maximum practicable excursion of the longest U.S. freight rail car from the center of track, plus an allowance for overhead contact system (OCS) masts. A car body length of 89 feet for the freight rail car displacement, plus an allowance of 12.5 feet to include an OCS mast foundation, results in a minimum separation distance, without an intrusion protection barrier, of 101.5 feet, rounded up to 102 feet.

These separation requirements, described in Technical Memorandum 2.1.7, *Rolling Stock and Vehicle Intrusion Protection for High-Speed Rail and Adjacent Transportation Systems* (Authority 2008b), were developed specifically for the HST and do not directly

P016-7

adopt existing criteria for separation requirements. The guidance for intrusion protection generally follows the recommended practices described in the American Railway Engineering and Maintenance-of-Way Association (AREMA) manual (AREMA 2012) and the design standards developed specifically for the construction and operation of HSTs, based on international practices. This includes technical guidance from National French Railways for separation between HST system and roadway infrastructure and International Union of Railways Codes for Structures Built over Railway Lines.

If a railroad line is less than 102 feet from an HST track and both are at ground level, additional protection is required. The need and type of protection is subject to the distance between tracks and the risk of a derailment. Earth berms can be used as intrusion protection for tracks with a centerline separation of 45 to 102 feet. A minimum of 29 feet of separation is required between centerlines of a HST and adjacent railroad tracks, and this separation requires a physical intrusion barrier. When intrusion protection is needed, the minimum total height must be 10 feet with either ditch plus berm, concrete wall plus screen, or only a concrete wall.

Collisions between freight trains and the HST are not expected. Cargo carried by the BNSF Railway (BNSF) or Union Pacific Railroad (UPRR) is not under the control of the Authority. BNSF and UPRR are subject to numerous regulations regarding handling of hazardous materials, and emergency response procedures would be implemented by local and regional authorities in the event of a freight train derailment.

Submission P017 (Loran Harding, September 20, 2011)

Fresno 4/10/11



CALIFORNIA
High-Speed Rail Authority

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Fresno to Bakersfield High-Speed Train Section

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La Sección de Fresno a Bakersfield del Tren de Alta

Velocidad Proyecto de Informe de Impacto Ambiental/
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Septiembre del 2011

Por favor entregue su tarjeta completada al final de la
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28, 2011. Comments must be received el
postmarked, on or before Septem

Extended comment period for
Fresno to Bakersfield High-Speed
Train Draft EIR/EIS:
August 15-October 13

es del 15 de Agosto al 28
Los comentarios tienen que ser
te, o matasellados, el o antes
del 2011.

Name/Nombre: Mr. Loran W. Harding

Organization/Organización: _____

Address/Domicilio: 3411 W. Browning Ave

Phone Number/Número de Teléfono: _____

City, State, Zip Code/Ciudad, Estado, Código Postal: Fresno, Ca 93711

E-mail Address/Correo Electrónico: loran.harding@stanfordalumni.org
(Use additional pages if needed/Usar paginas adicionales si es necesario)

*I request that all of the written comments
I have left at all CHSRA public
meetings be included in the final
report.*

P017-1



CALIFORNIA
High-Speed Rail Authority



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

Response to Submission P017 (Loran Harding, September 20, 2011)

P017-1

All written comments provided during public meetings are included in the Final EIR/EIS.

Submission P018 (Loran Harding, September 20, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 other cities. And we welcome that, but we don't
2 welcome the impacts on the air quality and the local
3 traffic. We need to know more.
4 So non-environmental working organizations
5 have recently presented a letter to you requesting an
6 extension of the public comment time into February.
7 And I want to make this very clear, we do not want to
8 kill this project, we support this project. But we all
9 have to be responsible for stating the positive, and we
10 need a little more time to be able to know those
11 impacts on the environment, on the environmental
12 justice issues on the city and farms. And we know what
13 pressure you're under from Washington and we really
14 respect that.
15 We want to thank you for the work you do and
16 for making this project work and doing it the right
17 way. Thank you.
18 THE FACILITATOR: Thank you. Loran Harding.
19 SPEAKER HARDING: Thank you. I'm Loran
20 Harding. I'm a homeowner in northwest Fresno.
21 Mr. Banks, City Councilman, said it's all he
22 heard was uninformed political rhetoric. I take great
23 umbrage at his insulting comment. I've gone to every
24 meeting held in this valley in the past two and a half
25 years and I've never seen him at one. If anybody's

Page 50

High Speed Rail Public Meeting
559-222-1200 888-346-5559

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

P018-1

1 uninformed it's Mr. Banks and he should be off the City
2 Council.
3 Okay. I read the complete record and now I'm
4 into the noise and vibration report. I feel there
5 should be a bypass around Fresno between Fresno and
6 Kerman for the express trains only. They will do no
7 good to us in Fresno. Screening distances for noise,
8 700 feet urban, 350 suburban, quiet suburban rule 1300
9 feet.
10 In other words, they're saying don't worry
11 about if your more than 700 feet from the tracks, noise
12 like Fresno. That's ridiculous. I live 1200 feet from
13 DNSF, I hear them all the time. So 700 feet, it should
14 be more than that, I think. A low number of noise
15 studies in Fresno, long term, three short term, total
16 of six noise studies in Fresno, or noise locations they
17 look at.
18 I would improve the UP tracks through Fresno
19 to reduce the threat of derailments. Improve the UP
20 tracks through Fresno where they'll be close to the
21 high speed tracks.
22 They did a show on NOVA, rebuilding ground
23 zero. For one world trade center they did a security
24 review. They studied the effect of truck bombs at
25 various location around that new building. I think a

Page 51

P018-2

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Submission P018 (Loran Harding, September 20, 2011) - Continued

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

P018-2

1 security review should be done for High Speed Rail
2 looking at potential for truck bombs at various
3 locations.

P018-3

4 Sound walls, I say not enough sound walls
5 through Fresno, north and south of the Herndon Canal.
6 I would say bring them south from the Herndon Canal,
7 south of Shaw. I think we need that noise there to
8 radiate to the northeast to a lot of homes up there,
9 north the canal. Choose quiet trains, when they get
10 into buying the trains.

P018-4

11 Dust, Joe Leavy over here -- I don't think
12 he'll mind me telling you -- from Gottschalk's, he was
13 on the California Transportation Commission for eight
14 years -- for two years, he knows something about
15 transportation issues. He called me this morning and
16 talked for an hour. He worried a lot about dust being
17 stirred up by these trains, and the more he talks about
18 that, the more I get that.

19 For 150 years we've been putting pesticides
20 and herbicides on the land here, arsenic. There's
21 anthrax in the soil. There's valley fever in the soil.
22 And I think we should look at mitigating the stirring
23 up of dust as the trains go by. That should be studied
24 and looked at. And I think a study should be done, a
25 soil analysis of a hundred locations between Los Banos

Page 52

High Speed Rail Public Meeting
559-222-1200 888-346-5559

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

P018-4

1 and Bakersfield along the High Speed routes to see
2 what's in that soil. And then mitigate the dust --

3 THE FACILITATOR: Your time --

4 SPEAKER HARDING: That's it? Okay. Thank
5 you.

6 THE FACILITATOR: Jose Alberto Valon Zuela.

7 SPEAKER VALON ZUELA: Good afternoon. My name
8 is Jose Valon Zuela. I just want to thank you guys,
9 first of all, for taking the time to allow our voices
10 to be heard.

11 I represent the Iron Workers 155 here, out of
12 Fresno, California; and I can't tell you how many
13 members we have that are sitting at home right now just
14 anticipating a project such as this to come our way.
15 We're waiting for it. We're sitting around waiting for
16 it, literally, because there isn't any other big jobs
17 that are allowing us to go to work.

18 We have a lot of members that are out of work
19 right now. This will bring so many jobs to the Valley,
20 the Central Valley, not just for our workers, but
21 carpenters, electricians, plumbers, painters, framers;
22 everyone, all the trades. It will put everyone to
23 work. It will help the economy immensely.

24 I mean, we can't thank you enough for bringing
25 something like this to our Valley. And I just want to

Page 53

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P018 (Loran Harding, September 20, 2011)

P018-1

Refer to Standard Response FB-Response-N&V-03.

As discussed in Section 2.3.2.1, the Fresno West Bypass was considered but not carried forward for further study as the alternative would not be consistent with the project purpose and need. Additionally, constructing a separate track right-of-way for express train service bypassing Fresno would result in additional environmental resource impacts and unnecessarily add to project costs. As described in Section 2.2.3, Stations, HST stations would have four tracks passing through the station, two express tracks (for trains that do not stop at the station) and two tracks for trains that would stop at the station platforms. Express trains would serve major stations only, providing fast travel times; limited-stop trains would skip selected stops to provide faster service between stations; and all-stop trains would focus on regional service.

P018-2

Refer to Standard Response FB-Response-S&S-05.

P018-3

Refer to Standard Response FB-Response-N&V-05.

P018-4

Refer to Standard Response FB-Response-AQ-01.

The Authority and FRA recognize that there is a legitimate concern regarding the health effects of agricultural pesticides. However, the existing regulatory framework significantly reduces the potential that agricultural properties are contaminated with pesticide residues. The U.S. Environmental Protection Agency conducts extensive testing of all commercially sold organic and non-organic herbicides prior to approval for sale. Additionally, the State of California heavily regulates the purchase and use of agricultural pesticides. Farmers must report the use of pesticides, and state and county officials conduct inspections, investigations, and audits. In addition, most modern pesticides reside in the environment for a limited time before breaking down. For the purpose of this analysis it is assumed, based on available data on compliance and the existing regulatory framework, that application of agricultural chemicals in the study area

P018-4

has been conducted according to manufacturer recommendations and in compliance with applicable regulations. Given these parameters, the potential for the significant accumulation of chemicals in areas that have been subject to routine application of pesticides is low.

The dust minimization measures listed in Section 3.3.8 of the Revised DEIR/Supplemental DEIS will further reduce fugitive-dust emissions to a less-than-significant impact. Valley Fever and anthrax spores would be released when the soil is disturbed; however, due to the minimization measures, fugitive-dust disturbance will be minimal. Therefore, impacts from Valley Fever and anthrax spores would be less than significant.

Submission P019 (Jan Hunt, Tea Party for Fiscal Responsibility, September 20, 2011)

Fresno 9/20/11



CALIFORNIA
High-Speed Rail Authority

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Fresno to Bakersfield High-Speed Train Section

Draft Environmental Impact Report/
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**Public Hearings
September 2011**

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La Sección de Fresno a Bakersfield del Tren de Alta

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28, 2011. Comments must be received
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Extended comment period for
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Train Draft EIR/EIS:
August 15-October 13

September 28, 2011. Los comentarios tienen que ser
recibidos, o matasellados, el o antes
del 28 de septiembre del 2011.

Name/Nombre: Jan Hunt
Organization/Organización: Tea Party for fiscal responsibility
Address/Domicilio: Kerman, CA 93678
Phone Number/Número de Teléfono: _____
City, State, Zip Code/Ciudad, Estado, Código Postal: ✓
E-mail Address/Correo Electrónico: _____
(Use additional pages if needed/Usar paginas adicionales si es necesario)

P019-1
P019-2
P019-3

The pollution in this valley is multiplied
by San Francisco area & blows into
this valley. Money is being made by
someone for the taxpayers to fund !!!
This is a rail to nowhere !!!

Response to Submission P019 (Jan Hunt, Tea Party for Fiscal Responsibility, September 20, 2011)

P019-1

Refer to Standard Response FB-Response-AQ-02.

P019-2

Refer to Standard Response FB-Response-GENERAL-11.

P019-3

Refer to Standard Response FB-Response-GENERAL-11.

Submission P020 (Carole Jacoby, September 20, 2011)

Fresno 9/20/11



Comment Card
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La Sección de Fresno a Bakersfield del Tren de Alta Velocidad
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Audiencias Públicas
Septiembre del 2011

entario es del 15 de Agosto al 28 2011. Los comentarios tienen que ser comente, o matasellados, el o antes bre del 2011.

The comment period is from Aug 28, 2011. Comments must be received postmarked, on or before 5

Extended comment period for Fresno to Bakersfield High-Speed Train Draft EIR/EIS:
August 15-October 13

Name/Nombre: Carole Jacoby
Organization/Organización: REAL ESTATE Broker
Address/Domicilio: 6354 N. Bond St. Fresno, CA 93710
Phone Number/Número de Teléfono: 559-448-0200
City, State, Zip Code/Ciudad, Estado, Código Postal: FRESNO, CA 93710
E-mail Address/Correo Electrónico: carole@carolejacobynom
(Use additional pages if needed/Usar paginas adicionales si es necesario)

P020-1

High Speed Rail will DESTROY Fresno City County and the STATE

P020-2

The Rail will stop in Bakersfield EXACTLY Like AMTRAK. To MAINTAIN High Speed, TRAIN will need to stop.

P020-3

DESTROY our rich FARMLANDS, HOMES, Businesses - Cost will be prohibitive And we TAXPAYERS will pick up the Expense of the RAIL (Cost Rmk)

P020-4

Someone should be smart enough to figure this out. STOP IT - Send Money BACK TO WASHINGTON to Reduce the overwhelming Debt.

Response to Submission P020 (Carole Jacoby, September 20, 2011)

P020-1

Refer to Standard Response FB-Response-GENERAL-10, FB-Response-GENERAL-14

P020-2

Refer to Standard Response FB-Response-GENERAL-13.

Chapter 2 of the Fresno to Bakersfield Revised DEIR/Supplemental DEIS describes station design and train service in Sections 2.2.3, Stations, and 2.6, Operations and Service Plan. As described in Chapter 2, stations would have four tracks passing through the station, two express tracks (for trains that do not stop at the station) and two tracks for trains that would stop at the station platforms. Express trains would serve major stations only, providing fast travel times; limited-stop trains would skip selected stops to provide faster service between stations; and all-stop trains would focus on regional service.

P020-3

Refer to Standard Response FB-Response-GENERAL-04, FB-Response-AG-01, FB-Response-SO-01, FB-Response-SO-03, FB-Response-GENERAL-17.

For information on agricultural displacements, see the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12, Impact SO #12 and Impact SO #16.

The HST project is being financed through a combination of federal and state funds, including the federal High-Speed Intercity Passenger Rail Program and California Proposition 1A's Safe, Reliable, High-Speed Passenger Train Bond Act adopted by state voters in November 2008. To date, California has \$6.33 billion to invest in the development of the HST project, including approximately \$3.5 billion in federal grant funds obligated through cooperative agreements.

P020-4

Refer to Standard Response FB-Response-GENERAL-11.

Submission P021 (No Name Jacoby, September 20, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 THE FACILITATOR: Thank you. I just want to
2 remind everyone if you could turn your cell phones off
3 and try to keep the extra noise to a minimum. We do
4 have a court reporter who's trying to capture all of
5 the comments for the record.
6 So we have Robert Munoz, and I'm sorry if I'm
7 not saying that right. And then after that we have
8 Carole Jacoby. And I'm having a hard time reading
9 this, I think it says Av Daniel. Okay.
10 SPEAKER MUNOZ: Thank you. It's Munoz.
11 Anyway. Ladies and gentlemen, thank you for having us.
12 I don't have that much to say either, except I
13 think it's going to be great for the Valley. Of
14 course, history, it's never a good time without
15 pioneers going out there, taking that risk, moving
16 everybody ahead, you know.
17 The Valley needs this. It's a great number of
18 jobs, feed lots of families, bring people together here
19 in the Valley. That's going to be a great thing for
20 the Valley and we're glad it's here.
21 I just want to keep it short and sweet, but
22 thank you.
23 THE FACILITATOR: Thank you.
24 SPEAKER JACOBY: Well, everyday is another
25 frenzy day, worried about this High Speed Rail. And

Page 63

High Speed Rail Public Meeting
559-222-1200 888-346-5559

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

P021-1

1 I'm a real estate broker and very concerned about all
2 building and all sales and developing California. And
3 it's just infuriating to see that some people, with no
4 vested interest, don't care about running a railroad
5 through the -- through California and destroying farms,
6 destroying businesses, destroying people's lives.
7 I'm, of course, in contact with a lot of
8 people all the time. I talk to everybody about it.
9 Every single person I speak with say they will not ever
10 get on the rail. And that's many people.
11 So I don't know why we're building -- we're
12 coming out in this economy when we don't have the
13 money. When the State, the city, the county, the
14 federal -- nobody has money, but we're going to do
15 this. It's just a disaster.
16 I see it as being a ghost rail that -- you
17 know, I won't be here forever, but my kids, my
18 grandkids will be. And I'm just furious that this
19 would even be considered at this point in time. If we
20 had billions and trillions of dollars to throw away,
21 okay, then do it, but we don't and it's not going to
22 create that many long lasting jobs.
23 So I'd appreciate it if everybody would take a
24 common sense approach, use simple logic and critical
25 thinking before they rush in and start this.

Page 64

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Submission P021 (No Name Jacoby, September 20, 2011) - Continued

This transcript was prepared for you by:
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1 Thank you.
2 THE FACILITATOR: Thank you. Av Daniels.
3 SPEAKER DANIELS: Hello, I'm Av Daniels and
4 I'm in commercial property -- is my business. And I
5 can see this High Speed Rail never being finished. And
6 I think the weeds will grow in the track before they
7 have enough money to finish it.
8 I don't think anyone is going to ride it and I
9 don't think going to Bakersfield is a good idea. It's
10 going to take 70 miles to slow that train down before
11 it can even stop in Bakersfield.
12 We need to improve airfare in Fresno. We need
13 to improve our freeways. We need to improve our police
14 department. The money would be better spent in a lot
15 of ways, other than High Speed Rail that will never be
16 finished and the valuable farmland it will take away.
17 And they don't even know the cost of this because they
18 don't know what that farm land is going to cost.
19 I was at a meeting where one of the farmers
20 spoke and he says he has five wells on his property
21 that all have to be replaced. They said, "We can do
22 that. That's about \$20,000 a well." He said, "No,
23 \$80,000 a well."
24 The people aren't knowledgeable enough. They
25 don't know what they're getting into, the cost of this.

Page 65

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P021 (No Name Jacoby, September 20, 2011)

P021-1

Refer to Standard Response FB-Response-GENERAL-14.

Submission P022 (Harry Mickalian, September 20, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 to move High Speed Rail, to uphold the will of voters.
2 Over 6 million people voted in support of High Speed
3 Rail at the ballet. And I urge the project to move
4 forward and put people to work.

5 Thank you.

6 SPEAKER MICKALIAN: Good afternoon. My name
7 is Harry Mickalian and I am just a citizen with a lot
8 of questions.

9 I'm for High Speed Rail, but I thought there
10 would be a more informative presentation today. Is
11 there going to be one? Are we going to get any
12 questions answered? For instance, what's going to be
13 the cost of this whole thing? In other words, we have
14 the stimulus to start it, but where is the rest of the
15 money coming from and how long would it be before
16 construction begins? How long would it take before
17 it's completed for each section? In other words, you
18 have the Fresno to Bakersfield, how long will that
19 take? How about Fresno to Merced? How long will that
20 take? And what year are we supposed to reach L.A. or
21 San Francisco or Sacramento?

22 And I think the public should know how long
23 it's going to take to do this and how much it is going
24 to cost. He said -- nowhere in here does it say
25 anything about these things. It does say that you're

Page 41

High Speed Rail Public Meeting
559-222-1200 888-346-5559

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1 going to save California a hundred billion in
2 improvements on the freeway and so forth, but people
3 are still going to use the freeways. And the freeways
4 are very dangerous right now with all these trucks
5 taking at least two lanes. And we only have two lanes
6 many times throughout Highway 99. So I think we need
7 to tend to both of these things. But you should
8 address some of these questions about how long it's
9 going to take and how much it's really going to cost.

10 Thank you.

11 THE FACILITATOR: Thank you. I think now we
12 will take a short break. Jeff is that -- 20 minutes?

13 MR. ABERCROMBIE: Yes.

14 THE FACILITATOR: Thank you.

15 (Whereupon, a brief recess was taken off
16 the record.)

17 MR. ABERCROMBIE: We're going to resume the
18 public hearing to receive your comments on the
19 Environmental Analysis Impacts and Mitigation Measures
20 presented in the Fresno to Bakersfield Draft
21 Environmental Impact statements and reports. And we
22 are also accepting comments among the Merced to Fresno
23 Draft Environmental Impact statements and report.

24 A pause for just a minute this time to
25 introduce a couple more electives that have come to the

Page 42

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P022 (Harry Mickalian, September 20, 2011)

P022-1

Refer to Standard Response FB-Response-GENERAL-17.

P022-2

Refer to Standard Response FB-Response-GENERAL-17.

The design-build contractor will set the actual schedule; however, the approximate schedule for construction of the Fresno to Bakersfield Section of the HST System is provided in Chapter 2, Alternatives, Table 2-17 of the Fresno to Bakersfield Revised DEIR/Supplemental DEIS.

P022-3

Refer to Standard Response FB-Response-GENERAL-17.

The California HST System is planned to be implemented in two phases. Phase 1 would connect San Francisco to Los Angeles and Anaheim via the Pacheco Pass and the Central Valley. Phase 2 would connect from the Central Valley (Merced Station) to the state's capital, Sacramento, and another extension is planned from Los Angeles to San Diego.

The Revised 2012 Business Plan (Authority 2012a) estimates that an Initial Operating Section will be completed by 2021, with a Bay to Basin phase by 2026, and a Phase 1 Blended System by 2028. A Full Phase 1 system is identified as operational in 2033. The Revised 2012 Business Plan does not include an anticipated date for construction and operation of the Full System (Revised 2012 Business Plan, page ES-14; Chapter 2, pages 5-17). The Fresno to Bakersfield Section project Revised DEIR/Supplemental DEIS assumed the Full System would be operating and generating benefits in 2027, and achieving full ridership and the corresponding benefits by 2035.

The schedule for final design, construction, and operation would be refined as the project moves closer to the end of the environmental review and preliminary design phase. The design-build contractor will set the actual schedule; however, the approximate schedule for construction of the Fresno to Bakersfield Section of the HST System is provided in Chapter 2, Alternatives, Table 2-17 of the Fresno to Bakersfield EIR/EIS.

P022-3

The Revised 2012 Business Plan is available on the Authority's website.

Submission P023 (Baldwin Moy, California Rural Legal Assistance, September 20, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 point is, there are railroad tracks directly across the
2 street from our properties. And if they are going to
3 go forward with this project, I would like them to
4 consider that. It seemed like it would be a logical
5 alternative and much cheaper than uprooting our
6 businesses and the enormous cost associated with that.
7 We have other members of our group. I
8 don't -- I'm not sure if they're here. There is a
9 lady, my neighbor, her name is Janie Dokes. She has
10 been very active in this. Unfortunately, due to an
11 illness she could not be here tonight. She had
12 mentioned she may be. I hope she is.
13 Thank you for your time and your
14 consideration.
15 THE FACILITATOR: Thank you. Baldwin Moy,
16 Larry Thompson and Rodger Christensen.
17 SPEAKER MOY: Good afternoon. Baldwin Moy
18 with California Rural Legal Assistance. I've addressed
19 this body previously, but I think the points are
20 important enough for me to kind of repeat some of them.
21 We represent the justice communities, the
22 protected communities of low income, farm workers,
23 minority and native Americans. That covers the entire
24 route of this phase of the High Speed Rail.
25 Previously I had mentioned about the external

Page 32

P023-1

This transcript was prepared for you by:
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1 on the economics of this project. And once again, to
2 kind of address the indirect impacts that were,
3 although acknowledged in the report, but there was
4 complete silence in terms of the mitigated measures
5 being proposed.
6 The report acknowledges that the front of the
7 negative environmental impact is born by these
8 protected communities, but yet makes no effort in terms
9 of proposing any kind of mitigated measures whatsoever.
10 The narrative of this project has been economic
11 prosperity, but there can't be economic prosperity
12 without economic equity.
13 In fact, this project if not properly planned,
14 would actually have the effect of widening the poverty
15 gap, so that this project becomes that proverbial will
16 that kind of separates communities; the body from the
17 haves and the have nots. Notion about the rising tide,
18 raising our votes, doesn't apply to these protected
19 communities because they're more at the bottom. We
20 talk about often having jobs, businesses, new
21 construction, once again it doesn't include these
22 protected communities. In fact, not only is there no
23 pathway to kind of access the economic prosperity, but
24 in fact makes them more (inaudible) than where they are
25 currently.

Page 33

High Speed Rail Public Meeting
559-222-1200 888-346-5559

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Submission P023 (Baldwin Moy, California Rural Legal Assistance, September 20, 2011) - Continued

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 The report itself doesn't remove some of these
2 structural problems, it kind of keeps in place the
3 opportunities that are not gathered towards these
4 unprotected communities. The jobs is a great
5 equalizer, but there needs to be a percentage of jobs
6 of local hire, but also in terms of set aside with
7 subcontractors.

8 There needs to be language in the project
9 agreements that provides for that, but there also needs
10 to be a mechanism that monitors the progress, but also
11 monitors enforcement as well. There needs to be a
12 pipeline for these kind of job opportunities and -- so
13 that California actually has a program that allows for
14 a pipeline, for the disadvantage to kind of enter into
15 these kind of jobs.

16 Lastly, there needs to be an academy that
17 provides both training and education, both for workers
18 and for students as well.

19 Thank you.

20 THE FACILITATOR: Thank you. Larry Thompson
21 and then Rodger Christensen is after that.

22 SPEAKER THOMPSON: My name is Larry Thompson.
23 I am making a comment on Merced to Fresno. I am the
24 plant major for a critically important manufacturing
25 facility, located at 31266 Avenue 12 in Madera.

Page 34

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P023 (Baldwin Moy, California Rural Legal Assistance, September 20, 2011)

P023-1

Refer to Standard Response FB-Response-GENERAL-02, FB-Response-SO-07.

Extensive outreach was undertaken by the Authority and FRA, as discussed in Standard Response FB-Response-GENERAL-02. See also Section 3.12.3.5, Environmental Justice Outreach and Interest Groups, in the Final EIR/EIS and Section 4.3.2, Environmental Justice Outreach and Interest Groups, in the Community Impact Assessment Technical Report (Authority and FRA 2012g) for information on the environmental justice outreach that was conducted.

The Environmental Justice analysis in Section 3.12, Socioeconomics, Communities, and Environmental Justice, of the Final EIR/EIS adheres to the definition defined by Executive Order 12898 and U.S. Department of Transportation Order 5610.2, which defines an Environmental Justice effect as a "disproportionately high and adverse effect on minority and low-income populations." This effect is an adverse effect that is predominately borne by a minority population and/or a low-income population or that would be appreciably more severe or greater in magnitude for the minority and/or a low-income population than the adverse effect that would be suffered by the non-minority and/or non-low-income population along the project alignment.

Environmental Justice effects are described in Impact SO#18, Environmental Justice Effects, in Section 3.12.

The project includes mitigation measures that would minimize or avoid the impacts on the population, including communities of concern. These mitigation measures include:

- Mitigation Measure SO-1: Implement measures to reduce impacts associated with the division of existing rural residential communities in the unincorporated areas (east of Hanford, northeast of Corcoran, and between Shafter and Bakersfield).
- Mitigation Measure SO-2: Implement measures to reduce impacts associated with the division of existing communities in the Bakersfield Northeast District.
- Mitigation Measure SO-3: Implement measures to reduce impacts associated with the division of existing communities in the Bakersfield Northwest District.

P023-1

- Mitigation Measure SO-4: Implement measures to reduce impacts associated with the relocation of important facilities.

The project also includes specific mitigation measures that would minimize or avoid the impacts on Environmental Justice populations. These mitigation measures include:

I. Public Outreach

See Mitigation Measure SO-6, Continue outreach to disproportionately and negatively impacted environmental justice communities of concern. The Authority will continue to conduct substantial environmental justice outreach activities in adversely affected neighborhoods to obtain resident feedback on potential impacts and suggestions for mitigation measures. Input from these communities will be used to refine the alternatives during ongoing design efforts.

In Impact SO #18, Environmental Justice Effects, in Section 3.12, an explanation is provided that the Authority would also continue the existing activities similar to the workshops that have been held in the city of Fresno to discuss the HST project and to collect community input. At meetings in September 2011 and February 2012, the Authority provided overviews on the relocation process and distributed the brochure "Your Property, Your High-Speed Train Project" and other brochures on the Relocation Assistance Program. The Authority has also made information available on the right-of-way process (Appendix 3.12-A), with emphasis on property and business owners' rights under federal and state laws and regulations. The overview consisted of a presentation followed by a question-and-answer period.

II. Memorandum of Understanding

The Authority and FRA, along with the U.S. Department of Housing and Urban Development, the Federal Transit Administration (FTA), and the U.S. Environmental Protection Agency (EPA), have entered into an interagency partnership and established a *Memorandum of Understanding for Achieving an Environmentally Sustainable High-Speed Train System in California* (MOU) (Authority et al. 2011), which includes a common goal of integrating HST station access and amenities into the fabric of surrounding neighborhoods. The principles for this partnership are to help improve access to affordable housing, increase transportation options, lower transportation costs, and protect the environment in communities nationwide.

Response to Submission P023 (Baldwin Moy, California Rural Legal Assistance, September 20, 2011) - Continued

P023-1

The implementation of the MOU would be beneficial to all populations, but could help intensify project benefits in the areas most affected by project impacts, especially communities of concern. One example is that the Authority would establish a temporary relocation field office to help facilitate relocation efforts in areas with substantial relocation needs. Project relocation field offices would be open during convenient hours and evening hours if necessary. In addition to these services, the Authority is required to coordinate its relocation activities with other agencies causing displacements to ensure that all persons displaced receive fair and consistent relocation benefits, including persons within communities of concern.

III. Community Benefits Policy

Jobs created by construction and operation of the project would likely be filled by workers in the region. To help offset any disproportionate effects, the Authority has approved a Community Benefits Policy that supports employment of individuals who reside in disadvantaged areas and those designated as disadvantaged workers, including veterans returning from military service. It helps to remove potential barriers to small businesses, disadvantaged business enterprises, disabled veteran business enterprises, women-owned businesses, and microbusinesses that want to participate in building the California High-Speed Rail System. Under the Authority's Community Benefits Policy, design-build construction contracts will be required to adhere to the National Targeted Hiring Initiative, which states a minimum of 30% of all project work hours will be performed by national targeted workers and a minimum of 10% of national targeted workers hours will be performed by disadvantaged workers. According to the National Targeted Hiring Initiative, disadvantaged workers either live in an economically disadvantaged area or face any of the following barriers to employment: being homeless, being a custodial single parent, receiving public assistance, lacking a GED or high school diploma, having a criminal record or other involvement with the criminal justice system, being chronically unemployed, being emancipated from the foster care system, being a veteran, or being an apprentice with less than 15% of the required graduating apprenticeship hours in a program. The Community Benefits Policy will supplement the Authority's Small Business Program, which has an aggressive 30% goal for small-business participation and includes goals of 10% for disadvantaged business enterprises and 3% for disabled veteran business enterprises.

IV. Title VI Plan

P023-1

The Authority, as a federal grant recipient, is required by the FRA to conform to Title VI of the Civil Rights Act of 1964 and related statutes. The Authority's sub-recipients and contractors are required to prevent discrimination and ensure non-discrimination in all of their programs, activities, and services. The Authority is committed to ensuring that no person in the state of California is excluded from participation in, nor denied the benefits of, its programs, activities, and services on the basis of race, color, national origin, age, sex, or disability, as afforded by Title VI of the Civil Rights Act of 1964 and related statutes.

As permitted and authorized by Title VI, the Authority will administer a Title VI program in accordance with the spirit and intent of the non-discrimination laws and regulations. The Authority has assembled a Title VI Project Team with a Coordinator and Technical and Policy Consultants, who can be contacted via the Authority website: http://www.hsr.ca.gov/Programs/title_VI_program.html.

V. Project Benefits

According to Executive Order 12898, the offsetting benefits associated with the project should be considered as part of the environmental justice analysis. The project would provide benefits that would accrue to all populations, including communities of concern. These benefits would include improved mobility within the region, improved traffic conditions on freeways as modes divert to the HST System, improvements in air quality within the region, and new employment opportunities during construction and operation.

Station construction and planned station area improvements in Downtown Fresno and Bakersfield would improve the aesthetics and visual environment in both of these locations, benefiting the nearby minority and low-income communities. Other station-related benefits, including improved accessibility and property value increases, would benefit those who live and work closest to the new stations. In Fresno and Bakersfield, these benefits would be disproportionately incurred in minority and low-income communities.

Submission P024 (Jay Patel, Holiday Hotel, September 20, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 to allow our voices to be heard.
2 THE FACILITATOR: Gerardo Lopez and Jay Patel
3 and Dr. Tim Woods. Gerardo? Going once, going twice.
4 Okay. Jay Patel.
5 MR. ABERCROMBIE: Rebecca, just set that
6 aside. We will call it again.
7 THE FACILITATOR: Yeah.
8 SPEAKER PATEL: Good evening. My name is Jay
9 Patel from 1407 North Golden State Boulevard. My
10 parents own Holiday Hotel, parcel no. 45028002, and I'm
11 also representing other hotel leaders that are in the
12 back today, such as Flamingo Hotel -- or motel, I
13 should say.
14 And first of all, I'm not opposing or agreeing
15 to this project. I haven't done my calculation about
16 this project, however, we have our own calculation
17 about our hotels. From our research, this project does
18 involve our property and it does affect it.
19 We also live there and manage that property,
20 or managing the property for ten years or more. And
21 roughly Fresno occupants takes about 60 percent in all
22 the hotels. Now, from that 60 percent, the other 40
23 percent are vacant hotel rooms. Now, wouldn't you want
24 to -- or wouldn't you guys want to stay at the other 40
25 percent that are vacant instead of sleeping right

Page 55

High Speed Rail Public Meeting
559-222-1200 888-346-5559

P024-1

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 across from the railroad tracks? Matter of fact, two
2 railroad tracks. That's one point to be heard.
3 And, also, the value of the property should go
4 down as well because of future occupancy forecast.
5 And the last thing, if the High Speed
6 Authority does come to our -- let me give you an
7 example, let's say I'm from housing -- or not housing,
8 High Speed Rail Authority comes to your house knocking,
9 demanding that this -- demanding to implement this
10 project in front of your house, how would you take it?
11 How would you take it and how would you sleep in front
12 of two railway tracks?
13 So I do believe as the hotel owners, we have a
14 right not to separate or split the parcels in half.
15 And that's it.
16 And I would like to it thank you guys for
17 giving us the opportunity.
18 THE FACILITATOR: Thank you. Dr. Tim Woods.
19 SPEAKER WOODS: Good afternoon. I'm
20 Dr. Tim Woods, Dean of Business at Fresno City College
21 and representing State Senator Community College
22 District.
23 I heard several exceptional points made about
24 High Speed Rail. I want to share with you, also, some
25 exciting things that are already happening. The

Page 56

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P024 (Jay Patel, Holiday Hotel, September 20, 2011)

P024-1

Refer to Standard Response FB-Response-SO-01, FB-Response-SO-02.

The property referenced in your letter (1407 N. Golden State Boulevard, Fresno, CA) lies within the project footprint for the Merced to Fresno Section of the HST Project, which adjoins the Fresno to Bakersfield Section in the City of Fresno. The Final EIR/EIS for the Merced to Fresno Section was issued in April 2012. The Authority has commenced the right-of-way appraisal process for the southern extent of the Merced to Fresno Section, south of Avenue 17 in Madera, and has determined that a portion of the subject property will be acquired. The Authority has contacted you to arrange for a fair market value appraisal of your parcel.

Submission P025 (Henry Perea, Fresno County Board of Supervisors, District 3, September 20, 2011)



County of Fresno
BOARD OF SUPERVISORS
SUPERVISOR HENRY PEREA – DISTRICT THREE

September 20, 2011

California High-Speed Rail Authority
770 L Street, Suite 800
Sacramento, CA 95814

Subject: Draft Environmental Impact Report/Statement for Fresno to Bakersfield Section of the Proposed High Speed Rail Project Summary Comments, by Henry Perea, Supervisor 3d District, for Fresno County Board of Supervisors.

The Fresno County Board of Supervisors would like to thank the Authority for this opportunity to comment on the Draft Environmental Impact Report and Environmental Impact Statement for the High Speed Train Project. Fresno County is a staunch and long-term supporter of High Speed Rail and recognizes its vital role in 21st century mobility for all Californians. We have worked with the Authority and its staff since High Speed Rail was first conceived, and throughout the project development phases to insure that the high speed train will be located, built and operate to best serve the needs of all Californians, including those in the San Joaquin Valley, with least disruption to hosting communities.

We would also like to compliment the Authority on completing the extensive environmental studies and analysis in a very compressed time frame and still meeting the commitment to work closely with local agencies, landowners, and interest groups to resolve the many complex issues that naturally arise with a project of this magnitude. Fresno County representatives have worked closely with your Authority's staff and consultants and appreciate their availability and willingness to share information and work through design details as this project approaches construction.

Fresno County has considered the draft environmental documents and related studies and on the whole we believe that the documents provide a sound evaluation of the project and its impacts, and provide a solid basis for justification of the project and proceeding to the next design and implementation phases. Our staff has prepared detailed comments which we hope will help the Authority with project implementation as you begin final design and pre-construction activities. Submittal of those technical comments, which are being transmitted under separate cover, was approved today by our Board of Supervisors. I would like to just summarize some of the overarching themes of those comments here today.

First I would like to reiterate our continuing support for the Burlington-Northern/Santa Fe Alignment Alternative as reflected in the draft environmental documents. This alignment best serves the need of the high speed rail system and protects our mutual interests in minimizing loss of our best farmland. We appreciate the efforts that the Authority has undertaken to reduce impacts to our valuable agricultural lands. We understand that an infrastructure project of this scope will unfortunately have some locally disruptive effects

P025-1

on individual property owners but believe that the Authority has reasonably balanced costs, design and constructability issues, and disruption to farms, communities, businesses, and transportation networks.

P025-2

Our staff has been working with Authority staff and consultants on the closures and grade separation plan required to insure a continued robust transportation grid in Fresno County. Our comments include suggestions for additional closure rather than grade separation on two minor low-volume roads, [Clayton & Springfield] which will save the Authority millions of dollars in construction costs. Additionally our recommendations on the alignments of grade separation will improve safety, further reduce impacts to farmland, and result in additional savings for both the Authority and Fresno County in both the short and long term.

P025-3

We especially appreciate your Authority's efforts to outreach and understand the concerns of local agricultural interests, and with your partnership with the City of Fresno on their community needs and reconsideration of the elevated and at-grade options.

In closing I want to assure the Authority that Fresno County remains committed to partner with the State in bringing high speed rail to the San Joaquin Valley. We are looking forward to working with the Authority and its representatives throughout the construction and initiation periods. We are very excited to be part of this historic undertaking which will start with the first construction segment right here in Fresno County and offer our assistance if we can in any way help the Authority in making High Speed Rail a reality for California.

Respectfully,

Henry Perea
District 3
Fresno County Board of Supervisors

P025-1

Response to Submission P025 (Henry Perea, Fresno County Board of Supervisors, District 3, September 20, 2011)

P025-1

Refer to Standard Response FB-Response-GENERAL-02, FB-Response-GENERAL-04.

P025-2

Refer to Standard Response FB-Response-GENERAL-02.

The design currently provides for road closure at Clayton and Springfield avenues. The Authority has coordinated with the city during the preliminary design process, and will continue to do so throughout the final design and construction process.

P025-3

Refer to Standard Response FB-Response-GENERAL-07.

Submission P026 (Marie Roberson, Turlock Tea Party Patriots, September 20, 2011)

<p>FROM THE BAKERSFIELD HIGH-SPEED TRAIN SECTION Draft Environmental Impact Report/ Environmental Impact Statement (EIR/EIS) Public Hearings September 2011 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</p>	<p>SECCIÓN DE FRESCO A BAKERSFIELD DEL TRÉN DE ALTA Velocidad Proyecto de Informe de Impacto Ambiental/ Declaración de Impacto Ambiental (EIR/EIS) Audiencias Públicas Septiembre del 2011 Por favor entregue su tarjeta completada al final de la reunión, o envíela por correo a la siguiente dirección: Fresno to Bakersfield DEIR/EIS Comment, 770 L Street, Suite 800, Sacramento, CA 95814</p>
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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.

Name/Nombre: Marie Roberson
Organization/Organización: Turlock Tea Party Patriots
Address/Domicilio: 880 W Minnesota Ave, TK 95380
Phone Number/Número de Teléfono: 209 669-8636
City, State, Zip Code/Ciudad, Estado, Código Postal: Turlock Ca 95392
E-mail Address/Correo Electrónico: lilcrue1la35@aol.com
(Use additional pages if needed/Usar paginas adicionales si es necesario)

No to high speed rail. This is a waste of money. We have a track & no one use that system. People would rather drive to where they need to go & in Europe if Japan High Speed Rail doesn't work.

NO TO High Speed Rail!!!

P026-1

Response to Submission P026 (Marie Roberson, Turlock Tea Party Patriots, September 20, 2011)

P026-1

Refer to Standard Response FB-Response-GENERAL-11.

Submission P027 (Cynthia Sterling, San Joaquin Management & Construction Group, LLC, September 20, 2011)

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1 going to be taxed to death. No way. No way. You're
2 going to see us in the street, you're going to see us
3 in Sacramento and you're going to see us in courts.
4 Thank you.
5 THE FACILITATOR: Are there any other speaker
6 cards at this time? Seeing none, I think we're ready
7 for a break.
8 MR. ABERCROMBIE: Twenty minutes.
9 (Whereupon, a brief recess was taken.)
10 MR. ABERCROMBIE: Rebecca, are there any cards
11 at this time?
12 THE FACILITATOR: No. Any speaker cards out
13 there? Anyone? No.
14 MR. ABERCROMBIE: Okay. Let's take another
15 recess to -- 30 minutes to 7:10, please. Thanks.
16 (Whereupon, a brief recess was taken.)
17 MR. ABERCROMBIE: Good evening. We will
18 resume with the public hearing to receive your comments
19 on the Environmental Analysis Alternative Impacts and
20 Mitigation measures presented in the Fresno to
21 Bakersfield and Merced to Fresno Draft Environmental
22 Impact statements and reports. We have a couple of
23 speaker cards. Rebecca.
24 THE FACILITATOR: Okay. We have Cynthia
25 Sterling. And if there's anyone who wants to make a

Page 91

High Speed Rail Public Meeting
559-222-1200 888-346-5559

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1 comment, if you can fill out a speaker card and give it
2 to me. We have them in the back and I have some here.
3 So, Cynthia, go ahead.
4 SPEAKER STERLING: Good evening to everyone.
5 I'm Cynthia Sterling -- it's very loud -- former member
6 of the Fresno City Council; and this is my district.
7 And I was a part of the actual ground zero -- the day
8 we actually, I would say broke tract to get ready for
9 the High Speed Rail Project.
10 I'm here today as a member of the San Joaquin
11 Management and Construction Group, Limited Liability
12 Corporation. And our concern is that people of all
13 various communities, stake holders, business people be
14 informed of what the process is going to be.
15 We realize that this is a very large, a very
16 huge project that's going to require -- it's a lot of
17 work. And putting together the Environmental Impact
18 Report, the study in itself is long. And we realize
19 it's been a long and a very hectic process. However,
20 in trying to get the information out to the community
21 about how this is going to impact them -- first of all,
22 from August through October is a short period of time.
23 We would love to have seen this extended, but if it's
24 not going to be extended, then we think that you need
25 to triple, maybe quadruple your staff.

Page 92

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Submission P027 (Cynthia Sterling, San Joaquin Management & Construction Group, LLC, September 20, 2011) - Continued

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1 Make sure that there are a number of people
2 who look like the community, that speak like the
3 community and are informed to be able to bring back
4 information that's going to be pertinent to those that
5 are going to be affected.

6 There should not be this much controversy on a
7 project that is going to affect the entire nation. We
8 are probably the largest State with the highest
9 unemployment in the nation, but yet we have some of the
10 most controversial issues facing this project because I
11 feel that the Authority, in itself, did not take the
12 time to reach out to the community as it should have
13 and engage them so that they would have had ownership
14 and buy into it. I believe that's the problem that
15 we're facing now.

16 I believe that we need to have a longer time
17 period, more meetings and have solutions to those that
18 are going to be affected. For example, some of the
19 communities that are living in some poor neighborhoods,
20 low-income neighborhoods, what's going to happen with
21 them when the rail goes through their communities?

22 How are they going to know about relocation, other
23 housing opportunities? Have there been engagement with
24 other entities, such as the Economic Opportunity
25 Commission, the Housing Authority? Are they going to

Page 93

High Speed Rail Public Meeting
559-222-1200 888-346-5559

P027-1

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1 be engaged in order to help facilitate these types of
2 moves? What are we doing to help facilitate employment
3 opportunities?

4 Everybody will not be a small business and a
5 small business on the scale of the program that we're
6 implementing here. It's just not going to take in the
7 general public.

8 What we're looking at doing in our
9 organization is putting together an academy that will
10 help educate, make sure people receive all their
11 certifications that are necessary so that they can be
12 integrated into possible subcontractors, prime
13 contractors in a way that would allow more people to
14 receive employment. How are we reaching out to them
15 and whatever we can? Do we want to do that?

16 Thank you for the opportunity to speak to you
17 tonight.

18 THE FACILITATOR: Thank you. Lynord Chan.

19 SPEAKER CHAN: My name is Lynord Chan. I
20 just -- you have a program -- you're going to build the
21 passover on D Street and Tulare Street. There's
22 another option, you know. You can build the underpass.
23 You know, if you -- what I am concerned with, if you
24 put a bypass on the G Street and from to the E Street
25 you're going to block the whole street of Tulare and

Page 94

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P027 (Cynthia Sterling, San Joaquin Management & Construction Group, LLC,
September 20, 2011)

P027-1

This comment was not a comment on the EIR/EIS. The Public Outreach Team responded directly to the commenter.

Submission P028 (Ashley Swearengin, City of Fresno, September 20, 2011)

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1 spend your time any better than in participating in
2 this process, which is so important for the State of
3 California and as this stands in central California.
4 So, again, thank you very much for being here.
5 MR. ABERCROMBIE: Thank you, Tom. Melissa.
6 MS. DUMOND: Thank you, Tom. FRA is the lead
7 federal agency for the Environmental Impact Statement.
8 We are also providing financial support for the High
9 Speed Rail to the planning development and implantation
10 of the High Speed Rail.
11 We're very happy to see the turn out here
12 tonight. We encourage you to make comments either
13 formally or written comments are available to be made
14 in the in foyer. I'd like to remind you, also, to
15 please sign in if you haven't already done so; and that
16 we have right away folks here to help tonight, help
17 answer questions about the relocation the acquisition
18 process. Thanks again.
19 MR. ABERCROMBIE: Thank you, Melissa. I would
20 like to take a minute to introduce some of the elected
21 officials or big charities attending tonight's meeting.
22 First, I'd like to ask Mayor Ashley Swearinger if you
23 would like to say something.
24 MAYOR SWEARINGER: Good afternoon and welcome
25 to Fresno. We are pleased to have you here today. I

Page 4

High Speed Rail Public Meeting
559-222-1200 888-346-5559

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1 want to share just a few thoughts before you begin your
2 proceeding.
3 First of all, I want to speak in support of
4 High Speed Rail and particularly the concept of the
5 system and what it means to Fresno and in the San
6 Joaquin Valley.
7 It is not difficult to conclude that there are
8 major economic benefits to High Speed Rail starting in
9 Fresno and eventually connecting the Fresno area to
10 other major urban areas in California. We anticipate
11 significant job creation from the construction of the
12 system in the first place, but I think people are
13 missing the point that there is also significant job
14 creation and economic value in connecting our
15 businesses to other parts of California and other parts
16 of California to our businesses.
17 Not a week goes by that I don't meet creative
18 professional, a designer, an engineer, an attorney, an
19 architect, an accountant or someone like that who can
20 do business and go toe to toe with any other in
21 California. Yet, their absence and their distance from
22 the other major markets automatically rules them out to
23 do business and serve clients in other parts of the
24 State.
25 High Speed Rail changes that, not just for the

Page 5

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Submission P028 (Ashley Swearingin, City of Fresno, September 20, 2011) - Continued

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1 creative professionals and designers and others in
2 Fresno, but for a host of others manufacturers or other
3 business. That's simply because of their isolation and
4 difficulty to travel to this area seem to get ruled out
5 of economic opportunities that happen in other parts of
6 California. And that changes with High Speed Rail.
7 Just to really put a fine point on that, I
8 don't know how many -- have you ever tried to buy a
9 plane ticket from Fresno to LA or San Francisco? We
10 had people coming down from San Francisco to do
11 business in the, say, last week. They would have spent
12 \$1600 to fly from San Francisco to Fresno; and the only
13 flight they could get routed to Los Angeles and then
14 ultimately to Fresno.
15 It is a complete noncompetitive position for
16 Fresno to have to struggle through the restrictions of
17 the airplanes, the various restrictive services that we
18 have in the Fresno area. Knowing that in San Francisco
19 you can buy an airline ticket to L.A. for \$800
20 completely blows my mind, because we spend so much
21 money on air service here in the Fresno area. And,
22 again, High Speed Rail changes that.
23 If you look at High Speed Rail costs and you
24 compare that mode of transportation to other modes of
25 transportation, partly adding more highway lines.

Page 6

High Speed Rail Public Meeting
559-222-1200 888-346-5559

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1 Growing population in the Valley and in California, we
2 know that High Speed Rail can and is -- can be a cost
3 effective solution to other modes of transportation,
4 not just on the initial capital costs, but also on the
5 ongoing operations.
6 What we hear reported from every other part of
7 the world is that true high speed train systems all
8 make money on their operations. I know of no highway
9 system that makes money on it's operations. So I
10 encourage people to consider the effects -- the cost
11 effectiveness of High Speed Rail when taken in context
12 of other transportation modes.
13 And then, finally, the transformative
14 potential to be able to get on the train and get to San
15 Francisco in a little over an hour is remarkably
16 different. Even if all of us had our own individual
17 highway lane miles and there was no traffic on 99, it
18 would still take us about three hours to get to the Bay
19 Area and four hours to get to Los Angeles. And that is
20 one of the main reasons why I support High Speed Rail.
21 Having said that, we know we all would agree
22 High Speed Rail has to be done right. We're looking
23 forward to seeing the business plan next month or next
24 year, certain have to be resolved that have been raised
25 to the public's attention. What are the -- all of

Page 7

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Submission P028 (Ashley Swearingin, City of Fresno, September 20, 2011) - Continued

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1 those legitimate issues must be addressed in the
2 business community. We look forward to getting that
3 information from the Authority.

4 Finally, in response to the EIR, the city is
5 in the process of developing it's detailed response to
6 the EIR. We will have our information to the Authority
7 by the deadline of October 13th. We will consult with
8 the City Council several weeks before that date and
9 make sure we have a consensus view point on our
10 response from the city in regards to the EIR.

11 A couple of key things we want to understand
12 and that are early issues raised for us. Underpasses
13 versus overpasses, it is always better for the city to
14 be underpasses. And we urge the authority and the FRA
15 to work with you and others to make sure that
16 underpasses are the preferred alignment. There are
17 many other technical issues that we will be commenting
18 on.

19 My last issue I want to raise is as we have
20 met now for the last two weeks with business owners who
21 are in the alignment area, we have, of course, had many
22 questions raised, concerns raised and at the end of the
23 day people saying, okay, if this money is going to be
24 spent we want it to be spent here in Fresno we just
25 need to be made whole.

Page 8

High Speed Rail Public Meeting
559-222-1200 888-346-5559

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P028-1

1 So the city is in the process of putting
2 together it's internal team to serve these businesses
3 to make sure we find places for them to be in Fresno,
4 to remove any bottlenecks or other restrictions from
5 City Hall standpoint that would prevent them from
6 having an easy process and relocating. And we urge
7 High Speed Rail Authority to continue to be a close
8 partner on this and we look forward to working with you
9 on that issue.

10 And then, finally, I just want to comment on
11 the rumors that other parts of the State are vying for
12 these dollars, and just urge you to continue to focus
13 on building the backbone of the High Speed Rail system
14 for California. The only way to do that is by starting
15 in Fresno and in the Valley and then continuing out to
16 the major urban areas. And I appreciate the FRA's
17 distinction that the Valley is the place to start and
18 urge your continued focus on Fresno and the Valley.

19 So thank you, very much. I look forward to
20 hearing the other comments from the participants.

21 MR. ABERCROMBIE: Thank you, Mayor.
22 Supervisor Henry Perea.

23 SUPERVISOR HENRY PEREA: Thank you for the
24 opportunity to speak. I represent with my fellow
25 supervisor, Susan Anderson; we're co-chairs and also

Page 9

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P028 (Ashley Swearingin, City of Fresno, September 20, 2011)

P028-1

Refer to Standard Response FB-Response-GENERAL-09.

Submission P029 (Jeff Tanielian, September 20, 2011)

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1 the fact.

2 Thank you.

3 THE FACILITATOR: Jeff Tahiecian.

4 SPEAKER TAHIECIAN: I'm not sure what I

5 represent. I believe it's Fresno to Bakersfield. My

6 name is Jeff Tahiecian; I am a property owner on 5547

7 North Golden State, here in Fresno. I oppose the High

8 Speed Rail for the following reasons:

9 It adversely affects my livelihood. It would

10 cut my current property and facility directly in half.

11 I founded my business in 1974. I employ 20 people.

12 Along with planning this facility, an ongoing

13 development, I have spent 15 years in this property. I

14 strongly urge this Commission to consider an alternate

15 plan.

16 I do believe, ideologically believe in High

17 Speed Rail. Fiscally, I'm not sure how that works out.

18 I'm sure there are plenty of people who can figure that

19 out. I'm here representing my neighborhood on North

20 Golden State Boulevard, which was developed

21 approximately 12 years ago. This, I believe, is a

22 first-class development and it would be a shame to just

23 uproot, along with everybody else that is affected

24 through the route of this High Speed Rail.

25 The question I would like answered at some

Page 31

P029-1

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1 point is, there are railroad tracks directly across the

2 street from our properties. And if they are going to

3 go forward with this project, I would like them to

4 consider that. It seemed like it would be a logical

5 alternative and much cheaper than uprooting our

6 businesses and the enormous cost associated with that.

7 We have other members of our group. I

8 don't -- I'm not sure if they're here. There is a

9 lady, my neighbor, her name is Janie Dokes. She has

10 been very active in this. Unfortunately, due to an

11 illness she could not be here tonight. She had

12 mentioned she may be. I hope she is.

13 Thank you for your time and your

14 consideration.

15 THE FACILITATOR: Thank you. Baldwin Moy,

16 Larry Thompson and Rodger Christensen.

17 SPEAKER MOY: Good afternoon. Baldwin Moy

18 with California Rural Legal Assistance. I've addressed

19 this body previously, but I think the points are

20 important enough for me to kind of repeat some of them.

21 We represent the justice communities, the

22 protected communities of low income, farm workers,

23 minority and native Americans. That covers the entire

24 route of this phase of the High Speed Rail.

25 Previously I had mentioned about the external

Page 32

P029-1

High Speed Rail Public Meeting
559-222-1200 888-346-5559

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P029 (Jeff Tanielian, September 20, 2011)

P029-1

Thank you for your comment. Your location at 5547 North Golden State Boulevard in Fresno falls within the project limits of the Merced to Fresno Section. Please refer to Chapter 2, Alternatives, of the Merced to Fresno Final EIR/EIS (Authority and FRA 2012k), which describes the project alternatives as well as the alternatives analysis process. It is available on the Authority's website.

The Merced to Fresno Section of the HST project adjoins the Fresno to Bakersfield Section in the city of Fresno. The Final EIR/EIS for the Merced to Fresno Section was issued in April 2012. The Authority has commenced the right-of-way appraisal process for the southern extent of the Merced to Fresno Section, south of Avenue 17 in Madera. If this property is required for the project, the Authority has contacted you to arrange for a fair market value appraisal of your parcel.

Submission P030 (Kurt Taylor, September 20, 2011)

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1 years. I worked for the State of California and I know
2 for a fact that they don't have a balanced budget. My
3 paycheck would show that very clearly.
4 This project is going to take away small
5 businesses. It's going to interrupt small businesses
6 and it's going to hurt California. It's going to hurt
7 the Central Valley tremendously. And if we take
8 anymore money out of our State budget that we don't
9 have to put into a project, that's bound to fail. It's
10 a failure to the people.
11 Thank you.
12 THE FACILITATOR: Thank you. Next up -- I
13 actually don't think it says Kathy. I think it's Katie
14 or -- I don't know. No? Really? Okay. We have Kurt
15 Taylor and next up after that Steve Brandon.
16 SPEAKER TAYLOR: I'm going to start with a
17 question. I'm a local farmer. How many of you today
18 rode Amtrak here? Anybody at this Board? We all came
19 in cars. And the local area, we haven't pushed a local
20 damn through in over 42 years.
21 We need infrastructure. We need jobs. Amtrak
22 is not the time, place and the Valley can't afford it
23 right now. And if we're talking about farm ground, we
24 have a right-of-way right now, the 99. Why don't we
25 bring it up in the air and run down the 99 corridor

Page 76

P030-1

High Speed Rail Public Meeting
559-222-1200 888-346-5559

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P030-1
1 where the right-of-ways are covered instead of buying
2 wasted farm grounds and all that.
P030-2
3 And first of all, in our area, moving
4 equipment and stuff, people are going to get killed on
5 this track. There's no doubt about it. The local
6 trains and Amtrak kill two or three people a year. Has
7 anybody thought about that?
8 So we need jobs, but we need stuff likes dams.
9 And if we can't push through dams with infrastructure
10 and environmental through 20 to 30 years, how can this
11 be pushed through that fast? You know, that's my
12 biggest question because I'm on the Water Board and we
13 can't get anything pushed through in California. It's
14 a big question to me, how is this pushed through?
15 Usually that means this project is done. In most cases
16 that's how it works.
17 So that's my only comment. I think we need to
18 get it up in the area if you're going to have it, but I
19 don't think we're ready for it yet. I think we need
20 dams and infrastructure first before we worry about
21 High Speed Rail.
22 Thank you.
23 THE FACILITATOR: Thank you. Steve Brandav
24 and then if Katie Arrellano is still in the room.
25 SPEAKER BRANDAV: Thanks for holding this

Page 77

P030-3

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P030 (Kurt Taylor, September 20, 2011)

P030-1

Refer to Standard Response FB-Response-GENERAL-02, FB-Response-GENERAL-10.

P030-2

As discussed in Chapter 2 and in Section 3.11 of the EIR/EIS, the HST system will be fully grade-separated and the right-of-way will be fenced. Therefore, vehicles and people will not be able to access the tracks.

P030-3

Refer to Standard Response FB-Response-GENERAL-01.

Submission P031 (Charlie Waters, September 20, 2011)

This transcript was prepared for you by:
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P031-1

1 SPEAKER ZWICKED: -- that's not going to
2 happen. Thank you, very much for your time.
3 THE FACILITATOR: Thank you. Charlie Waters.
4 SPEAKER WATERS: Good evening, Board. You're
5 looking at a very aggravated and damn mad veteran. We
6 do not have enough money in this State after building a
7 damned near \$200 million home for the veterans that
8 can't even get around. The State's broke. And you're
9 going to spend some 60 something billion dollars on a
10 damn train we don't need.
11 I'm telling you, I take the Amtrak. I'm an
12 advocate of the American Legion. And you think you're
13 going to have problems now, wait until we get 100,000
14 farmers and the veterans, manager of Sacramento over
15 this deal.
16 We can't and you can't give us enough money to
17 open that veteran's home. That's a joke. \$200 million
18 building sitting on this hill over here and you guys
19 are thinking of building a train.
20 Now, the second thing, the farmers, someone
21 has told you -- I don't know from where, from some
22 environmental communities -- that California's farmers
23 are dead. That's a crock. The farming communities are
24 very alive in this State. You're going to pay for that
25 one I promise you. Very alive. There's thousands and

Page 89

High Speed Rail Public Meeting
559-222-1200 888-346-5559

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1 thousands in my own company. We used 6,000 workers
2 this year. You guys are going to run that damn train
3 right through the farm land. Forget it.
4 We're going to fight this if it's the last
5 breath I take. I guarantee you. I don't know
6 what -- where you all are coming from. I travel all
7 over the world. I have a doctorate in international
8 relations. I've ridden on those trains in Japan. They
9 have them in Europe, but in crowded cities.
10 When I go to Sacramento to hear the American
11 Legion judge advocate, I take the Amtrak. Three cars
12 and a coffee car. Never ever have I had to wait to
13 find a seat on one of those three cars. Cost me maybe
14 40 to 60 bucks, depends on where I'm going, to San
15 Francisco or Sacramento. And you're going to charge a
16 hundred bucks. In real life, face it, nobody is going
17 to pay a hundred bucks to go to Bakersfield or
18 Sacramento or San Francisco. It's going to cost a
19 fortune.
20 This State is broke. Wait a while and then
21 build this thing. We will need it in the future, but
22 not now, environmentally, you know. Hell, if I have to
23 raise cane and put it in the fields, I will. But I'm
24 telling you, we are going to fight this. This is not
25 right in a State that's broke. And the people are

Page 90

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Submission P031 (Charlie Waters, September 20, 2011) - Continued

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1 going to be taxed to death. No way. No way. You're
2 going to see us in the street, you're going to see us
3 in Sacramento and you're going to see us in courts.
4 Thank you.
5 THE FACILITATOR: Are there any other speaker
6 cards at this time? Seeing none, I think we're ready
7 for a break.
8 MR. ABERCROMBIE: Twenty minutes.
9 (Whereupon, a brief recess was taken.)
10 MR. ABERCROMBIE: Rebecca, are there any cards
11 at this time?
12 THE FACILITATOR: No. Any speaker cards out
13 there? Anyone? No.
14 MR. ABERCROMBIE: Okay. Let's take another
15 recess to -- 30 minutes to 7:10, please. Thanks.
16 (Whereupon, a brief recess was taken.)
17 MR. ABERCROMBIE: Good evening. We will
18 resume with the public hearing to receive your comments
19 on the Environmental Analysis Alternative Impacts and
20 Mitigation measures presented in the Fresno to
21 Bakersfield and Merced to Fresno Draft Environmental
22 Impact statements and reports. We have a couple of
23 speaker cards. Rebecca.
24 THE FACILITATOR: Okay. We have Cynthia
25 Sterling. And if there's anyone who wants to make a

Page 91

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P031 (Charlie Waters, September 20, 2011)

P031-1

Refer to Standard Response FB-Response-GENERAL-14.

Submission P032 (Steve Wayte, September 20, 2011)

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1 the meeting, get on and come back and have lunch, and
2 I'm home, back to work. That's the difference in what
3 this will do economically.
4 So I look at this High Speed Rail and I
5 understand the high poverty area in connecting us with
6 jobs opportunities. I see my grandchildren graduating
7 from college with no hope of a job, but connecting with
8 those areas, job opportunities.
9 And thank you, very much.
10 THE FACILITATOR: Thank you. Steve Wayte. I
11 hope I'm saying that right. And then next we have Jeff
12 Tahiecian and Baldwin Moy.
13 SPEAKER WAYTE: My name is Steve Wayte. I've
14 lived in Fresno all my life. I helped find the Central
15 Valley Tea Party and I hate to be the first one to pee
16 in the punch bowl, but here I go.
17 When I started my tea party boot camp radio
18 show on May -- and the very first guest I had on was
19 Randall O'Toole. And Randall is an expert with the
20 Cato Institute.
21 A typical flight in the United States
22 currently is federally subsidized 13 cents per
23 passenger mile. The High Speed Rail Authority, I
24 believe, is claiming a ridership of approximately 90
25 million annually. Yet, Amtrak last year celebrated

Page 29

High Speed Rail Public Meeting
559-222-1200 888-346-5559

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1 it's highest rates of travel at 20 million passengers
2 nationally. The Boston to Washington quarter alone is
3 subsidized 75 cents per passenger mile.
4 So a High Speed Rail, if we just take these
5 numbers that aren't High Speed Rail, that are just
6 Amtrak, and take 75 cents per passenger mile, a hundred
7 mile trip is going to be federally subsidized or stay
8 subsidized to the tune of \$75 one way.
9 In China, currently they have a \$400 billion
10 High Speed Rail Project that has been shut down due to
11 corruption cost overruns and poor workmanship and
12 materials. Because the steel that they used was
13 such -- so poorly constructed that the High Speed Rail
14 will never be able to reach the speeds obtainable they
15 were wanting.
16 So I hate to be the one that says ICWA has no
17 (inaudible), but this is economically unviable. And we
18 are going to spend far more than the cost overruns.
19 When this whole thing gets done, built within my
20 lifetime, I'm guessing it's going to be a \$500 billion
21 project.
22 And we can create jobs just by digging holes
23 and refilling them with dirt. And that would actually
24 be better for the taxpayers of America, because after
25 you fill them with dirt it doesn't cost anything after

Page 30

High Speed Rail Public Meeting
559-222-1200 888-346-5559

P032-1

Submission P032 (Steve Wayte, September 20, 2011) - Continued

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 the fact.
2 Thank you.
3 THE FACILITATOR: Jeff Tahiecian.
4 SPEAKER TAHIECIAN: I'm not sure what I
5 represent. I believe it's Fresno to Bakersfield. My
6 name is Jeff Tahiecian; I am a property owner on 5547
7 North Golden State, here in Fresno. I oppose the High
8 Speed Rail for the following reasons:
9 It adversely affects my livelihood. It would
10 cut my current property and facility directly in half.
11 I founded my business in 1974. I employ 20 people.
12 Along with planning this facility, an ongoing
13 development, I have spent 15 years in this property. I
14 strongly urge this Commission to consider an alternate
15 plan.
16 I do believe, ideologically believe in High
17 Speed Rail. Fiscally, I'm not sure how that works out.
18 I'm sure there are plenty of people who can figure that
19 out. I'm here representing my neighborhood on North
20 Golden State Boulevard, which was developed
21 approximately 12 years ago. This, I believe, is a
22 first-class development and it would be a shame to just
23 uproot, along with everybody else that is affected
24 through the route of this High Speed Rail.
25 The question I would like answered at some

Page 31

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P032 (Steve Wayte, September 20, 2011)

P032-1

Refer to Standard Response FB-Response-GENERAL-14.

Submission P033 (Charles Wilkins, September 20, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 crippling halt. Every time gas is risen the economy is
2 shuttered. So clearly the time is now to build High
3 Speed Rail, especially with the future we see in our
4 energy demands. Thank you.

5 THE FACILITATOR Thank you. Charles Wilkins,
6 and then after that we have Jonathan Zwicked, and then
7 after that Charlie Waters.

8 SPEAKER WILKINS: I'm here to speak for a lot
9 of people that are here with the tea party; I'm also
10 here to speak with a lot of people that can't speak for
11 themselves. And part of our problem with this State is
12 we haven't built a damn in 40 years. And people that
13 can't speak for themselves are not people, but the
14 things that can't speak for themselves. The burrowing
15 owl and San Joaquin favorite, the salmon.

16 These are all things that have stopped growth
17 and productivity in this State because they stopped
18 projects, dams, infrastructure. I don't see any
19 difference with the High Speed Rail. Those will come
20 into contention because there's -- there's
21 nothing -- that amount of land can draw that kind of
22 attention in lawsuits that will stop this project and
23 lack of money will stop this project. So I don't see
24 it coming out with a happy ending. That's all I have
25 to say.

Page 86

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P033 (Charles Wilkins, September 20, 2011)

P033-1

Refer to Standard Response FB-Response-GENERAL-18.

The Authority cannot speculate on whether lawsuits will impede the progress of the project.

Submission P034 (Allison Williams, Fresno Housing Authority, September 20, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 is the direction we need to go.
2 I have yet -- I've taken some time to
3 understand this issue a little bit, as far as what High
4 Speed Rail means, what it doesn't mean, dispelling some
5 of the myths that accompany it. And I have yet to hear
6 a valid argument as to why we should not pursue this.
7 So -- and I've searched long and hard for one.
8 I'm a pretty open-minded person and tried to
9 listen to both sides, but other than what I think is no
10 more than uninformed political rhetoric, I think that
11 High Speed Rail is a promising, positive impact to the
12 State of California. And I'm honored that Fresno is
13 going to be ground zero for what High Speed Rail is in
14 this nation.
15 So thank you all for coming.
16 MR. ABERCROMBIE: Thank you. All right.
17 Rebecca, let's resume with the speaker cards.
18 THE FACILITATOR: Just a quick reminder, if
19 you want to make a comment, if you could fill out a
20 speaker card. If you need one just raise your hand,
21 I'll bring you one. And I'll call your name in the
22 order received.
23 Next I have Allison Williams and then after
24 her John Hutdon and Gary Lasky. So Allison.
25 SPEAKER WILLIAMS: Hi. My name is Allison

Page 44

High Speed Rail Public Meeting
559-222-1200 888-346-5559

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 Williams. I'm the chief planning and developmental
2 officer for the Housing Authority for the City, County
3 of Fresno. I'm speaking on behalf of both segments of
4 the rail. It's an honor to speak with you today. I'm
5 excited about the opportunity before us.
6 I would like to comment on the article from
7 last week where the Federal Rail Authority challenged
8 the local High Speed Rail Authority -- not local, the
9 High Speed Rail Authority to achieve the 30 percent
10 minority participation level for the High Speed Rail.
11 This is an important factor for many reasons.
12 Given our statistics that you've heard on chronic
13 poverty and persistent poverty and marginal wage
14 progression. There's a great need for the jobs that
15 the rail project would create because minorities tend
16 to hire minorities. It's imperative that minority
17 contractors be involved in this endeavor, not only to
18 meet federal mandates, but help us move the need along
19 poverty, which will transform this nation through the
20 living wage jobs.
21 The Housing Authority, at the Housing
22 Authority we house 50,000 low and moderate income
23 family and people, about 18,000 families, through our
24 Section 8 and through 60 -- within 60 residential
25 communities. Many of them are job-seeking individuals

Page 45

High Speed Rail Public Meeting
559-222-1200 888-346-5559

P034-1

Submission P034 (Allison Williams, Fresno Housing Authority, September 20, 2011) - Continued

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

P034-2

1 looking for opportunities that projects like the rail
2 would provide.
3 We are working to create a framework to
4 encourage and support minority participation. We are
5 working to identify, assess, provide developmental and
6 technical assistance to qualify and certify small
7 minority and businesses through and in this region.
8 This will insure that the contractors will be able to
9 navigate what is possible and secure their execution.
10 For High Speed Rail we will need an auditing function
11 to insure subcontractor engagement and also insure
12 compliance with regard to minority hiring.
13 Thank you for your leadership and partnership.
14 And we look forward to the hard work that lies ahead.
15 THE FACILITATOR: John Hutson.
16 SPEAKER HUTSON: Thank you. Finally, my turn.
17 Welcome to Fresno.
18 I might say a few things about my community to
19 some of you that don't understand or haven't been here
20 before. The Brookings institute out of Washington DC
21 has labeled us, Fresno County, has the highest pockets
22 of poverty in the nation. There's less doctors per
23 thousand in Madera than there is in any place in
24 Appalachia. There's more food stamps in Tulare given
25 out than any place in West Virginia.

Page 46

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P034 (Allison Williams, Fresno Housing Authority, September 20, 2011)

P034-1

Refer to Standard Response FB-Response-GENERAL-18.

P034-2

Refer to Standard Response FB-Response-GENERAL-18.

Submission P035 (Jonathan Zwickel, September 20, 2011)

Fresno 912411



CALIFORNIA
High-Speed Rail Authority

Comment Card
Tarjeta de Comentarios

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

La Sección de Fresno a Bakersfield del Tren de Alta Velocidad
Proyecto de Informe de Impacto Ambiental/
Declaración de Impacto Ambiental (EIR/EIS)
Audiencias Públicas
Septiembre del 2011

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

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

Fresno to Bakersfield DEIR/EIS Comment, 770 L Street, Suite 800, Sacramento, CA 95814

The comment period is from August 15, 2011, to October 13, 2011. Comments must be re-postmarked, on or before August 15, 2011. Extended comment period for Fresno to Bakersfield High-Speed Train Draft EIR/EIS: August 15-October 13. Comentario es del 15 de Agosto al 28 de Octubre del 2011. Los comentarios tienen que ser re-impresionados, o matasellados, el o antes del 15 de Agosto del 2011.

Name/Nombre: Jonathan Zwickel

Organization/Organización:

Address/Domicilio: 1717 E. Bullard Ave #208

Phone Number/Número de Teléfono: 559-446-1989

City, State, Zip Code/Ciudad, Estado, Código Postal: Fresno CA 93710

E-mail Address/Correo Electrónico: jonathan238@sbcglobal.net

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

P035-1

YES - RAIL can reduce vehicular traffic

and congestion and pollution

but not passenger RAIL - high speed or otherwise

P035-2

If RAIL projects are about reducing

vehicular traffic + congestion + pollution on our

highways

improve + promote FREIGHT rail + terminals

and many 1000's of HEAVY duty trucks can and

will have their tractors transported by RAIL

rail freight will reduce traffic + congestion

RAIL freight will pay for itself



CALIFORNIA
High-Speed Rail Authority



U.S. Department
of Transportation
Federal Railroad
Administration

Response to Submission P035 (Jonathan Zwickel, September 20, 2011)

P035-1

Refer to Standard Response FB-Response-GENERAL-14.

Operation of the high-speed train (HST) project would result in an overall decrease in pollutant and greenhouse gas emissions in the basin. This decrease is the overall summation of predicted emission decreases primarily due to reductions in motor vehicle miles traveled and airplane trips (refer to Section 3.3 of the Revised DEIR/Supplemental DEIS). The estimated overall reductions, however, include predicted emission increases from vehicular and equipment operations near the HST stations, operation of the project's heavy maintenance facility, the electrical requirements of the HST system, increases during construction of the HST, and the operation of the HST system.

P035-2

Improving freight rail does not meet the purpose of the project, which is to provide a reliable high-speed electrified train system that links the major metropolitan areas of the state, and that delivers predictable and consistent travel times.

Submission P036 (Jonathan Zwickel, September 20, 2011)

Fresno 4/20/11



CALIFORNIA
High-Speed Rail Authority

Comment Card
Tarjeta de Comentarios

Fresno to Bakersfield High-Speed Train Section

Draft Environmental Impact Report/
Environmental Impact Statement (EIR/EIS)

Public Hearings

September 2011

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

La Sección de Fresno a Bakersfield del Tren de Alta

Velocidad Proyecto de Informe de Impacto Ambiental/
Declaración de Impacto Ambiental (EIR/EIS)

Audiencias Públicas

Septiembre del 2011

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

P036-1

The comment period is from Aug 28, 2011. Comments must be received postmarked, on or before September 13, 2011.	Extended comment period for Fresno to Bakersfield High-Speed Train Draft EIR/EIS: August 15-October 13	Comentarios recibidos entre el 15 de Agosto al 28 de Septiembre del 2011. Los comentarios tienen que ser recibidos postmarchados, o matasellados, el o antes del 13 de Septiembre del 2011.
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Name/Nombre: Jonathan Zwickel

Organization/Organización: _____

Address/Domicilio: 1717 E. Bullard Ave #209 Fresno 93710

Phone Number/Número de Teléfono: 559-446-1989

City, State, Zip Code/Ciudad, Estado, Código Postal: Fresno CA 93710

E-mail Address/Correo Electrónico: jonathanz38@sbcglobal.net
(Use additional pages if needed/Usar paginas adicionales si es necesario)

I am concerned about losing Fresno address from Route 99. this will adversely impact local traffic causing additional traffic and additional pollution

Response to Submission P036 (Jonathan Zwickel, September 20, 2011)

P036-1

No existing SR 99 off-ramps will be closed by the project. Please refer to Appendix 2-A, Road Crossings, of Chapter 2.0, Alternatives, for a listing of road closures.

Submission P037 (Jonathan Zwickel, September 20, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

P037-1

1 THE FACILITATOR: Thank you. Jonathan
2 Zwickel.
3 SPEAKER ZWICKED: Yes. Hello, everyone. I
4 don't want to pretend to be any expert in rail, but I'm
5 a transplant from New York, Long Island.
6 And some of us might have heard of the Long
7 Island Railroad, which is a busy commuter railroad.
8 Literally trying to get out to that train can be very
9 difficult during rush hour morning and evening traffic
10 and for extended periods before and after. There are
11 no seats. It's standing room only. And the Long
12 Island Railroad is commuter railroad that goes from
13 east of Long Island into Penn Station in New York City
14 with a large following all the time. And even with all
15 of that, it can't pay for itself.
16 I can't understand how rail here, in
17 California, especially in this Central Valley, is going
18 to do anything.
19 Now, regarding -- you're talking about Amtrak
20 versus High Speed Rail and using the new tracks for
21 Amtrak, prior to my moving to Fresno I was living with
22 my sister out in Madera. And Madera has a little
23 station -- I mean little station out in the country,
24 which did provide service for people that needed to get
25 there and it brought people there, people up from

Page 87

High Speed Rail Public Meeting
559-222-1200 888-346-5559

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

P037-2

P037-3

1 there. And using the High Speed Rail alignment would
2 eliminate many sections from small towns and cut down
3 on service.
4 Now, talking about environmental impact, I
5 think sometime last year the Fresno Bee had an article
6 talking about the station in Fresno and talking about
7 the projected volume. It said that it would need a
8 parking lot as big, if not bigger than the parking lot
9 at Yosemite Airport. And I haven't seen any plans, you
10 know, for this parking lot. Again, at the
11 expense -- picking up lots of room. And in the
12 downtown area it certainly should be more conducive to
13 businesses and residents.
14 And lastly, I don't know exactly what the
15 fares are, but when I've seen things talking about 100,
16 \$150 each way. I know if I had to spend \$100 each way
17 going into Los Angeles or San Francisco -- well, I
18 don't know about anybody else, I don't go to Los
19 Angeles or San Francisco. I'm going some place. I
20 might want to go to a sports stadium or Disney World or
21 hotel for a convention meeting, and to take the
22 train -- first to park some place here in Fresno, then
23 take the train to a station some place where I have to
24 then find local transportations where I want to go --
25 THE FACILITATOR: Jonathan --

Page 88

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Submission P037 (Jonathan Zwickel, September 20, 2011) - Continued

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

P037-4

1 SPEAKER ZWICKED: -- that's not going to
2 happen. Thank you, very much for your time.
3 THE FACILITATOR: Thank you. Charlie Waters.
4 SPEAKER WATERS: Good evening, Board. You're
5 looking at a very aggravated and damn mad veteran. We
6 do not have enough money in this State after building a
7 damned near \$200 million home for the veterans that
8 can't even get around. The State's broke. And you're
9 going to spend some 60 something billion dollars on a
10 damn train we don't need.
11 I'm telling you, I take the Amtrak. I'm an
12 advocate of the American Legion. And you think you're
13 going to have problems now, wait until we get 100,000
14 farmers and the veterans, manager of Sacramento over
15 this deal.
16 We can't and you can't give us enough money to
17 open that veteran's home. That's a joke. \$200 million
18 building sitting on this hill over here and you guys
19 are thinking of building a train.
20 Now, the second thing, the farmers, someone
21 has told you -- I don't know from where, from some
22 environmental communities -- that California's farmers
23 are dead. That's a crock. The farming communities are
24 very alive in this State. You're going to pay for that
25 one I promise you. Very alive. There's thousands and

Page 89

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P037 (Jonathan Zwickel, September 20, 2011)

P037-1

Refer to Standard Response FB-Response-GENERAL-17, FB-Response-GENERAL-24.

P037-2

Refer to Standard Response FB-Response-GENERAL-12, FB-Response-GENERAL-13.

P037-3

Refer to Standard Response FB-Response-S&S-03.

The station alternatives for the Fresno to Bakersfield Section are described in EIR/EIS Section 2.4.4, Station Alternatives. Specific discussion and figures of the proposed Fresno Station are included in Section 2.4.4.1. Ridership and Station Area Parking are discussed in Section 2.5.3 of the EIR/EIS.

P037-4

Refer to Standard Response FB-Response-GENERAL-14, FB-Response-GENERAL-23.

The HST will be most successful, and will best fulfill the intent of the voters and Legislature, if it is coordinated with sprawl-reducing and environment-improving land use development patterns. Figures 2-53, 2-54, and 2-55 show how the HST System connects with existing transit service areas throughout the State of California.

