

Submission P001 (Wayne Amundson, Operating Engineers Local 3, September 21, 2011)

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Nisbett Lucas Reporting & Videography

1 touches and very likely will damage every aspect of our
2 lives.
3 Then you once again dismiss the importance of the
4 potential damage by saying here, spend every waking moment
5 for the next 60 days, ignore your businesses, ignore your
6 families, and all else, and pour over at least 500 pages a
7 day and give us an intelligent comment on this. I don't
8 think that's possible. I don't think we can get through it
9 in that amount of time.
10 I'm sorry to say, this is not the way to treat the
11 people who will be most damaged by your train. You owe us a
12 proper amount of time to dissimulate and digest the EIR, and
13 the proper amount of time for that is six months, at least.
14 Thank you.
15 THE FACILITATOR: Thanks, Helen.
16 Wayne. After that we have Richard Williams. And
17 Pamela Leal.
18 SPEAKER AMUNDSON: Good afternoon. I'm Wayne
19 Amundson with the Operating Engineers Local 3.
20 My organization represents the workers and plans
21 that will be driving machines, operating the equipment that
22 will build this big project.
23 We all know too well how high our unemployment
24 rates are in the Valley. The timing of this project
25 couldn't be better. We need these jobs. High-speed rail is

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1 the only big guns as far as job generating coming up right
2 now.
3 Based on these benefits, we strongly support the
4 high-speed rail and look forward to working with you any way
5 we can to help its proceeding further. Thank you.
6 THE FACILITATOR: Thank you.
7 Richard Williams.
8 SPEAKER WILLIAMS: Ladies and gentlemen, I'm
9 Richard Williams. I'm a native Californian, born in Taft.
10 Spent nine and a half years in the Navy in one of the most
11 desolate parts of California, China Lake, so I know what
12 desolate is.
13 The high-speed rail, I've read briefly some of the
14 proposals, it's a term from a movie, "If you build it, they
15 will come." I don't see anything in here about upgrade of
16 electrical infrastructure right now. This is driven by
17 electricity. Are we expecting to have a rolling brownout
18 every time a train passes by a municipality? That's jobs
19 right there. That's jobs that money can pay for right now
20 to upgrade the infrastructure that is going to be required
21 to make this happen no matter what move it takes.
22 I am not here either for or against the rail right
23 now but I have some questions. Who mandated a
24 two-and-a-half hour trip, federal, state, voters, who?
25 Nothing should be mandated. You can have targets, you can

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Response to Submission P001 (Wayne Amundson, Operating Engineers Local 3, September 21, 2011)

P001-1

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

Submission P002 (Shelli Andranigian, September 21, 2011)

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1 high-speed rail as a front yard ornament.
2 I am asking for 180 days to review the document.
3 And I want to leave you with this. Forgive us our
4 trespasses as we forgive those who trespass against us and
5 lead us not into temptation but deliver us from evil. Amen.
6 THE FACILITATOR: Thank you.
7 SPEAKER ANDRANIGIAN: First of all, good evening
8 and welcome to Hanford. My name is Shelli Andranigian and I
9 represent the Andranigian family.
10 We have lived in Laton, California for 50 plus
11 years and also owned and farmed 150-acre parcel of land
12 since 1945. This home place is along the coal slough of the
13 Kings River and also part of the proposed high-speed rail
14 route.
15 My folks have been humanitarians, they have helped
16 Kings River Conservation District, KRCD, save the town of
17 Laton in 1969 when our family furnished and built levies to
18 keep this town from flooding. It took KRCD eight years for
19 them to bring someone to level the ground where the dirt had
20 been excavated so our family could again farm this 30 acres
21 of prime farmland they have taken. My dad also farmed and
22 saved the land of his neighbors, the Anuey (phonetic) family
23 in Kingsburg, California, while they were interned in World
24 War II.
25 We have two properties in the proposed high-speed
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1 rail's pathway. We are four minutes from the 135 acre home
2 place and a 240 acre farm across and adjacent to Highway 43
3 by the coal slough of the Kings River. Our land, like many
4 other farms and dairies in this Valley, are rich and
5 fertile, providing for those all over the world. This is
6 also the busiest time of the year as it is harvest season.
7 California's farms and dairies have the best to
8 offer the world over. I have traveled abroad on both light
9 and speed-train so I should do.
10 I do have a long list of questions as I try to make
11 sense out of 30,000 pages of documents in a short time frame
12 in order to study and comment on, not just here in a three
13 minute allotment but more extensively by October 13th --
14 THE FACILITATOR: Shelli, could you slow down a
15 little bit for the court reporter.
16 SPEAKER ANDRANIGIAN: Okay.
17 While I appreciate the fifteen extra days to do so,
18 comment, review and question from 45 to 60 days, 180 days is
19 more necessary, realistic, and fair. It is especially
20 important for those of us in the proposed high-speed rail
21 route to have ample time to look over and fully prepare for
22 something that is not only impacting Californian's today,
23 tomorrow, next week, next month, next year, and the years
24 following, but for all future generations to come the world
25 over.
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Submission P002 (Shelli Andranigian, September 21, 2011) - Continued

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1 I have two requests. The first is to please fully
2 consider extending our comment and review period to 180
3 days.
4 The second is to propose -- the second is to
5 properly address correspondence sent to us. My name is not
6 just "owner/occupant," it is legally Shelli Andranigian.
7 Thank you.
8 THE FACILITATOR: Thank you.
9 Gordon Tessman. Then Maddy Wisecarver and after
10 that Mary Jane Fagundes.
11 Please state your name.
12 SPEAKER TESSMAN: Hi there, my name is Gordon
13 Tessman and I'm a resident of Kings County.
14 I don't know why you're here and I wish we didn't
15 have to deal with this. High-speed rail is a travesty.
16 It's not something that we want, not something that we need,
17 it's not something that we can afford, we've got no place to
18 put it.
19 If we were to plan a 3,000 cow dairy in downtown
20 San Francisco, how long do you think you'll have the EIR
21 reports reviewed before it was shot down in flames.
22 This is a travesty upon this area. You are taking
23 all of these people's way of life and trying to change it
24 through your social engineering and it's just flat out
25 wrong. You can all sit up here and scowl or do whatever it

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Response to Submission P002 (Shelli Andranigian, September 21, 2011)

P002-1

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

Submission P003 (Fred Bader, September 21, 2011)

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1 Browning?
2 THE FACILITATOR: Yes.
3 SPEAKER IN CROWD: She's not here, can I take her
4 place?
5 THE FACILITATOR: No, if you can fill out a speaker
6 card and we'll get to you.
7 We have Larry Peichot.
8 State your name.
9 SPEAKER PEICHOT: My name is Larry Peichot, I was
10 from Hanford, on the middle of the road, and the only thing
11 I got to say is we got history repeating itself, and it's a
12 history I do not want to see.
13 I'm referring to May 11th, 1880, Tulare County.
14 Some of us know it as "Mussel Slough Tragedy." I hope it
15 doesn't come to that, but it looks like it, not violent, but
16 it's going to come to that because we have people who do not
17 believe in compromising and compromising is what a great
18 leader is. You can compromise, there's always compromise.
19 Thank you.
20 THE FACILITATOR: Thank you.
21 John Rangey. Is John here, I'll set the card
22 aside.
23 Fred Bader. And after that we have John Tos.
24 SPEAKER BADER: Good afternoon, folks, you may
25 address me as Fred Bader, and I want to say I'm 100 percent
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1 satisfied with the present rail system we have.
2 My wife and I have used it so much we go on a first
3 name basis with station personnel and the conductors. The
4 only improvement I'd like to see on that is to dig a tunnel
5 through the Sierra Madre Mountains so that we don't have to
6 get off the train, we can take the train all the way to the
7 Amtrak. And if you think it's a hard thing to do,
8 Switzerland just made a tunnel like that and they didn't
9 have any problems, and I think we can do this too. And also
10 I can ride a train from here to Hanford for under \$3 --
11 here to Fresno for only \$3, could you beat that?
12 THE FACILITATOR: Thank you, John.
13 SPEAKER TOS: Thank you. My name is John Tos, our
14 family has been farming in Kings County for well over 100
15 years. The train is going to impact us in six different
16 parcels, three of the parcels we own, three of the parcels
17 we have long term 25-year rents. No one has addressed
18 long-term rents on parcels, you need to do that.
19 In our particular area this is our headquarters.
20 I've figured out that we will be driving an additional
21 150,000 miles a year because Ninth Avenue, Volkner Avenue,
22 Excelsior Avenue, all that is going to be impacted, that's
23 going to cost us \$75,000 more a year. Can you think of the
24 carbon footprint that's going to cost?
25 Whenever a foreign force comes in here as an
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Response to Submission P003 (Fred Bader, September 21, 2011)

P003-1

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

Submission P004 (Jessica Bowden, September 21, 2011)

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1 make an underpass under the train and it will not wipe out
2 near as much land if it should ever come to that. Thank
3 you.

4 THE FACILITATOR: Jessica Bowden.
5 State your name, please.

6 SPEAKER BOWDEN: My name is Jessica Bowden, I moved
7 here from LA seven years ago now. My parents and I drove
8 the five hours it took to see me off to Fresno State.
9 During that time we talked about all the favorite memories
10 we had of me growing up with my brothers, and just
11 everything, holidays. We would have lost those memories if
12 we would have rode the train.

13 Living this far away from my parents has helped me
14 learn how to become an adult and no longer had my hand held
15 by my mom and dad.

16 Once I graduated from Fresno State, I moved to
17 Hanford and I learned the importance of our farmland. I
18 didn't know the importance before, when I lived in LA, all I
19 knew is that if I wanted food, I went to the grocery store.
20 I knew milk came from cows but I didn't know how important
21 it was or how often you had to milk those cows.

22 When my friends come from LA, the first thing they
23 say and they smell is the smell from the dairies, and they
24 say how disgusting it is. I always respond with, it's not a
25 disgusting smell, that's the smell of hard work, labor, and

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P004-1

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1 money.

2 That smell, those trees, and those plants coming
3 out of the ground that you now want to put a train over,
4 that's my meal, those are your meals, those are your kids'
5 meals, your grandkids' meals, and this nation's meals.

6 This train may be important some day but the
7 importance right now is keeping meals at an affordable cost
8 for everyone. We're in depression regardless of what this
9 nation wants to believe. Poverty is on the rise. Let's
10 figure out how to get out of this depression that we're
11 currently in before spending more that we don't have for a
12 train we currently don't need, nor can ride. Thank you.

13 THE FACILITATOR: Thank you.
14 Lou Martinez. Lou Martinez. No. Okay.
15 Paul Muradian.

16 SPEAKER MURADIAN: Good evening, my name is Paul
17 Muradian, and our property -- like my brother already spoke,
18 our property is real close to the rail line.

19 And I was curious, when did the Rail Authority
20 decide to run the rail through Kings County, which is not a
21 transportation corridor, unless you consider eight and a
22 half a transportation corridor. We really have a hard time
23 seeing cars out there, but you're going to come through the
24 middle of some of the best ag land in the United States.

25 Have you gentleman been through these properties?

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Response to Submission P004 (Jessica Bowden, September 21, 2011)

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

Submission P005 (Ross Browning, Citizens for California High Speed Rail Accountability (CCHSRA),
September 21, 2011)

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1 County 57.3 said no, and I really think that there will be a
2 fight to put this along in this particular area. So I would
3 hope that you take that into consideration. That's it.
4 THE FACILITATOR: Thank you, Beverly.
5 Ross Browning.
6 SPEAKER BROWNING: Good afternoon. My name is Ross
7 Browning and I'm a resident of Laton, California.
8 I've been sitting there changing what I was going
9 to say to you four, or five, six times because you keep
10 hearing it, I know that you've heard it before, you're going
11 to hear it again and again, but there's no point for me to
12 say it. So I figure, well, I'm going to take my time and
13 try to get across exactly what a billion dollars is.
14 Now, this project is more than a billion dollars,
15 but let's just talk about what a billion dollars is. We've
16 never had it in our hands, we've never seen one, we'll never
17 ever have that much money in our life, we don't know what it
18 can buy, what it can do, we don't know what the benefits it
19 can do, we don't know what the damage it can do -- well, we
20 have a pretty good idea about the damage.
21 But a billion dollars. If I say that one dollar
22 equals a minute, so if I have a billion dollars I have now a
23 billion minutes. What does what mean. That's
24 166,666 hours, or I'm going to round these up, there's no
25 point in playing with the decimals, or 6,944 days, or

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P005-1

1 992 weeks, or 221 -- 229 months, or 19 years. One billion
2 minutes equals 19 years.
3 If this project is 4 billion dollars or 6 billion
4 dollars or 10 billion dollars which it won't be built for,
5 multiply that by a factor of ten for ten years, 10 billion
6 dollars, you'll find that you're up in 190 years. This is a
7 lot of money, folks.
8 This is a lot of money. This is money that we
9 don't have. This is money that we're never going to get,
10 but if this thing goes through as it's planned, I won't be
11 around, I'm not going to really worry about it, but I will
12 feel sorry for my kids, my grandkids, my great grandkids,
13 who I'll never know. I plan to go home and write them a
14 letter saying, you know, I let you down, but this is a big
15 one that I let you guys down on because you're going to be
16 paying for this thing for the rest of your lives.
17 We will pay for this thing in the debt service of
18 that bond, if the bond ever gets sold, we will be paying for
19 that thing for about 20 years before any of us will ever be
20 able to ride on it. Quite interesting. How many people
21 want to buy a ticket to Disneyland and let it sit around for
22 20 years before you can go and enjoy it. I just can't
23 understand it.
24 I may be back for more so recycle my card would
25 you. Thank you.

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Response to Submission P005 (Ross Browning, Citizens for California High Speed Rail
Accountability (CCHSRA), September 21, 2011)

P005-1

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

Submission P006 (Ross Browning, Citizens for California High Speed Rail Accountability (CCHSRA),
September 21, 2011)

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1 those little parcels, are you doing to drill wells for all
2 of those little parcels that are left over on the sides, put
3 new pipe lines, new drip systems for those folks, is that
4 all going to be all mitigated out of this?
5 Also there's the environmental aspects of it.
6 You're going to go over the Kings River. You know this used
7 to be Yokut Indian area, and have you had -- have you talked
8 to anyone about Indian artifacts? There's -- they found
9 bones on one of our places at one time. Has that been
10 discussed, when you cross a burial ground, or do you have
11 native Indians on your panel to discuss this? You're going
12 right through the middle of our grounds. Thank you.
13 THE FACILITATOR: Thank you.
14 Ross Browning.
15 SPEAKER BROWNING: Thank you. The name is still
16 Ross Browning, and I have to thank Paul, he took about half
17 of my points, so I'm going to start all over again.
18 I know that you people are not -- you're not here
19 tonight to answer, you're not here to smile, you're here to
20 look stone cold and sober, okay. You can smile a little bit
21 if you like. But I know I'm not going to get an answer from
22 you. But what does bother me is all the comments that we
23 turn in, I just don't see any answers coming, so that's my
24 comment on that.
25 You refuse to follow the guidelines set out by

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P006-1

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P006-1 1 proposition 1A, and that is using existing transportation
2 corridors, such as I-5 or the 99. You say you've done it,
3 you say you studied it, you say you came to a conclusion and
4 you got rid of it. I don't see any of that. Help me out.
5 Help me find where that is. Show me make those documents
6 available to me and anybody that wants to see them in the
7 same detail as the current EIR and EIS is. If they're at
8 the same level, we can weigh them, we're not that backward.
P006-2 9 And we all look forward to receiving your business
10 plans to see how you plan to pay for this budget. You've
11 already heard a lot about the fact that there is no money, I
12 don't see it coming up. The good tooth fairy doesn't drop
13 billions of dollars on people's plates.
P006-3 14 As far as where to put this train. I think it was
15 John Toss that mentioned you could -- as you've heard plenty
16 of people say, well, they do it in Europe or Japan all the
17 time, they have got these trains going all over, in Japan --
18 let's say Holland -- Netherlands have got more canals than
19 -- almost as many canals as we have in Kings County, and
20 when they wanted to put a train in, they put it underground.
21 The little puppy goes underground and snakes along there for
22 50 to 100 miles, roughly, I haven't got it in kilometers
23 yet, and pops up to a service station. There's nothing
24 wrong with that. In fact, I'll beat the band for you, I'll
25 carry the flag. Drop that puppy underground in Kings County

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Submission P006 (Ross Browning, Citizens for California High Speed Rail Accountability (CCHSRA),
September 21, 2011) - Continued

This transcript was prepared for you by:
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P006-3

1 and don't come up until we see it in Bakersfield, I'm all
2 for it. Thank you.
3 THE FACILITATOR: Thank you. Aaron.
4 SPEAKER FUKUDA: There was some comments from the
5 group of California for High-Speed Rail and they maligned
6 some farmers for selling property for development rights,
7 and I just want to clarify. Kings County is not a county
8 that does that. We are different than the other counties.
9 I think you brought this through and you didn't recognize
10 that. But we put our hand out and we wanted to talk to you,
11 you slapped it away.
12 So here are some facts. Actually, Kings County has
13 managed growth better than any of the other cities along the
14 Highway 99 corridor. I work in Tulare, I will vouch for
15 that. Tulare has what are called tumbleweed subdivisions
16 right now, there is nothing going on there. They did not
17 pay attention to what was going on.
18 They have a good working relationship with their
19 city, city of Hanford, city of Corcoran, there's not a lot
20 of incorporated cities within Kings County.
21 The Cortez Knots Hurt Bird Act of 2000 required
22 counties to look at their sphere of influence and their
23 municipal service areas.
24 In 2008 Kings County went back to do their sphere
25 of influence and reduced, reduced their sphere of influence,
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Response to Submission P006 (Ross Browning, Citizens for California High Speed Rail Accountability (CCHSRA), September 21, 2011)

P006-1

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

P006-2

The Business Plan identifies a phased implementation strategy for delivering the system over time. 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. By implementing the program in phases, work can be matched to available funding. The decision to move ahead with the initial section in the Central Valley does not commit the state to proceeding with the full program.

P006-3

Three types of HST technology were analyzed by the California Intercity High-Speed Rail Commission for the Statewide Program EIR/EIS (Authority and FRA 2005). These technologies were Steel-Wheel-on-Steel-Rail at Lower Speed (below 200 miles per hour [mph]); Magnetic Levitation Technology (maglev); and Steel-Wheel-on-Steel-Rail (VHS; above 200 mph).

The Authority's enabling legislation, Senate Bill (SB) 1420 (chaptered September 24, 1996, 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 foreign HST experience, the experience of the northeast corridor (Boston-New York-Washington, D.C.), and HST studies done elsewhere in the United States, 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

P006-3

VHS (Steel-Wheel-on-Steel-Rail at Very High Speeds [above 200 mph]) and maglev technologies.

Although a completely dedicated train technology using a separate track/guideway would be required on the majority of the proposed systems for both technologies, requiring such separation everywhere in the system would prohibit direct HST service to certain heavily constrained terminus sections (i.e., the San Francisco Peninsula from San Jose to San Francisco and the existing rail corridor between Los Angeles Union Station and Orange County). Because of extensive urban development and severely constrained rights-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 the travel time requirements of the project purpose and need. Other rail transportation configurations, including monorail, were eliminated from further consideration for not meeting 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. Also, 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 trains blowing warning horns throughout the alignment. Shared-use options would provide the opportunity for a partnership with right-of-way owners and

Response to Submission P006 (Ross Browning, Citizens for California High Speed Rail
Accountability (CCHSRA), September 21, 2011) - Continued

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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 Program EIR/EIS, is not part of the project description, and does not require further consideration in this project-level EIR/EIS.

Submission P007 (Steve Carpentieri, September 21, 2011)

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1 my concerns.
2 For 62 years my family has been farming the land
3 that the High-Speed Rail Authority plans to cut into two
4 pieces. After 62 years of improving the land and providing
5 food and fiber for U.S. citizens and the world, we should
6 have some authority also.
7 There will be no access to the back part of the
8 property, as P.G. said, if the rail goes as it's planned at
9 this time. Has the High-Speed Rail Authority taken into
10 consideration in their cost analysis all of the accesses
11 they are going to have to make to isolate parcels -- to
12 isolated parcels of land? These accesses should be
13 convenient to the farmer and their equipment. They should
14 not have to go miles and miles out of their way on public
15 highways to reach the access roads. I'm sure the public
16 highways are not going appreciate more tractors on their
17 roads either.
18 Take the high-speed rail out of California fertile
19 farm and dairy lands. Keep our life-sustaining jobs of
20 providing milk and other foods and fiber for our families
21 and for the generations to come. Thank you.
22 THE FACILITATOR: Thank you, Barbara. Steve.
23 SPEAKER CARPENTIERI: Hello, my name is Steve
24 Carpentieri, and I don't represent any farming interest or
25 politicians. I have a house here in Hanford.

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1 Generally speaking, my idea of high-speed rail is
2 that this money could be spent better elsewhere. We have a
3 state drowning in debt, we have companies leaving, jobs
4 leaving, and I disagree with Mr. Costa that this is going to
5 provide more jobs, I don't think it is. Plainly speaking, I
6 don't think it is. I think it's going to drag on and drag
7 on and drag on.
8 I think there are other and better ways for money
9 to be spent in California. I think instead of tearing up
10 farms and hurting the farmer, as the environmentalists in
11 this state and the Democrats in this state like to do, we
12 should be promoting our farms. That's the businesses --
13 those are the businesses that create money in this state,
14 and create jobs, and that's what we need to protect, not
15 tear up, slice up, cut up, and divide. That's how I feel
16 about it.
17 Now, I had a couple questions for you, maybe you
18 can answer them later.
19 First of all, your chart in there says that by
20 2012, second quarter, you're going to start construction.
21 Now, that sounds to me like a rosey estimate, you guys have
22 like a worst case scenario estimate, maybe 2015, 2018?
23 And as this experimental section gets put in the
24 middle of the state, experimental section, because we
25 haven't seen the plans for the north and the south other

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P007-1

High Speed Rail Public Meeting
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Submission P007 (Steve Carpentieri, September 21, 2011) - Continued

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P007-2

1 than a line drawn, I haven't seen environmental studies, so
2 you put this section in the center and that ties into your
3 project, that sinks you into the ground into California,
4 that's how you guys get your hold on all of us taxpayers,
5 get this anchor in the ground.

6 Now, my other question would be is let's say this
7 section is completed and we have problems in the north and
8 the south, and who's going to maintain this section, how's
9 it going to be maintained? Are you guys going to run a
10 train on it up and down from Bakersfield to Fresno?

11 So those are some of the questions that I have.
12 That's how I feel about it, folks, and thank you very much
13 for this opportunity to express my opinion. Thank you.

14 THE FACILITATOR: Thank you.

15 John Hutson.

16 SPEAKER HUTSON: Hello, my name is John Hutson.
17 I'm here today representing the building and construction
18 trades for Fresno, Madera, Tulare, and Kings County.

19 My grandfather was a farmer in Selma. We grew up
20 on farms. But just a few statistics about our Valley
21 currently before you get started.

22 The Brookings Institute out of Washington, DC has
23 labeled Fresno County Appalachia West. Fresno County has
24 the largest pockets and the highest pockets of poverty in
25 the nation.

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Response to Submission P007 (Steve Carpentieri, September 21, 2011)

P007-1

The text of the Revised DEIR/Supplemental DEIS has been revised, and the Authority estimates that property acquisition and construction for the Fresno to Bakersfield Section of the HST System would begin in late 2013/early 2014.

P007-2

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

The Authority would maintain all HST facilities, including the right-of-way and fence, and provide appropriate weed and pest control. Maintenance activities are described in the Revised DEIR/Supplemental DEIS, Chapter 2, Section 2.6, Operations and Service Plan. Section 2.2.8, Maintenance Facilities, describes the different maintenance facilities and activities that would be in place to ensure continued maintenance of the tracks, right-of-way, and train sets.

Submission P008 (Stephen Coral, Kings County Office of Education, September 21, 2011)

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1 town, this is, no, we've been robbed, let's stop the project
2 now.
3 I support this project. Build it. I want to see
4 shovels in the ground in 2012, and I would like to see some
5 of our local officials stop the hypocrisy.
6 Thank you.
7 THE FACILITATOR: Thank you Roger.
8 Stephen Coral.
9 SPEAKER CORAL: Hi, thank you. My name is Steve
10 Coral. I'm the assistant superintendant for the Kings
11 County Office of Education, and I want to thank you for
12 coming to Hanford.
13 We have a few issues that we wanted to talk about.
14 First of all, in the county office, we provide special
15 education services, support community schools, career ed.
16 We're also a partner with the thirteen school districts in
17 Kings County and provide support for them.
18 We're going to be sending a formal response to the
19 Draft EIR, but just want to state that our response is
20 neutral. We're not looking at the alignment, we're looking
21 at the impact of K-12, the impact to schools and to
22 students.
23 In March of 2009, the county office center
24 responded to the notice of preparation. In that letter, we
25 -- and that's documented in the appendix J, agency responses

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P008-1 1 to the notice of preparation, pages 600 through 611. In
2 that we stated we wanted certain areas, such as student
3 transportation, separation of districts, proximity of school
4 sites, safe routes, student safety, and other issues
5 included in the Draft EIR. When I look at it, I don't see
6 that in the package.
7 P008-2 7 So another issue that we have also is that the
8 Authority has a list of the schools -- well, in that letter
9 we also gave an attachment of all the school sites and
10 districts, and in the Draft EIR, section A, the county
11 offices, both in Kings County, but also for the Kern and all
12 the way into Merced, were not included in the distribution
13 list, so it looked -- it appears that county offices and
14 school districts should be included in that distribution
15 list.
16 P008-3 16 We also -- I can't find a map anywhere that shows
17 the relation of high-speed rail to school district maps.
18 How does it go through a district and how is it impacted?
19 We would like to see those issues addressed.
20 There are several other issues that we would like.
21 Again, we'll have a formal response. One is included in,
22 again, the response, the notice of preparation, addressing
23 those concerns, and also analyzing student populations and
24 projections.
25 P008-4 25 The report, on section 3.12, page 73, also states

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Submission P008 (Stephen Coral, Kings County Office of Education, September 21, 2011) -
Continued

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P008-4

1 about the displacement of students, but doesn't state
2 specifically how that would impact districts. How many
3 students will, for instance, Kit Carson lose because of the
4 high-speed rail. How many students will go to Hanford El
5 because they will move into that district. Those are really
6 important issues, they're not simple revenue limits, it
7 impacts the financial and also budget and facility issues.

8 So we thank you for your consideration and we'll
9 work and answer any questions the Authority may have to
10 answer those issues. Thanks.

11 THE FACILITATOR: Thank you, Steven.
12 State your name.

13 SPEAKER STUBER: My name is Paul Stuber, I've been
14 before the Board a couple of times already. I want to make
15 sure that my voice is heard.

16 I have a farm and right now there's a little
17 uncertainty, depending on which route north of Corcoran that
18 is chosen, and it's going to cut off either 80 or 100 acres
19 off from access, and it's a half mile trip back there.

20 I estimated, between irrigation and inspection and
21 other husbandry operations, we make about 1200 trips a year
22 back there, and if we don't have some kind of access, it's a
23 seventeen mile round trip and I don't know if that's going
24 to be -- I don't think that was considered on this economic
25 impact report, but it's a definite cost.

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Response to Submission P008 (Stephen Coral, Kings County Office of Education, September 21, 2011)

P008-1

See the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12, Impact SO #15, and Volume II, Technical Appendix 3.12-B, for analysis of the potential effects on school districts.

P008-2

A full listing of the parties who received the Draft EIR/EIS and the Revised DEIR/Supplemental DEIS can be found in Chapter 8, EIR/EIS Distribution. Also, schools and school districts that fall within 1/4 mile of any alternative alignment received a hazardous materials notification letter pursuant to California Public Resources Code Section 21151.4. Additional information regarding the notification to schools and school districts can be found in Section 3.10, Hazardous Materials and Wastes, of the Revised DEIR/Supplemental DEIS.

P008-3

See the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12, Impact SO #15, and Volume II, Appendix 3.12-B, for analysis of the potential effects on school districts.

P008-4

See the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12, Impact SO #15, and Volume II, Appendix 3.12-B, for analysis of the potential effects on school districts.

Submission P009 (Jim Costa, United States House of Representatives, 20th Congressional District,
September 21, 2011)

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1 document from the regional consultant team. We also have a
2 high-speed rail representative there too that can talk about
3 right-of-way process.
4 And then part of the management team with us
5 tonight is Tom Tracy down at the end of the table.
6 I'd like to take a minute at this point and
7 recognize some of the elected officials that have come here
8 tonight, and I'd first like to introduce and welcome Ian
9 Lamay, staff to Congressman Jim Costa.
10 MR. LAMAY: Good afternoon. As introduced, my name
11 is Ian Lamay, and I'm here representing Congressman Jim
12 Costa this afternoon. He sends his regrets as he is in
13 Washington, DC this week. He sent a prepared statement that
14 he wanted me to read.
15 "Thank you all for attending today's public hearing
16 on the high-speed rail draft environmental reports.
17 High-speed rail in California has, over the course of two
18 decades, matured from just an idea and now has potential of
19 becoming a reality. Open communication between the
20 Authority and every Californian will help ensure that the
21 project moves full speed ahead.
22 "The responsiveness of this of the Authority to
23 staff my constituents' concerns has at times left much to be
24 desired. I'm hopeful that the Authority will continue the
25 steps they have taken to ensure every Californian of the

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P009-1

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1 Valley is listened to, respected, and takes seriously their
2 thoughts and concerns.
3 "California's high-speed rail system will succeed
4 only if we do it right. With unemployment in the San
5 Joaquin Valley well into the double digits, we need
6 high-speed rail now more than ever. This transformative
7 project will connect the economic powerhouses of California,
8 modernize our transportation system, and create hundreds of
9 thousands of jobs, both in the construction phase and
10 afterward.
11 "High-speed rail will be a true game changer for
12 this Valley and California, and your participation today
13 will help make that a reality."
14 The Congressman also wanted me to get it on the
15 record that over two weeks ago he submitted a letter to the
16 Authority requesting an extension of 30 days to the 60-day
17 public comment period to a full 90. He still stands
18 steadfast on that. As well as there's a continual open
19 invitation to all Authority board members, specifically
20 Chairman Umberg, to come visit Kings County and meet those
21 who are being impacted. Thank you for having us today.
22 MR. ABERCROMBIE: Thank you.
23 We also have Kings County Supervisor Doug Verboon.
24 Did you want to say something?
25 MR. VERBOON: Thank you. Thanks for coming. My

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Response to Submission P009 (Jim Costa, United States House of Representatives, 20th
Congressional District, September 21, 2011)

P009-1

The Authority has and remains committed to soliciting, engaging, and responding to public feedback as the project progresses.

Submission P010 (Leonard Dias, Kit Carson Union School District, September 21, 2011)

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1 consideration these factors and I would appreciate it if
2 they would take a closer look at situations as these. Thank
3 you.

4 THE FACILITATOR: Thank you.

5 MR. ABERCROMBIE: Angela -- Kayli.

6 Kayli, in terms of Corcoran, is this on -- there's
7 multiple alignments in Corcoran, is this for the bypass of
8 Corcoran or through-town alignment?

9 SPEAKER IN CROWD: It's all of them.

10 MR. ABERCROMBIE: It's affected by all of them.

11 SPEAKER LEAL: Yes.

12 MR. ABERCROMBIE: Okay. Thank you.

13 THE FACILITATOR: After Leonard we have Karen Stout
14 and Phyllis Browning.

15 SPEAKER DIAS: Good afternoon, my name is Leonard
16 Dias, and I'm the board president of Kit Carson Union School
17 District.

18 Back in April of this year, we joined the Kings
19 County Board of Supervisors, along with other Kings County
20 agencies, in demanding coordination of the High-Speed
21 Authority. We were told that you believe that you are bound
22 by the state and federal laws regarding infrastructural
23 projects going through jurisdiction of other state entities,
24 but that you have taken into consideration our comments and
25 that all our questions would be answered in the EIR report.

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P010-1

1 I'm not sure how you can address our concerns and give
2 viable options that you have not had interaction with our
3 district to understand who we are and the unique issues that
4 we face every day.

5 We as a district gave you our concerns in writing
6 back in April 1st. By destroying the Ponderosa
7 neighborhood, you will be taking out the homes of families
8 who come, or will come to our school, thus having us lose
9 current enrollment and also future enrollments which will
10 cost our district \$6,585.71 per student per year.

P010-2

11 Second, since the Ponderosa neighborhood is where
12 most of our current growth is coming from at this time,
13 you're also cutting our school from the income from new
14 building permit fees.

P010-3

15 Third, there will be a definite negative impact on
16 land investment in our district. The routes you have will
17 be cutting through the western portion of our district which
18 is cutting us off from the projected future growth for when
19 the city of Hanford comes east. By taking the high-speed
20 rail off existing transportation corridors and cutting
21 through our district's families' farms and dairies, you have
22 now drawn a line in the dirt affecting property value and
23 creating a psychological barrier where no one will want to
24 build near the HSR or be inside the other side of the
25 tracks, where once again you are hurting our district

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Submission P010 (Leonard Dias, Kit Carson Union School District, September 21, 2011) - Continued

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P010-3

1 financially.

P010-4

2 Fourth, the current -- with the current alignment
3 option of dissecting and destroying the prime farmland in
4 our district, you are also bringing about the loss of
5 agricultural jobs that a lot of our parents depend on. When
6 these jobs are gone, so goes our parents and our district,
7 and, again, loss of income to our school.

P010-5

8 Fifth was the possible effect of our current bus
9 routes, mainly Lacey Boulevard, which was just recently
10 extended to Seventh Avenue and Highway 43. This was done to
11 help with the negative impact of Kit Carson School thus
12 closing -- of them closing the Highway 198 off from cross
13 traffic.

14 In the EIR it did mention that the rail will be
15 elevated over Lacey so neighborhoods do have access, but no
16 mention if it will still be open for traffic between
17 Highway 43 and Seventh Avenue.

18 Being a part of the school board, we have to be
19 good stewards of the public funds, and these hard economic
20 times, this gets even harder. Even now we are being told to
21 accept cuts because certain income projections that were
22 used to balance the state budget aren't coming true, and,
23 yes, they will have to cut 1.9 billion dollars to California
24 schools sometime in January, but that's okay, we can take
25 the 1.9 billion from the kids --

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P010-6

1 THE FACILITATOR: Leonard.

2 SPEAKER DIAS: I'm almost done. I deserve a little
3 bit more time since I haven't been talked to as a district.

4 The California schools to build -- take the 1.9
5 from the kids of California to build a train that has far
6 exceeded the cost estimates that we were sold to -- that was
7 sold to California voters, will go through prime farmland,
8 and ruin Kings County major industry, agriculture. And when
9 there's no clear idea where the rest of the money will come
10 from to complete this project, this doesn't sound like the
11 Authority or the state are being very good stewards of the
12 public funds. Again, we ask for six months to review.
13 Thank you.

14 THE FACILITATOR: Thank you.

15 SPEAKER STOUT: Good afternoon, my name is Karen J.
16 Stout and I'm a resident and farmer in Kings County.

17 I'd like to address the ag land section 3.14 in
18 volume one. On the very first page it says that -- under
19 the federal, it says that the Farm Land Protection Policy
20 Act of 1981 purpose is to, quote, minimize the extent to
21 which federal programs contribute to unnecessary conversion
22 of farmland to nonagricultural uses, end quote.

23 And since federal dollars will be needed and used
24 on your project, your project falls under NEPA, the National
25 Environmental Policy Act.

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Response to Submission P010 (Leonard Dias, Kit Carson Union School District, September 21, 2011)

P010-1

See the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12, Impact SO #15, and Volume II, Appendix 3.12-B, for analysis of the potential effects on school districts.

P010-2

Refer to Standard Response FB-Response-SO-05.

See the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12, Impact SO #15, and Volume II, Appendix 3.12-B, for analysis of the potential effects on school districts.

See Volume I, Section 3.12, Section 4, for a description of the fiscal conditions of the affected counties and cities in the study area. See Volume I, Section 3.12, Impact SO #3, Impact SO #4, and Impact SO #13, for effects on property and sales tax revenues.

P010-3

Refer to Standard Response FB-Response-SO-02, FB-Response-SO-05.

The potential for the project to disrupt or divide established communities is discussed in Chapter 3.12. This discussion includes the potential divisions resulting from the removal of homes, businesses, and important community facilities as well as other environmental impacts such as increases in noise or traffic. The section recognizes that one of the key community facilities in the Ponderosa Road community is the Kit Carson Elementary School.

In the Ponderosa Road community, potentially up to half of the existing homes could be displaced by the project. Remaining homes would be close (less than 200 feet) to the new HST guideway, which would be elevated 40 feet above ground level. The Kings/Tulare Regional Station–East Alternative would be built on the elevated guideway in the immediate vicinity of this community, just north of the existing freight-rail tracks. Given these impacts, the project would affect community character, social interactions, and community cohesion by displacing potentially half of the households, and by exposing the remaining rural residential homes to increased noise, visual, and traffic impacts. This would be of substantial intensity under NEPA and a significant impact under CEQA. Mitigation Measure SO-1: Implement measures to reduce impacts associated with the division of existing rural residential communities in the

P010-3

unincorporated areas (east of Hanford, northeast of Corcoran, and between Shafter and Bakersfield), was developed to reduce the impacts associated with the division of existing communities, including Ponderosa by conducting special outreach to affected homeowners and residents to fully understand their special relocation needs. Even with this mitigation, the impact related to the division of existing communities would remain significant.

The introduction of a linear feature will have impacts on properties immediately adjacent to its location and has the potential to create a psychological barrier in a community. Hanford is already divided by linear features such as Route 43, Route 198, irrigation canals, and existing freight rail lines. The HST would become an additional linear feature but, because of its need for a grade-separated track, transportation from east to west would be maintained across existing roadways, and would therefore not create a psychological barrier in the community.

P010-4

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

For more information on the economic effects on agriculture, see Volume I, Section 3.12, Impact SO #16.

P010-5

No alternatives propose to close Lacey Boulevard between Highway 43 and Seventh Avenue.

P010-6

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

Submission P011 (Megan Dias, Hanford Future Farmers of America, September 21, 2011)

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1 Joaquin Valley. We're talking about ripple effects across
2 the whole Valley that are going to result in Kings County
3 impacts.
4 You have not complied with state and federal laws
5 on terms of your environmental impact and impact statement.
6 And we do have a letter that goes to Rebecca Nicholas which
7 she probably received today, and this is in response to
8 Federal Rail Administration not wanting to meet with our
9 board of supervisors. In relation to Federal Railroad
10 Administration, you're not even following your own
11 procedures that you have outlined in your own documents that
12 state that you will -- you will engage in consultation with
13 the local agencies to address these impacts.
14 In conclusion, you are repeating history. You
15 heard 130 years ago Southern Pacific Railroad took property
16 away and there was a big gun fight. Today there's not going
17 to be a gun fight, and that is with this and the attorneys,
18 and that is what you're destined for.
19 THE FACILITATOR: Thank you, Greg.
20 Megan Dias. Beverly Rodriguez, after that, and
21 then Ross Browning.
22 If you could state your name, please.
23 SPEAKER DIAS: Hello, my name is Megan Dias, and
24 I'm the president of the Hanford FFA.
25 First of all, I'm a student at Hanford High School.

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P011-1

1 I'm going to college next year. I am planning on paying for
2 tuition, but if I'm going to pay for tuition, which is
3 supposedly going up higher this next year and probably still
4 rising in future years, how am I supposed to pay for the
5 high-speed rail. If I'm going to go up north somewhere to
6 college or down south, which I'm planning on, I won't be
7 able to use the high-speed rail at all because I don't have
8 the money to.
9 And keeping it in Kings County. There's a lot of
10 family traditions going on. There's 569 properties going
11 through in Kings County that are going to be affected by the
12 high-speed rail. A lot of family tradition is going to be
13 lost.
14 It is -- this high-speed rail is going through a
15 lot of prime agricultural land. It is going through eleven
16 dairies, five of which are going to be destroyed, six of
17 them are going to be affected by it tremendously. We are
18 the -- Kings County is the number one commodity is milk. If
19 we destroy five of those dairies in Kings County, how are we
20 going to keep that milk commodity still number one. We are
21 the top percentage that raises milk for the state of
22 California and for the whole United States. How are we
23 going to keep that percentage up if we destroy five dairies,
24 it's not going to happen.
25 For me going to school every day I will have to

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Submission P011 (Megan Dias, Hanford Future Farmers of America, September 21, 2011) - Continued

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1 drive because the high-speed rail is supposedly going right
2 behind my house. I will have to drive four to five miles
3 out of my way to get back on track to go to high school.
4 That's more gas, more money out of my pocket with high taxes
5 already, and that means more pollution in the air. Isn't
6 that what you're trying to get away from, is more pollution?
7 So thank you for the time, and, again, I'm the
8 president of the Hanford FFA and I am strongly discouraging
9 the high-speed rail.
10 THE FACILITATOR: Thank you, Megan.
11 Beverly.
12 SPEAKER RODRIGUEZ: Hello, what I have to say --
13 THE FACILITATOR: State your name, please.
14 SPEAKER RODRIGUEZ: Beverly Rodriguez.
15 Okay. I'm hoping what I say is applicable to what
16 this venue is. I just know that the State of California has
17 their initiative process and in proposition 1A initiative
18 was a one size fits all, and so what I did was looked to see
19 what the voting block was and I saw that the whole western
20 side of California agreed with the high-speed rail, but when
21 I looked at the eastern side of California it was really
22 against it. I will say that Kern County, they passed it, it
23 was 50.8, so it barely passed. Fresno passed it by 54.9,
24 and it is somewhat more. But what I notice is that Tulare
25 County, 55.4 said no. Kings County, 52.5 said no, Madera

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Response to Submission P011 (Megan Dias, Hanford Future Farmers of America, September 21, 2011)

P011-1

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

See Volume I, Chapter 3.12, Impact SO#16, and Volume II, Technical Appendix 3.14-B, for impacts to confined animal agriculture.

Submission P012 (Glenda Dwyer, Kings County Tea Party, September 21, 2011)

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1 think that what's going to happen is more than likely we're
2 going to start paying lawyers someplace along the line and
3 we're going get some oversight.

4 Bottom line is, let me say this, California cities
5 and counties are in financial despair. The State of
6 California and our federal government is broke. There is no
7 money so why are we here tonight talking about a system
8 that's only going to build 114 miles of rail.

9 I'll probably talk later. Thank you.

10 THE FACILITATOR: Glenda.

11 SPEAKER DOYER: Hi, my name is Glenda Doyer, I live
12 here in Hanford. I represent not only this wonderful county
13 but the Kings County Tea Party. We are a chapter of Central
14 Tea Party and we met you people yesterday in Fresno, and I
15 think I see some of the same ties that were there yesterday,
16 but I have the same shirt on, so -- no, not you.

17 On your Web site you asked for all of us to
18 input -- give you our input. Then in the second paragraph
19 you stated, and, I quote, your input will help us plan,
20 design, build the high-speed rail system that will make
21 California economy more competitive in the long term.

22 Well, I agree with that statement but this is --
23 there's no place on here that this is what you say. So
24 according to your statement you don't plan on anybody
25 opposing you. You reject any other viewpoint other than the

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1 phony environmental one that you all use with the fish. And
2 everything else to get us off the land, out of our cars, and
3 whatever.

4 We all know that government doesn't create jobs, it
5 redistributes wealth. Private business is the job creator.
6 But I don't know if any of you are in private business or
7 have ever been in private business.

8 You require taxpayer money whether we have it or
9 not, you demand it. You're going to use it, you're going to
10 need it, you can't build this rail without our money. The
11 money that our farmers, businessmen, land owners, residents,
12 we work hard for that money and we pay taxes on it. The
13 same farmers, land owners, and businessmen from Kings County
14 are going to lose their property for a project that you say
15 just can't be delayed, we got to do it now.

16 Five hundred -- roughly 569 properties in our great
17 county have been identified along that high-speed rail path.
18 The sad fact is a great many of them, land owners, they have
19 not even been contacted. Most if not all of those
20 properties will be condemned or split. That just sickens me
21 to think that.

22 I mean, you guys all look like normal people up
23 there. As a member of the tea party I believe in fiscal
24 responsibility. Now, you don't have to be a member of the
25 tea party to believe in fiscal responsibility. I think we

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Submission P012 (Glenda Dwyer, Kings County Tea Party, September 21, 2011) - Continued

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P012-1

1 all know what that means, you don't spend what you don't
2 have. Let me say that again. You don't spend what you
3 don't have, and we don't have any money. And I haven't seen
4 anything that shows you have the money, other than the
5 5 billion dollars that one of these guys said yesterday that
6 you got in the bank so --
7 THE FACILITATOR: Glenda, times up.
8 MS. DOYER: I'll come back.
9 THE FACILITATOR: Thank you so much.
10 Greg Gatzka.
11 SPEAKER GATZKA: Greg Gatzka, I'm the Kings County
12 Community Development agency Director, also the LAFCO
13 executive director for Kings LAFCO, and also the planning
14 intelligent section chief for Kings Office of Emergency
15 Services.
16 In starting off, the stakes are very high for Kings
17 County. The economic impacts that will be resulting here in
18 Kings County simply cannot be taken into account when that
19 may be collateral damage for unfounded project, speculative
20 development project, for high speed railing.
21 Just to give you an example, we've estimated
22 1 million dollars in property tax -- annual property tax
23 loss, 7 million dollars in potential ag production loss, 35
24 million in supporting industry loss, and approximately 40 to
25 50 million in dairy impact loss. You add that up, we're

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Response to Submission P012 (Glenda Dwyer, Kings County Tea Party, September 21, 2011)

P012-1

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

This comment assumes that a lead agency must define its project based on available funding. CEQA includes no such rule, and courts cannot impose procedural or substantive requirements beyond those explicitly stated in the statute or guidelines (Pub. Res. Code § 21083.1). Such a rule would force lead agencies to re-define their projects every time funding changes, a result in direct conflict with the "rule of reason" that governs EIRs (Laurel Heights Improvement Assn. v. UC Regents [1988] 47 Ca1.3d 376, 406-407).

Submission P013 (Glenda Dwyer, September 21, 2011)

This transcript was prepared for you by:
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1 the expectation was a third of the money would come from the
2 federal government, and that private enterprise would pony
3 up the other third, for a total of 33 billion dollars.
4 This project is now estimated at 67 billion
5 dollars. The federal government has not ponied up a third
6 of the 33 billion much less a third of the 67 billion. The
7 state hasn't borrowed its third and there is no private
8 investment. So this project cannot be completed as I
9 understand it. The benefits will not come but the damage
10 will if we rush to spend the money just to spend the money.
11 We request, the same request, that you work with
12 our local officials, that you communicate with our people
13 here in this county, and that you extend the review period
14 for this EIR which continues the no build benefits to six
15 months, since really even if you build it, it's a no build
16 because you don't have the money to complete the project.
17 Thank you.
18 THE FACILITATOR: Thank you, Frank.
19 Glenda and then Anne Gaspar and Steve Gaspar.
20 SPEAKER DWYER: Hi, my name is Glenda Dwyer. I'm
21 up here again. And since I have a full three minutes and
22 only a small portion, I just want to make a comment on the
23 little study lesson that was up here a little bit ago.
24 I didn't really understand what he was saying but I
25 thought he was telling us that they could better make use of
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P013-1

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1 our farmland, he who wears a suit that probably hasn't owned
2 a pair of boots. And that's very dangerous "landage" when
3 they're talking to us because what he's talking about is the
4 sustainable development and what he's talking about is
5 agenda 21, and you all know what I'm talking about. So the
6 high-speed rail doesn't just stop when we get the high-speed
7 rail.
8 Okay. Back to business. I want to talk about the
9 Draft EIR report, and yet, as everybody says, it's over
10 30,000 pages. This 30,000 page report is right out of the
11 playbook for the left. You overwhelm the opposition.
12 Anybody in this audience that doesn't think that you guys
13 came up with this so we couldn't read it, we couldn't get
14 through it, they're nuts, we know why you did it.
15 But I want to tell you something that I don't think
16 you do know. Our United States Constitution contains
17 roughly 4500 words in total, and we've lived by those
18 4500 words all this time and did a pretty damn good job of
19 that -- with it. The men that wrote that were two scholars
20 and they believed in our republic, they believed in us as
21 individuals, they let us run our own lives.
22 You and the lawyers that wrote up this ridiculously
23 long EIR report are simply products of our failed school
24 system. This project is simply a money making venture, we
25 all know it, we all know the people that are going to get
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Submission P013 (Glenda Dwyer, September 21, 2011) - Continued

This transcript was prepared for you by:
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1 rich off it, it's probably never going to get built, it's
2 going to be tracks to nowhere.

3 We're going to continue to fight this. As God as
4 my witness, we'll be back. Thank you.

5 SPEAKER GASPAR: Hi, my name is Anne Gaspar, and I
6 would just start off by saying that I'm kind of offended,
7 that I feel like a lot of people that are questioning the
8 rail, that we're coming across as anti government, anti
9 environment, anti progress, and really what it is it's
10 really difficult to talk about the rail and all the benefits
11 that it has, and it's difficult to talk about it when it's
12 going through your property, through your house, and you're
13 the one that's having to make all the sacrifices for it.

14 Like Frank said, the station is proposed. When you
15 look at the map, all the other stations are laid out, and
16 our station is proposed. So a lot of the benefits that
17 everyone is talking about the rail has to do with the
18 station, and that's not even set in stone. So I don't think
19 that's fair.

20 Our family is one of the dairies that Megan Dias
21 mentioned that's being affected by the rail. When
22 everyone's talking about the acreage that's being effected,
23 we're talking about the slice that the Rail Authority is
24 going to take. But it's not just the seven to eight acres
25 that are going to be taken, it's our entire 120-acre

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Response to Submission P013 (Glenda Dwyer, September 21, 2011)

P013-1

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

Submission P014 (Jerry Fagundes, September 21, 2011)

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1 on land use now, then we're really going to continue this
2 process, and that's unacceptable.
3 And so the choice is now we can either decide to
4 put our heads in the sand and say we're just going to keep
5 building more highway lanes -- you know, two tracks of rail
6 equals six to eight lanes of highway -- you know, we're just
7 going to keep expanding our roads just to use more farmland.
8 That's the real issue of farmland and high-speed rail.
9 Thank you.
10 THE FACILITATOR: Thank you, Daniel.
11 Jerry Fagundes. After Jerry we have Shelli
12 Andranigian and after that Gordon Tessman.
13 SPEAKER FAGUNDES: Good evening, my name is Jerry
14 Fagundes, and there's a lot of papers to read. I'm not
15 college educated, I do know how to read. I found a couple
16 of interesting tidbits that pertain to me.
17 CEQA guidelines, where, noise and vibrations, state
18 severe impact at 1400 feet from the track. That is in the
19 guideline sheet, first section. How many of you have your
20 house within 1400 feet of this project? Anybody?
21 My residence is within 75 feet of the rail, that is
22 35 feet, maybe 40 feet above the ground. I have been told
23 that my property is not being impacted. Does anybody want
24 to buy a house that likes the rail? You have a 24/7 view.
25 I want you to think about that. My front yard has

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P014-2

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1 high-speed rail as a front yard ornament.
2 I am asking for 180 days to review the document.
3 And I want to leave you with this. Forgive us our
4 trespasses as we forgive those who trespass against us and
5 lead us not into temptation but deliver us from evil. Amen.
6 THE FACILITATOR: Thank you.
7 SPEAKER ANDRANIGIAN: First of all, good evening
8 and welcome to Hanford. My name is Shelli Andranigian and I
9 represent the Andranigian family.
10 We have lived in Laton, California for 50 plus
11 years and also owned and farmed 150-acre parcel of land
12 since 1945. This home place is along the coal slough of the
13 Kings River and also part of the proposed high-speed rail
14 route.
15 My folks have been humanitarians, they have helped
16 Kings River Conservation District, KRCD, save the town of
17 Laton in 1969 when our family furnished and built levies to
18 keep this town from flooding. It took KRCD eight years for
19 them to bring someone to level the ground where the dirt had
20 been excavated so our family could again farm this 30 acres
21 of prime farmland they have taken. My dad also farmed and
22 saved the land of his neighbors, the Anuey (phonetic) family
23 in Kingsburg, California, while they were interned in World
24 War II.
25 We have two properties in the proposed high-speed

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Response to Submission P014 (Jerry Fagundes, September 21, 2011)

P014-1

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

P014-2

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

Submission P015 (Mary Jane Fagundes, September 21, 2011)

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1 Studies have shown that students achieve better
2 scholastically with the art and music being offered in the
3 programs which are currently being budget cut.
4 As a senior in high school, the problem is that I
5 have -- like, I'm going to a college, and tuition is so high
6 in the California UCs that now I am better off going to out
7 of state schools rather than staying in the hometown of
8 California.
9 And another comment. There is a water system built
10 for 20 million people, yet 36 million currently are using
11 it. What's going to happen when more people come?
12 First let's improve the education and the water
13 system, then maybe we should talk about the high-speed rail.
14 Thank you.
15 THE FACILITATOR: Thank you.
16 SPEAKER FagUNDES: My name is Mary Jane Fagundes,
17 my address is 9785 Ponderosa, Hanford, California.
18 I won't talk about snakes slithering on the ground
19 because you are. I won't talk about pigs in a slop
20 devouring all of us because you are.
21 What I will say is this. We want 180 days to
22 review the EIR. How do you expect us to read 30,000 pages
23 and still be able to, one, take care of our homes that you
24 may steal from us, or, two, work the jobs that we may not
25 have after you destroyed the ag land that maintains the jobs

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1 my husband and others have, or, three, keep us healthy
2 enough, mentally and physically, to fight this ridiculous,
3 insane pipe dream of yours.
4 We want to make educated, logical, and informed
5 comments, unlike the information you have in this
6 environmental impact report. We want 180 days.
7 THE FACILITATOR: Thank you.
8 Next up we have Ruben Perez and Frank Oliveira,
9 Glenda Dwyer.
10 SPEAKER PEREZ: Hi, my name is Ruben Perez and I'm
11 currently serving as the San Joaquin Regional FFA president
12 but I only represent the honest opinions and concerns of
13 myself.
14 I've always considered myself to be a very forward
15 thinking individual, who at the same time being ecologically
16 conscious. So when I initially heard about this project I
17 actually thought it sounded like a great idea. It was a way
18 to reduce some of the pollution while at the same time
19 decongesting our roads.
20 Well, as I more and more actually started to
21 research this project the more and more I started to
22 actually find out that this project wasn't all that it
23 seemed to be.
24 This project claims to be forward thinking but you
25 have to take into consideration that California is often

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Response to Submission P015 (Mary Jane Fagundes, September 21, 2011)

P015-1

Refer to Standard Response FB-Response-GENERAL-07, FB-Response-GENERAL-26.

Submission P016 (Maureen Fukuda, Citizens for California High Speed Rail Accountability (CCHSRA), September 21, 2011)

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

1 nation, and you want us to sit down and read this in
2 60 days. Give us six months. If you're coming through our
3 town, our county you're taking away our livelihood, it's the
4 least you can do. Give us six months, be respectful. You
5 know, if you want us to show you respect, you have to give
6 us some.

7 On many different occasions we have asked the CHSRA
8 to start working with our local officials and to stop
9 ignoring the citizens and all of our concerns. The land
10 owners, including myself, have submitted comments, and we've
11 received no feedback from you guys.

12 The Authority is not concerned about the
13 involvement with NEPA processes. Based on the past behavior
14 of the Rail Authority, it's obvious, they're not
15 cooperating. This thing clearly is not your guys's strong
16 point. It's obvious to me that members of this board have
17 not proven themselves worthy to be sitting there and most of
18 them lack any expertise that is relevant to a project that's
19 going to stand to devastate California.

20 THE FACILITATOR: Thank you, Donna.

21 SPEAKER FUKUDA: My name is Maureen Fukuda, I am an
22 honorary member of the CCHSRA.

23 Well, I'd like to start by saying that we were
24 asked to say something that we liked about the high-speed
25 rail and make comments about things that we don't like, so

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1 I'd like to start what I like about the program. You have
2 helped solidify the people of Kings County like they have
3 never been solidified before.

4 I was born and raised in Hanford, I went to school
5 here, I taught here, and I didn't know our community could
6 be this way. I've met people that I have never known
7 before. These are wonderful people from Kings County.
8 We're not from Fresno, we're not from San Francisco, we're a
9 different breed.

10 And that brings me to what I don't like.
11 Mr. Hutson here said that in terms of people that are being
12 impacted, it's much like Darwinism. I taught Darwinism. He
13 didn't take it a step farther. If there is change in the
14 environment the specie must, one, adapt. Two, move. Or
15 three, die. Those are the choices you're giving us; adapt,
16 move, or die. That's Darwinism.

17 The other thing that I would like to bring out is
18 Mayor Swearingin yesterday, first to speak, spoke on behalf
19 of Fresno, she is an elected mayor, represents the people of
20 Fresno, and she said that this high-speed rail will benefit
21 Fresno agriculture and San Joaquin Valley. I'm sorry, I did
22 not vote for her to be mayor of San Joaquin Valley.

23 Two, true, it may benefit economically Fresno but
24 if this high-speed rail goes up and down San Joaquin Valley
25 and the millions of people that are going to ride it, will

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Submission P016 (Maureen Fukuda, Citizens for California High Speed Rail Accountability (CCHSRA), September 21, 2011) - Continued

This transcript was prepared for you by:
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P016-1

1 that thing stop at In and Out on my way to Fresno? Will it
2 stop at In and Out on the way to LA? Will it stop at
3 Denny's at the base of the Grapevine? These people all
4 along the rail are going to lose economically. The counties
5 are going to lose their tax base. Did you figure that out?
6 You're draining San Joaquin Valley. That train is taking
7 people, zip, right through the Valley. There's money in
8 their pockets. If they're in their car, they will stop, get
9 a soda.

10 Number two, citizens of Hanford are given a chance
11 to voice and respond to the EIR, however, we're not given
12 choices. Here it is. We're not given choices, A, B or C,
13 which brings me to -- I'd like to continue on what I tried
14 to say in Bakersfield but I was only given 90 seconds in
15 Bakersfield, and there are those in the audience here that
16 were not given the opportunity to speak at all, but I would
17 like to continue that.

18 The relocation authority relocated 127,000 Japanese
19 Americans from all along the west coast and put them in
20 relocation camps for three years, myself included --

21 THE FACILITATOR: Maureen.

22 SPEAKER FUKUDA: -- for three years. Okay. 70,000
23 were American citizens. I was an American citizen and you
24 put me in a relocation camp for three years. The relocation
25 authority, they didn't give us a choice, they just put us

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1 in.

2 THE FACILITATOR: Maureen, we have a number of
3 other comments.

4 SPEAKER FUKUDA: Okay. Real quick, I just want to
5 say, Eleanor Roosevelt, in regard she said, to undue a
6 mistake is always harder than not to create one originally,
7 that's from Eleanor Roosevelt.

8 THE FACILITATOR: Thank you, Maureen.

9 Next up we have Frank Oliveira. And we have Aaron
10 Fukuda and Tony Mattos.

11 SPEAKER OLIVEIRA: Welcome to Kings County.

12 Kings County is a uniquely agricultural county.
13 It's unique because that's how most of the money is made,
14 the economy operates.

15 There are problems with this environmental impact
16 report process. We need six months to review this process.
17 The last report done, I believe, was in 2004 or 2005,
18 six months were given, six months were given to review that
19 less-detailed report. You folks have expected us to review
20 this 30,000 page document in 60 days, 500 pages a day to
21 read.

22 I've heard good solutions, good suggestions from
23 rail people. They said, hey, why don't you give a section
24 to people and somebody else will read a section. Well, you
25 know what, we're trying do that, but that environmental

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Response to Submission P016 (Maureen Fukuda, Citizens for California High Speed Rail Accountability (CCHSRA), September 21, 2011)

P016-1

Refer to Standard Response FB-Response-SO-05.

See the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12, Impact SO #3, Impact SO #4, and Impact SO #13, for effects on property and sales tax revenues.

Submission P017 (Frank Fukuda, September 21, 2011)

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

1 impact report should be clear, sound, and something that I
2 or anybody in this audience can read by themselves and
3 figure out what you folks are doing, and that is not the
4 case, 500 pages a day, 500 pages a day.
5 Yesterday I asked a Rail Authority official who is
6 here today, is there anybody on your staff that can
7 summarize 30,000 pages in three minutes because three
8 minutes is what we're being given. We need six months, it's
9 reasonable. If you want people to actually participate in
10 the CEQA/NEPA process, if public comments and evaluation is
11 really what you want, give us six months.
12 If you don't want us to have any input or comment
13 in the process, if you are not concerned with complying with
14 NEPA or CEQA, give us the 60 days. It's that simple.
15 We see you, who you are, we've been dealing with
16 most of the Rail Authority for over a year. You do not work
17 with our elected officials, you cannot say that you do. It
18 hasn't happened, I've been watching that -- that thing since
19 February. You do not work with ag, even though you say you
20 do. You work with people you want to work with, they love
21 you in Fresno. That's okay. They get action, we don't.
22 You don't handle rejection well. Give us six months. We
23 need that to participate. Thank you.
24 THE FACILITATOR: Thank you, Frank.
25 SPEAKER FUKUDA: Man, I didn't think I had to

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P017-1

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1 follow up my mom.
2 Well, thank you for coming to Kings County.
3 Welcome. For many of you it's the first time I've seen you
4 here so I'd like to invite you out to my property too. I
5 invite everybody every time I see them and yet I haven't
6 been taken up.
7 I'd like to kind of share something with you.
8 You'll get my comments later, trust me, I'm at twenty pages,
9 and I'm only halfway through the document.
10 I want to share a little thought with you -- I'll
11 finish up with my mom's because I was going to use it too,
12 so she keeps getting cut off. To undue a mistake is always
13 harder than not to create one originally. And that was from
14 Eleanor Roosevelt.
15 I realize that many of you have long days and
16 you've been on the road for a long time and you have to put
17 up with this barrage of screaming and yelling and issues,
18 and things like that. And I hope when you get home you can
19 walk in your door and maybe if you have family you tell them
20 hello and sit and get to relax a little bit and reflect of
21 what's going on in these communities. Because let me share
22 a little bit about what we do when we go home. Okay.
23 So when we go home many of us had have a hard time
24 understanding why no Authority member knocked on our door
25 and said, I'm with the California High-Speed Rail Authority,

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Submission P017 (Frank Fukuda, September 21, 2011) - Continued

This transcript was prepared for you by:
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P017-1

1 I'm a professional engineer, let me sit down and talk with
2 you, I've got a wonderful project, and I'd like to explain
3 the impacts. No, we found out through back doors, your
4 staff traipses some maps around the Valley trying to drum up
5 support from other engineering friends.
6 We heard from other neighbors, we had FFA students
7 talking about it in class and discovered that their home was
8 in the alignment. Many people found out earlier this year,
9 many found out a couple weeks ago. That is criminal. They
10 should have been informed as long as you've had that
11 alignment in your hands.
12 I worry that the Rail Authority -- and I want to
13 discriminate because there are some that are working on this
14 project that are consultants -- that they define that the
15 responsible actions are defined as the minimum practice
16 dictated by law, which the Authority has told us is what are
17 called by "drive by assessments." So what we were told --
18 and I picture this in my mind -- there's a car driving
19 around with four people, seedy looking people in it, they
20 reach down on the floor and what do they pop up with, a
21 camera, a notepad, and a survey rod.
22 So I encourage you to actually get with the French
23 rail people. They had an excellent system about dealing
24 with people and their impacts. Because this is what it's
25 about, it's about the impacts.

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This transcript was prepared for you by:
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P017-2

1 If the property is located in ag, you not only have
2 to contend with the loss of land but you also have to deal
3 with the meandering alignment through this countryside and
4 all the impacts that are going to be associated with that
5 because they're not in your EIR. The impacts are not in
6 your EIR. That are my comments, you can address that later
7 on.
8 And if you're a homeowner in the rural area, I've
9 explained it to you many times, this is not as simple as
10 you're equating it out to me.
11 We engaged with the Rail Authority, we were met
12 with lies, misleading information, and simple, we turn in a
13 card and ask a question. We have yet to hear back on any of
14 those cards here in Kings County. That is criminal. Those
15 gentlemen right there have those cards, they have not
16 answered a single one --
17 MR. ABERCROMBIE: Excuse me. You're cutting into
18 Aaron's time when you interrupt him as such, please do not
19 interrupt him.
20 SPEAKER FUKUDA: I will wrap up right now.
21 So when you drive home and you walk in your home, I
22 want you to sit down, because you're the decision makers,
23 you're the professionals, you're the educated people that
24 will be making these decisions, and you think about all
25 these people out here and what you've put them through over

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Submission P017 (Frank Fukuda, September 21, 2011) - Continued

This transcript was prepared for you by:
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1 the last year and a half. I personally have had it, I mean
2 it is too much.
3 So what I'm going ask that my mom was trying to do
4 is I'm going to ask the people in the crowd, to undue a
5 mistake is always harder than not to create one originally.
6 Is this a mistake?
7 SPEAKER MATTOS: Tony Mattos. I have a farm here
8 in Hanford, dairy farm. I got a couple dairies right around
9 me. You guys got this train coming right through my
10 property, splitting my property in half, taking my farm
11 grounds that I need to feed my cattle and survive. And I
12 paid a lot of money when I moved over there to move a canal,
13 I paid them all myself to move that canal to have all my
14 farm ground squared off, and now you guys are coming and
15 putting this at an angle, building overpasses on my ground.
16 I'm going to lose my ground, and here I am farming back in
17 angles again.
18 And what I don't understand is why are you guys
19 turning -- making that turn through the dairies. There's no
20 reason for that. It's not a roller coaster ride. Make this
21 thing straight. If you're going to build it, build it
22 right, don't do something you're going to regret later.
23 I'm not against this thing, it could be a good
24 thing some day, but not right now. I don't think we're
25 ready for this, there's no money for it, so I just don't

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Response to Submission P017 (Frank Fukuda, September 21, 2011)

P017-1

The public outreach process for the Fresno to Bakersfield Section of the HST System has been extensive. The process has consisted of hundreds of public meetings and briefings where public comments have been received, participation in community events where participation has been solicited, and the development and distribution of educational materials to encourage feedback. These efforts are listed in Chapter 7, Public and Agency Involvement, of the Revised DEIR/Supplemental DEIS. Public notification regarding the draft environmental documents took place in the following ways: a notification letter, an informational brochure, and a NOA were prepared in English and Spanish and sent to landowners and tenants within 300 feet of all alignment alternatives. The letters notified landowners and tenants that their property may be necessary for construction (within the project construction footprint) of one or more of the alternative alignments or project components being evaluated. Anyone who has requested to be notified or is in our stakeholder database was sent notification materials in English and Spanish. An e-mail communication about the notification materials was distributed to the entire stakeholder database. Public notices were placed in English- and Spanish-language newspapers. Posters in English and Spanish were posted along the project right-of-way.

P017-2

The EIR/EIS identifies impacts associated with the conversion of Important Farmland to non-agricultural uses in Section 3.14, Agricultural Lands. Section 3.14 also addresses the impacts of project noise and vibration on livestock, the impacts of dust from the HST System on crops, and drift from agricultural spraying. Section 3.12, Socioeconomics, Communities, and Environmental Justice, discusses project impacts on agricultural businesses and labor in the project region.

Submission P018 (Aaron Fukuda, September 21, 2011)

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

1 and don't come up until we see it in Bakersfield, I'm all
2 for it. Thank you.
3 THE FACILITATOR: Thank you. Aaron.
4 SPEAKER FUKUDA: There was some comments from the
5 group of California for High-Speed Rail and they maligned
6 some farmers for selling property for development rights,
7 and I just want to clarify. Kings County is not a county
8 that does that. We are different than the other counties.
9 I think you brought this through and you didn't recognize
10 that. But we put our hand out and we wanted to talk to you,
11 you slapped it away.
12 So here are some facts. Actually, Kings County has
13 managed growth better than any of the other cities along the
14 Highway 99 corridor. I work in Tulare, I will vouch for
15 that. Tulare has what are called tumbleweed subdivisions
16 right now, there is nothing going on there. They did not
17 pay attention to what was going on.
18 They have a good working relationship with their
19 city, city of Hanford, city of Corcoran, there's not a lot
20 of incorporated cities within Kings County.
21 The Cortez Knots Hurt Bird Act of 2000 required
22 counties to look at their sphere of influence and their
23 municipal service areas.
24 In 2008 Kings County went back to do their sphere
25 of influence and reduced, reduced their sphere of influence,

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1 and you all know what a sphere of influence is, by 11,000
2 acres. We are not Fresno County, we are not Tulare County,
3 and we are not Kern County.
4 Also, we have an extensive ag preservation policy,
5 and that lends to the fact that they do not actually allow
6 any more rural development in the ag community. They want
7 to keep blocks in of twenty, forty and eighty acres, so
8 they're trying to preserve agriculture. We're not perfect
9 but they're trying and they have got the implemented policy.
10 And also part of the San Joaquin Valley blueprints,
11 they plan their growth out to 2050, and they have enforced
12 or put in their programs what's called the Efficient Land
13 Use Policy. And I think in reality, I think under Governor
14 Brown, when he was at the Attorney General's Office, they
15 actually utilized Kings County new general plan as a
16 blueprint for the rest of the state and said, this is how
17 you should do it.
18 Now we get the Rail Authority coming through, you
19 slice twenty acre parcels, forty acre parcels into little
20 bitty pieces, you turn around everything that we tried
21 desperately to preserve, and then you don't answer the
22 questions about how you handle that.
23 So really what he's proposing is Kings County as a
24 bad planning area because we go to subdivisions, it's a
25 national thing, and they're trying to put their arms around

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P018-1

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Submission P018 (Aaron Fukuda, September 21, 2011) - Continued

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P018-2

1 it. You guys are encouraging it. You're putting your rail
2 east of Hanford. Hanford is not scoped out for utilities or
3 growth east of Highway 43. That's where you want your
4 station. And in your EIR, you emphasize that high-speed
5 rail creates concentric dense growth.
6 It's kind of like urban, the urban planning policy.
7 There is no urban area where you're at, you went clear
8 around it to get away from it, so you violated your own
9 policy.
10 THE FACILITATOR: Lou Martinez.
11 SPEAKER MARTINEZ: Thank you. My name is Lou
12 Martinez and I just want to ask you gentlemen up there, how
13 many of you have read this EIR. Anybody? I haven't read
14 it, I can't afford to read it, I can't afford to pay anyone
15 to read it for me, so you know it's a document that's going
16 to take more time for the people of this area to read and
17 analyze and try to get some feedback to you. You haven't
18 given us that opportunity.
19 I myself, I voted for high-speed rail. I voted for
20 high-speed rail, but the project that's being proposed is
21 not the project that I voted for. It's almost like bait and
22 switch, it's a scam. This is what it is, a genuine scam,
23 you're guilty of switching what you -- what the people voted
24 for. That's wrong, very, very wrong.
25 The other thing is also do you -- have you ever

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Response to Submission P018 (Aaron Fukuda, September 21, 2011)

P018-1

Refer to Standard Response FB-Response-AG-02 and FB-Response-AG-03.

P018-2

In addition to the BNSF Alternative that bypasses Hanford to the east, the Authority and FRA reintroduced an alternative route that bypasses Hanford to the west, along with an alternative station location to serve the Kings/Tulare region in response to stakeholder, agency, and public feedback. This alternative route—the Hanford West Bypass Alternative—was previously identified in the 2005 Statewide Program EIR/EIS (Authority and FRA 2005), and its inclusion in the Revised DEIR/Supplemental DEIS is consistent with input from regulatory agencies. Potentially feasible alignments that pass west of Hanford have been studied in order to identify the most viable alignment and station location that both minimize environmental impacts and provide a feasible option for the Authority. The Authority will use the information in the Revised DEIR/Supplemental DEIS and input from the agencies and public to identify the Preferred Alternative.

Submission P019 (Anne Gaspar, September 21, 2011)

This transcript was prepared for you by:
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1 rich off it, it's probably never going to get built, it's
2 going to be tracks to nowhere.
3 We're going to continue to fight this. As God as
4 my witness, we'll be back. Thank you.
5 SPEAKER GASPAR: Hi, my name is Anne Gaspar, and I
6 would just start off by saying that I'm kind of offended,
7 that I feel like a lot of people that are questioning the
8 rail, that we're coming across as anti government, anti
9 environment, anti progress, and really what it is it's
10 really difficult to talk about the rail and all the benefits
11 that it has, and it's difficult to talk about it when it's
12 going through your property, through your house, and you're
13 the one that's having to make all the sacrifices for it.
14 Like Frank said, the station is proposed. When you
15 look at the map, all the other stations are laid out, and
16 our station is proposed. So a lot of the benefits that
17 everyone is talking about the rail has to do with the
18 station, and that's not even set in stone. So I don't think
19 that's fair.
20 Our family is one of the dairies that Megan Dias
21 mentioned that's being affected by the rail. When
22 everyone's talking about the acreage that's being effected,
23 we're talking about the slice that the Rail Authority is
24 going to take. But it's not just the seven to eight acres
25 that are going to be taken, it's our entire 120-acre

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P019-1

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1 facility that's going to be affected. The fact that some of
2 our land is going to be on one side and some of the land is
3 going to be on the other side, that's very different than
4 saying, oh, it's just eight pieces, you can walk over to
5 land mart, buy the eight acres with the money that the
6 Authority is going to provide us with, and we will be made
7 whole.
8 All of our neighbors are also going be in the
9 market for more property, so we're all going to be trying to
10 make our places whole with the land that's not there because
11 we can't -- only God creates land, we can't get it anywhere
12 else.
13 And all of our eggs are in this basket, are in this
14 dairy, so of course we're very concerned as how we're going
15 to be able to continue to dairy with the proposed alignment,
16 with the train coming through.
17 The gentleman that spoke about the urban
18 development, we're on the east side of 43, no subdivision is
19 going to come knocking on our door saying, hey, we want to
20 buy your property and put a subdivision. We're on the east
21 side of 43, that is not an option for us.
22 Our place has been a dairy for over 100 years.
23 Frank Oliveira can say better. It's been a dairy a long
24 time, it is going to continue to stay a dairy. There was no
25 mini mart or shopping mall that was going to be coming our

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Submission P019 (Anne Gaspar, September 21, 2011) - Continued

This transcript was prepared for you by:
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P019-2

1 way.
2 On a personal level, I'm a mother of three. My
3 oldest son is autistic and sensitive to sound. My
4 mother-in-law's house is in the alignment of the Rail
5 Authority of the rail line. My house is not in the line but
6 I'm going to be a very close neighbor to the line. And I
7 realize that there are people that live near a train and
8 they adjust fine. I would never purchase property near a
9 train because of my son's diagnosis. Now I don't have a
10 choice, the train is coming.
11 We live on the dairy, we live where we work --
12 THE FACILITATOR: Anne.
13 SPEAKER GASPAR: I'm sorry. It's going to suck.
14 SPEAKER GASPAR: Hello, my name is Steve Gaspar.
15 Hello, Jeff.
16 We own and operate the dairy facility that's going
17 to be directly impacted by the high-speed rail. I'm with
18 the cows 24/7, that's how we make our lives, that's how
19 we've been able to stay in this business, is producing milk.
20 I know what it takes and I know that this rail is going to
21 devastate our facility beyond repair.
22 I'm very worried because you guys -- I'm sorry to
23 say, you guys don't have a clue about the dairy industry,
24 about farming. What kind of people are you guys going to
25 hire as right-of-way agents to delegate our situations? You
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Response to Submission P019 (Anne Gaspar, September 21, 2011)

P019-1

Refer to Standard Response FB-Response-AG-02, FB-Response-AG-06.

See the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12, Impact SO #16, and Volume II, Appendix 3.14-B, for impacts on animal operations.

P019-2

Noise calculations were conducted at this residence to determine the potential future impact. The ambient level was estimated to be 56 decibels (dB) day-night average sound level (Ldn), which is consistent with noise measurement site HE-026 to the west. This home is shown as located 575 feet from the alignment, which is currently proposed to be about 11 feet above the ground. At this distance, the project-related noise exposure level at this house would be 66 dB Ldn, for a total noise level of 67 dB Ldn. This noise level would represent an increase of 11 dB over the existing ambient level and would result in a severe impact. The homes along this portion of the alignment are spaced too far apart to make a noise barrier financially feasible; therefore the home would be eligible for the next level of mitigation, which would be the building noise insulation program. This program is designed to reduce the level of noise exposure within the home. If the BNSF Alternative is selected for the Hanford area, then a detailed analysis would be conducted for this residence to determine the level of mitigation necessary to sufficiently reduce the noise impacts. Based on this detailed analysis, it would be determined whether noise insulation is sufficient to reduce impacts to a less-than-significant level, or if relocation may need to be considered.

Submission P020 (Steve Gaspar, September 21, 2011)

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

1 way.

2 On a personal level, I'm a mother of three. My

3 oldest son is autistic and sensitive to sound. My

4 mother-in-law's house is in the alignment of the Rail

5 Authority of the rail line. My house is not in the line but

6 I'm going to be a very close neighbor to the line. And I

7 realize that there are people that live near a train and

8 they adjust fine. I would never purchase property near a

9 train because of my son's diagnosis. Now I don't have a

10 choice, the train is coming.

11 We live on the dairy, we live where we work --

12 THE FACILITATOR: Anne.

13 SPEAKER GASPAR: I'm sorry. It's going to suck.

14 SPEAKER GASPAR: Hello, my name is Steve Gaspar.

15 Hello, Jeff.

16 We own and operate the dairy facility that's going

17 to be directly impacted by the high-speed rail. I'm with

18 the cows 24/7, that's how we make our lives, that's how

19 we've been able to stay in this business, is producing milk.

20 I know what it takes and I know that this rail is going to

21 devastate our facility beyond repair.

22 I'm very worried because you guys -- I'm sorry to

23 say, you guys don't have a clue about the dairy industry,

24 about farming. What kind of people are you guys going to

25 hire as right-of-way agents to delegate our situations? You

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P020-1

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This transcript was prepared for you by:
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P020-2

1 guys are going to take seven or eight acres and it directly

2 impacts 120? What are we going to do with the other 120,

3 what are we going to do with the other acres of property?

4 How's it going to be mitigated? These are all questions

5 that we have.

6 Since the May 18th meeting, we tried contacting the

7 high-speed rail with no response. I did talk with Jeff

8 Abercrombie in late July and he would like to have met with

9 me. All of sudden they went from not responding to my

10 calls, not responding to anything, to wanting to meet with

11 me, and we're a little worried about that. He took 45 days

12 to respond to my e-mail. Forty-five days to respond to an

13 e-mail, that's not good. That's not right at all. I mean,

14 how could you guys look at yourselves in the mirror at

15 night. This isn't right. This isn't right.

16 We definitely are going to need more time to

17 respond to this EIR. We're going to need at least six

18 months, we need six months.

19 Jeff, you're smiling back there. I wish we could

20 have a talk later, but the fact of the matter is you guys

21 are not handling this whole thing right. You guys need to

22 open up this book called the Bible, you guys need to open

23 the Judges 7, and you also need to look at the eighth

24 Commandment, thou shall not bear false witness, because a

25 lot of this stuff going on is not right.

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Submission P020 (Steve Gaspar, September 21, 2011) - Continued

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1 I did not come prepared to make a speech. This is
2 not how I make my living, milking cows, and all I know is
3 you guys are going to devastate us beyond repair.

4 You guys please reconsider what you're doing, get
5 different jobs. Thank you.

6 THE FACILITATOR: We have Mark Muradian, Ross
7 Browning, and because we're running out of time, I'm going
8 to allow the people who haven't spoken yet a chance. Okay.
9 And then we have Jessica Bowden.

10 SPEAKER MURADIAN: Hi, my name is Mark Muradian.
11 My ranch is very near where it's going and my comment is
12 about why do you build this thing here where it's not
13 needed.

14 Have you seen the traffic in Los Angeles? It's a
15 parking lot. Take this money, build something down there to
16 alleviate the traffic problems down there. We don't have a
17 traffic problem here, we don't have a problem getting from
18 Los Angeles to San Francisco, there's planes for that. We
19 don't have a problem getting to work each day. Why don't
20 you take this money and build a train to Lancaster or Las
21 Vegas, they said they wanted that.

22 Now, another thing, if this should even happen,
23 it's very near my house. They're going to make this
24 enormous overpass over an elevated railway. Why don't
25 they -- they got all these huge overpasses. Why don't they

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Response to Submission P020 (Steve Gaspar, September 21, 2011)

P020-1

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

P020-2

Refer to Standard Response FB-Response-AG-02, FB-Response-AG-03.

Submission P021 (Greg Gatzka, Kings County Community Development Agency, September 21, 2011)

This transcript was prepared for you by:
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1 all know what that means, you don't spend what you don't
 2 have. Let me say that again. You don't spend what you
 3 don't have, and we don't have any money. And I haven't seen
 4 anything that shows you have the money, other than the
 5 5 billion dollars that one of these guys said yesterday that
 6 you got in the bank so --

7 THE FACILITATOR: Glenda, times up.
 8 MS. DOYER: I'll come back.
 9 THE FACILITATOR: Thank you so much.
 10 Greg Gatzka.
 11 SPEAKER GATZKA: Greg Gatzka, I'm the Kings County
 12 Community Development agency Director, also the LAFCO
 13 executive director for Kings LAFCO, and also the planning
 14 intelligent section chief for Kings Office of Emergency
 15 Services.
 16 In starting off, the stakes are very high for Kings
 17 County. The economic impacts that will be resulting here in
 18 Kings County simply cannot be taken into account when that
 19 may be collateral damage for unfounded project, speculative
 20 development project, for high speed rail.

21 Just to give you an example, we've estimated
 22 1 million dollars in property tax -- annual property tax
 23 loss, 7 million dollars in potential ag production loss, 35
 24 million in supporting industry loss, and approximately 40 to
 25 50 million in dairy impact loss. You add that up, we're

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P021-1

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This transcript was prepared for you by:
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P021-2

1 close to 100 million dollars impact to Kings County.
 2 In relation to Kings County being an agricultural
 3 rural county it has 150,000 population. Minus the prison
 4 population, you're looking at 130,000 people. You are
 5 directly looking at economy's soil. You're directly
 6 impacting one of the most vulnerable counties, agricultural
 7 counties in the San Joaquin Valley, but yet the jobs created
 8 and economic benefits are going to benefit Fresno and Kern
 9 County. And you heard from the assistant city manager of
 10 Visalia, Visalia will benefit from it, but those economic
 11 benefits will not be here. In reality there is no
 12 high-speed rail station in Kings County.
 13 With those impacts, Kings County cannot accept this
 14 project that is coming through in the manner that you're
 15 conducting it. Your EIR and EIS is inaccurate, it's vague,
 16 it crosses over into the pragmatic EIR description of the
 17 whole entire system. It is incomplete in the study of all
 18 the impacts. It is incomplete in the evaluation of
 19 mitigation that would result from impacts that were not
 20 studied.

21 In specific, Baker Commodities and our Kings County
 22 fire station number four, which has our regional firefighter
 23 regional training center, Sky Life medical helicopter, and
 24 also Cal Fire regional fire and rescue helicopter. Baker
 25 Commodity serves about 800 dairies throughout the whole San

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P021-3

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Submission P021 (Greg Gatzka, Kings County Community Development Agency, September 21, 2011) -
Continued

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1 Joaquin Valley. We're talking about ripple effects across
2 the whole Valley that are going to result in Kings County
3 impacts.
4 You have not complied with state and federal laws
5 on terms of your environmental impact and impact statement.
6 And we do have a letter that goes to Rebecca Nicholas which
7 she probably received today, and this is in response to
8 Federal Rail Administration not wanting to meet with our
9 board of supervisors. In relation to Federal Railroad
10 Administration, you're not even following your own
11 procedures that you have outlined in your own documents that
12 state that you will -- you will engage in consultation with
13 the local agencies to address these impacts.
14 In conclusion, you are repeating history. You
15 heard 130 years ago Southern Pacific Railroad took property
16 away and there was a big gun fight. Today there's not going
17 to be a gun fight, and that is with this and the attorneys,
18 and that is what you're destined for.
19 THE FACILITATOR: Thank you, Greg.
20 Megan Dias. Beverly Rodriguez, after that, and
21 then Ross Browning.
22 If you could state your name, please.
23 SPEAKER DIAS: Hello, my name is Megan Dias, and
24 I'm the president of the Hanford FFA.
25 First of all, I'm a student at Hanford High School.

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Response to Submission P021 (Greg Gatzka, Kings County Community Development Agency, September 21, 2011)

P021-1

Refer to Standard Response FB-Response-GENERAL-04, FB-Response-AG-01, FB-Response-SO-05.

For information on the economic effects on agriculture, see the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12, Impact SO #16. See Volume I, Section 3.12, Impact SO #3, Impact SO #4, and Impact SO #13, for effects on property and sales tax revenues.

P021-2

The HST is envisioned as a system that will provide speedy and efficient ground access from the Bay Area to Los Angeles Basin, as well as reduce travel times between the state's coastal areas and the Central Valley. Improving access to the Central Valley will provide broad economic benefits that stretch beyond those areas served by stations. Construction job opportunities will not be restricted to residents of Fresno and Kern Counties, as the commenter infers. Kings County residents will almost certainly make up a portion of the construction work force. Improved access will improve the general business climate, including that of the agricultural industry.

The report Economic Impact of the California High-Speed Rail in the Sacramento/Central Valley Area (Kantor 2008) prepared by an economist from UC Merced offers a compelling case for these broad economic benefits.

The EIR/EIS analyzes two alternative sites for a HST station in Kings County -- one west of Hanford and one east of Hanford. As envisioned, regular shuttle service to the stations would be provided from nearby Hanford, Tulare, and Visalia central locations. Either of these station sites would provide Kings County residents with convenient access to the HST system.

P021-3

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

For information about the impacts on Baker Commodities, see the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12, Impact SO #12, and for information on mitigation measures for this important facility, refer to Section 7, Mitigation Measure

P021-3

SO-4. Baker Commodities is also mentioned in Section 5.2.4 of the Community Impact Assessment Technical Report under agricultural displacements and in Section 6.4.3 of the Draft Relocation Impact Report under special relocation considerations (Authority and FRA 2012h).

Information about the South Hanford Fire Station can be found in Volume I, Section 3.12.4.4, Affected Environment. Impact SO #1 describes the potential for construction to affect important community facilities and explains that emergency vehicle access for police and fire protection services would be maintained at all times.

Submission P022 (Alisa Gomez, September 21, 2011)

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

1 to be respectful for everybody so they all have their
 2 opportunity to comment.
 3 So Alisa Gomez. After that we have Kayli Holt, and
 4 Leonard Dias.
 5 SPEAKER GOMEZ: Good afternoon, my name is Alisa
 6 Gomez, I am a high school ag teacher at Corcoran High
 7 School. One of the alignments does run through my home.
 8 One of my first questions is, and we look at this
 9 from an economic standpoint, is our state in a position
 10 financially to be putting a project like this into play. I
 11 stand in front of my students every day and I teach them the
 12 record book and their projects, that they need to be
 13 responsible and planning this, they need to come up with an
 14 itemized budget which will tell them if they will have
 15 enough money to see the project through from start to
 16 finish. We expect these kids to be responsible but they see
 17 projects like this not being responsible.
 18 It will upset me if this project goes through and
 19 takes my home, but it will really upset me if this project
 20 takes my home and does not end up being finished.
 21 With my situation, I've saved up for ten years to
 22 buy my dream home. I have a husband, and I'm raising four
 23 children in this household. Homes like this are scarce. I
 24 live on a one-acre parcel in Corcoran, and when all of us --
 25 when these homes are taken from all us, they say that they

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P022-1

P022-2

This transcript was prepared for you by:
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1 are going to give us the money, the fair market value for
 2 this, and we are to find somewhere else to live like this.
 3 These areas are in high demand and a lot of us will
 4 be looking for them which will drive the price up, and I
 5 don't know if we'll be able to get a property like we have
 6 right now with what we will be given. We've purchased our
 7 house two years ago and I know that the economy has gone
 8 down, so fair market value may be less.
 9 And then that brings me to point out some lack of
 10 communication. The way that I found that this high-speed
 11 rail was going through my house was I was -- something was
 12 sent to my house, did not even have my name on it, it said,
 13 owner/occupant, and it said you guys are having a meeting in
 14 Corcoran to notify the public. It was there that I stood
 15 over a map and I found out that this rail will travel
 16 through my home.
 17 Within the last six months we have put over \$46,000
 18 into our property. This was without knowing that the
 19 high-speed rail was going to go through. We just built a
 20 \$30,000 shop, we put in a driveway, a patio, and have done
 21 some landscaping. If I would have known that this
 22 high-speed rail might go through my land, none of this would
 23 have happened because this is money that I'm not going to be
 24 able to get back.
 25 This rail is supposed to benefit people in the

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P022-2

P022-3

P022-4

Submission P022 (Alisa Gomez, September 21, 2011) - Continued

This transcript was prepared for you by:
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1 community, but for Corcoran, I don't see any benefit for
2 Corcoran. I started teaching here 12 years ago and when I
3 go back to Cal Poly my instructors tell me, I am surprised
4 that you're still there.

5 I like Corcoran because it is a small community,
6 people know each other, and this project is going to tear
7 that town apart no matter what it does. That is my home
8 now, that is what I call home, and I would just like you
9 guys to be a little more smarter about this project. Thank
10 you.

11 THE FACILITATOR: Thank you.

12 Kayli.

13 SPEAKER HOLT: Good afternoon, my name is Kayli
14 Holt, and I'm a Corcoran resident, as well as an officer of
15 the Corcoran FFA.

16 I come to you today to ask you to consider
17 relocating the alignment of the high-speed rail. I grew up
18 on a farm just north of the city of Corcoran where I watched
19 and helped my dad run our family farm which has been in
20 business since 1917.

21 My dad is a third generation farmer and works hard
22 every day to support our family. Our family farm is roughly
23 500 acres where we grow alfalfa, cotton, wheat, and corn.
24 The current alignment of the high-speed rail travels through
25 our farmland consuming 100 acres. The elimination of these

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Response to Submission P022 (Alisa Gomez, September 21, 2011)

P022-1

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

P022-2

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

P022-3

The public outreach process for the Fresno to Bakersfield Section of the HST has been extensive and includes hundreds of public meetings and briefings where public comments have been received, participation in community events where participation has been solicited, and educational materials, which have been developed and distributed to encourage feedback. These efforts are cited in Ch. 7 of the Revised DEIR/Supplemental DEIS. Public notification regarding the draft environmental documents took place in the following ways: a notification letter, informational brochure, and Notice of Action were translated in English and Spanish and sent to landowners and tenants within 300 feet of all alignment alternatives. The letters notified landowners and tenants that their property may be necessary for construction (within the project construction footprint) of one or more of the alignment alternatives or project components being evaluated. Anyone who has requested to be notified or is in our stakeholder database was sent notification materials in English and Spanish. An e-mail communication of the notification materials was distributed to the entire stakeholder database. Public notices were placed in English and Spanish newspapers. Posters in English and Spanish were posted along the project right-of-way.

P022-4

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

Submission P023 (Kathy Hamilton, Community Coalition on High Speed Rail, September 21, 2011)

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

1 do better. We need to be proactive in implementing that
2 plan to make sure that we reduce significantly, if we don't
3 eliminate, that 100,000 acres per year loss across the
4 state.

5 If we do that, we can achieve those savings but
6 that vision California, as its basis and anchor, requires
7 that we move forward with high-speed rail because it is
8 high-speed rail that provides that impetus and the anchor to
9 the Central Valley to allow starter growth. And that is
10 another reason that we support high-speed rail and moving
11 forward and building it quickly in the next year. Thank
12 you.

13 THE FACILITATOR: Kathy Hamilton. And then Pamela
14 Leal and Richard Williams.

15 SPEAKER HAMILTON: Hi, my name is Kathy Hamilton,
16 I'm from the Bay Area with the Community Coalition on
17 High-Speed Rail.

18 I just would like to make an impromptu comment
19 after listening to Mr. Stanke that the cost of doing nothing
20 is the same as cost of doing something because high-speed
21 rail will not be ridden by many people across the state
22 because it will be unaffordable, yet all of the people in
23 the state will have to pay for it, so there will be no
24 savings.

25 The Senate Transportation Appropriations Committee

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P023-1 | 1 in Washington, DC approved a version for their fiscal year
2 | 2012 that they zeroed out all monies for high-speed rail.
3 | They joined the House Appropriations Committee that did the
4 | same. This was seen as a casualty of the debt crisis.

5 | There appears to be little to nothing in the
6 | pipeline for high-speed rail in the near future and it
7 | appears Amtrak may well be what you consider the plan B or
8 | the independent utility for this Central Valley area that
9 | may become the plan A. And I think you have inadequately
10 | addressed how Amtrak will use those tracks when, in fact, it
11 | would be particularly damaging to the city of Hanford, which
12 | is three miles east of town, and the current station is the
13 | anchor point for downtown. It is also understood that heavy
14 | diesel trains could actually damage the tracks needed for
15 | wider high-speed rail. I suggest you look into this.

P023-2 |

P023-3 | 16 And then there's the question of legality of any
17 | plan starting anywhere that normally lays tracks. AB304
18 | clearly states that the tracks have to be high-speed rail
19 | ready, including electrification and proof of financial
20 | independence on ridership.

21 | They didn't say do it in little parts, they didn't
22 | say to do it in initial construction, this has to be the
23 | whole segment or independent or the usable segment thereof
24 | between stations. It will be interesting to see how this
25 | part of the law is examined when the Authority comes up with

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High Speed Rail Public Meeting
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Submission P023 (Kathy Hamilton, Community Coalition on High Speed Rail, September 21, 2011) -
Continued

This transcript was prepared for you by:
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1 its business plan.
2 We need to put people to work but we need to put
3 people to work fixing existing infrastructure, roads,
4 bridges, and schools, not new infrastructure. Thank you.
5 THE FACILITATOR: Thank you.
6 Pamela.
7 SPEAKER LEAL: The Authority snubs both the
8 Williamson Act and the FPPA. The Authority has not notified
9 the California Department of Conservation that the proposed
10 alignment may require the acquisition of this protected
11 land.
12 Projects are subject to FPPA requirements if they
13 may irreversibly convert farmland, directly or indirectly,
14 to nonagricultural use and are completed by a federal agency
15 or with the assistance from a federal agency. The
16 high-speed rail project will convert farmland to urban use
17 as the project is to be a permanent design intended to serve
18 the transportation needs for the large urban population
19 center.
20 All of the Authority's advanced alignments that run
21 through Kings County will require the development of a new
22 transportation corridor. With this new corridor will come
23 increased urban sprawl into now extremely productive and
24 invaluable agricultural land. The only alternative that
25 would avoid this is the high-speed rail to stay on Highway

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Response to Submission P023 (Kathy Hamilton, Community Coalition on High Speed Rail, September 21, 2011)

P023-1

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

P023-2

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

P023-3

As laid out in the Draft 2012 Business Plan, operations will begin with the completion of one of the two possible Initial Operating Segments (IOS). Both options will include full electrification, will run high-speed services, will be financially viable, and will not require an operating subsidy. These conditions satisfy the provisions of AB 3034 and Prop 1A.

Submission P024 (Larry Hanshew, City of Corcoran, September 21, 2011)



September 20, 2011

Board of Directors
California High Speed Rail Authority
770 L Street, Suite 800
Sacramento, CA 95814

Dear Chairman and Members of the Board,

The City Council of the City of Corcoran has followed with interest the development of the High Speed Rail and in recent months has solicited input from residents of the community regarding the proposed routes. As a result of numerous open forums including public comment in council meetings and a special town hall meeting, the City Council expresses for the public record its opposition to the three routes intended to pass through or near Corcoran and as identified in the draft environmental impact report (EIR).

P024-1 | Of particular concern to the City of Corcoran is the oversight and negligence of the High Speed Rail Authority as it pertains to issues relating to environmental justice. Specifically, the EIR fails to outline a plan to mitigate the economic and social impairment that will be imposed on minority and low-income neighborhoods and businesses.
P024-2 | Furthermore, the proposed routes do not conform to the City's approved general plan and the report does not
P024-3 | mitigate the impact that the rail will have on the existing state prison and substance abuse treatment facility. As an underserved community, the City of Corcoran lacks the monetary resources and staff time to adequately identify and discuss the numerous concerns that are evident in the EIR and which should have been addressed prior to the document's distribution.

P024-4 | Additionally disconcerting, the High Speed Rail Authority has failed to provide answers to many of the questions posed by the City of Corcoran during the various informal and non-public meetings between the two entities. As further evidence of the Authority's unwillingness to acknowledge the City's petitions, a letter from the City dated September 12, 2011 supporting a request from the J.G. Boswell Company to extend the comment period to 180 days remains unanswered. The lack of communication is likewise demonstrated by the fact that many property owners potentially affected by the routes, a large percentage of which are non-English speaking, were never contacted by the Authority or its representatives.

At this time, the City of Corcoran reiterates its position that it does not support the high speed rail routes outlined in the draft EIR and reaffirms its concern about the detrimental consequences that high speed rail have on the community.

Sincerely,

Larry L. Hanshew
Larry Hanshew
Mayor

CITY OFFICES:
832 Whitley Avenue • Corcoran, CA 93212 • Phone 559/992-2151 • www.cityofcorcoran.com

Response to Submission P024 (Larry Hanshew, City of Corcoran, September 21, 2011)

P024-1

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

The environmental justice analysis in Volume I, Section 3.12, Socioeconomics, Communities, and Environmental Justice, of the Final EIR/EIS adheres to the definition outlined in Executive Order 12898 and in the U.S. Department of Transportation Order 5610.2, which define 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.

Environmental justice effects are described in Impact SO #18.

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

I. Public Outreach

P024-1

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.

An explanation is provided in Environmental Justice Effects, Section 3.12, Impact SO #18, that the Authority would also continue activities similar to the workshops that have been held in the city of Fresno to discuss the HST project and collect community input. At meetings held during September 2011 and February 2012, the Authority provided overviews of 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 EPA, U.S. Department of Housing and Urban Development, and the Federal Transit Administration (FTA), have also entered into an Interagency Partnership and established a "Memorandum of Understanding (MOU) for Achieving an Environmentally Sustainable High-Speed Train System in California," 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.

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. For example, 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 during evening hours if necessary. In addition to these services, the Authority would be required to coordinate its relocation activities with other agencies that cause displacements to ensure that all persons displaced receive fair and consistent relocation benefits, including persons within communities of concern.

Response to Submission P024 (Larry Hanshew, City of Corcoran, September 21, 2011) - Continued

P024-1

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. This policy 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 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 that 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

The Authority, as a federal grant recipient, is required by the Federal Railroad Administration to conform to Title VI of the Civil Rights Act of 1964 and related statutes. The Authority's subrecipients 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

P024-1

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's website.

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 HST, 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 and benefit 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.

P024-2

Refer to Standard Response FB-Response-SO-07 and FB-Response-LU-02.

Individual properties and projects were analyzed per the CEQA guidelines. The level of detail in the environmental analysis is to "correspond to the degree of specificity involved in the underlying activity which is described in the EIR" (14 CCR 15146). Therefore, the EIR/EIS is based on the level of engineering and planning necessary to identify potential environmental impacts and to identify the appropriate mitigation measures.

P024-3

Refer to Standard Response FB-Response-GENERAL-01, FB-Response-GENERAL-21, FB-Response-LU-03.

Individual properties and projects were analyzed per the CEQA guidelines. The level of detail in the environmental analysis is to "correspond to the degree of specificity involved

Response to Submission P024 (Larry Hanshew, City of Corcoran, September 21, 2011) - Continued

P024-3

in the underlying activity which is described in the EIR" (14 CCR 15146). Therefore, the EIR/EIS is based on the level of engineering and planning necessary to identify potential environmental impacts and to identify the appropriate mitigation measures. Furthermore, because the HST project is a state project, consistency with local plans and policies is not required by law. Nonetheless, in order to comply with the principles set out in Proposition 1A, the HST project has been designed to minimize conflicts and to be compatible with future and planned uses to the extent possible.

P024-4

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

Submission P025 (Kayli Holt, Corcoran Future Farmers of America, September 21, 2011)

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

1 community, but for Corcoran, I don't see any benefit for
 2 Corcoran. I started teaching here 12 years ago and when I
 3 go back to Cal Poly my instructors tell me, I am surprised
 4 that you're still there.

5 I like Corcoran because it is a small community,
 6 people know each other, and this project is going to tear
 7 that town apart no matter what it does. That is my home
 8 now, that is what I call home, and I would just like you
 9 guys to be a little more smarter about this project. Thank
 10 you.

11 THE FACILITATOR: Thank you.
 12 Kayli.

13 SPEAKER HOLT: Good afternoon, my name is Kayli
 14 Holt, and I'm a Corcoran resident, as well as an officer of
 15 the Corcoran FFA.

16 I come to you today to ask you to consider
 17 relocating the alignment of the high-speed rail. I grew up
 18 on a farm just north of the city of Corcoran where I watched
 19 and helped my dad run our family farm which has been in
 20 business since 1917.

21 My dad is a third generation farmer and works hard
 22 every day to support our family. Our family farm is roughly
 23 500 acres where we grow alfalfa, cotton, wheat, and corn.

24 The current alignment of the high-speed rail travels through
 25 our farmland consuming 100 acres. The elimination of these

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P025-1

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P025-1

1 100 acres alone will cost our family \$44,000 worth of income
 2 each year. This does not include the cost of having to
 3 reconfigure our irrigation systems and increased fuel costs
 4 due to the additional five miles that will need to be
 5 traveled multiple times per day to get to the other side of
 6 the farm.

P025-2

7 One of the reasons for constructing the high-speed
 8 rail was to reduce pollution emissions. In our farming
 9 situations, as well as many others, cutting through
 10 farmlands will do just the opposite.

P025-3

11 I also have safety concern regarding this issue.
 12 Our farm is located on Highway 43, which is a very heavily
 13 traveled and dangerous highway. It is hard enough for us to
 14 cross this highway at a 90-degree angle with slow-moving
 15 tractors and implements.

P025-4

16 If this high-speed rail were to split our property,
 17 it would force us to drive our equipment on a 55-mile per
 18 hour, two-lane highway. This poses a hazard in the
 19 wintertime months when it is extremely foggy. Although I do
 20 not know how wide the overpasses are going to be I fear that
 21 we will not have enough room to move our equipment over
 22 these overpasses in a safe manner. Many of our implements
 23 go across two lanes. What happens when we meet a car going
 24 over the overpass with the implement in the fog.

25 I don't think the committee has taken into

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High Speed Rail Public Meeting
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Submission P025 (Kayli Holt, Corcoran Future Farmers of America, September 21, 2011) - Continued

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

1 consideration these factors and I would appreciate it if
2 they would take a closer look at situations as these. Thank
3 you.
4 THE FACILITATOR: Thank you.
5 MR. ABERCROMBIE: Angela -- Kayli.
6 Kayli, in terms of Corcoran, is this on -- there's
7 multiple alignments in Corcoran, is this for the bypass of
8 Corcoran or through-town alignment?
9 SPEAKER IN CROWD: It's all of them.
10 MR. ABERCROMBIE: It's affected by all of them.
11 SPEAKER LEAL: Yes.
12 MR. ABERCROMBIE: Okay. Thank you.
13 THE FACILITATOR: After Leonard we have Karen Stout
14 and Phyllis Browning.
15 SPEAKER DIAS: Good afternoon, my name is Leonard
16 Dias, and I'm the board president of Kit Carson Union School
17 District.
18 Back in April of this year, we joined the Kings
19 County Board of Supervisors, along with other Kings County
20 agencies, in demanding coordination of the High-Speed
21 Authority. We were told that you believe that you are bound
22 by the state and federal laws regarding infrastructural
23 projects going through jurisdiction of other state entities,
24 but that you have taken into consideration our comments and
25 that all our questions would be answered in the EIR report.

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High Speed Rail Public Meeting
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Response to Submission P025 (Kayli Holt, Corcoran Future Farmers of America, September 21, 2011)

P025-1

Refer to Standard Response FB-Response-AG-02, FB-Response-AG-04, FB-Response-TR-02.

Compensation for the loss of infrastructure (irrigation facilities, wells, etc.) would be paid and the farm owner would have time to restore infrastructure before construction begins and before the start of the growing season. However, in those cases where construction would need to occur before infrastructure can be restored or before the growing season, the farm owner would be compensated for the loss of agricultural production resulting from the disruption.

P025-2

HST operations would help improve long-term air quality in the San Joaquin Valley Air Basin by reducing vehicle miles traveled (VMT), a major source of air pollution. As automobiles produce a major portion of the air pollutants generated within the basin, reducing VMT would reduce these emissions and result in lower emissions than would occur under the No Project Alternative. Although removal of farmlands could result in the loss of a greenhouse gas sink, the loss would be offset by the reduction of greenhouse gas emissions associated with reduced VMT. The removal of trees would not affect criteria pollutant emissions.

P025-3

Refer to Standard Response FB-Response-S&S-01 and FB-Response-AG-02.

As the comment states, SR 43 is currently traversed to access both sides of the commenter's farm. During the growing and harvesting seasons, the movement of large agricultural implements (i.e., tractors, combines, mechanical picking equipment, etc.) is a frequent occurrence on SR 43, and the facility has been designed to accommodate such equipment. Since existing conditions include this function, the additional numbers of agricultural implements potentially added as a result of the HST project would not increase safety concerns.

P025-4

Refer to Standard Response FB-Response-S&S-01.

Submission P026 (Charlene Hook, Citizens for California High Speed Rail Accountability (CCHSRA),
 September 21, 2011)



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

The comment period is from August 15 to ~~September~~ ^{October} 28, 2011. Comments must be received electronically, or
 postmarked, on or before September 28, 2011.
 El período 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: Charlene Hook
 Organization/Organización: CCHSRA
 Address/Domicilio: 316 5th Ave
 Phone Number/Número de Teléfono: 559/ 992-5486
 City, State, Zip Code/Ciudad, Estado, Código Postal: Corcoran, CA, 93212
 E-mail Address/Correo Electrónico: chae61353@netscape.net
 (Use additional pages if needed/Usar paginas adicionales si es necesario)

P026-1

The Corcoran bypass alternative alignment starting at Nevada Ave + heading South thru state route 43, Newark Ave, Dileo Ave, 5 1/2 Ave, CID Canal, 5th Ave, Waukena Ave, Orange Ave, 4 1/2 Ave, Highway 137, Ave 144. Then back across State Route 43.
The High Speed Rail (HSR) tracks + associated housing would displace about 40% of the homes + leave the remaining homes very close, within 50 to 100 feet of the train tracks. Besides going thru all the roads + homes, it will go thru over 20 parcels of productive farmland. The effect on these rural residential areas would be considered substantial under NEPA + significant under CEQA.
NEPA: National Environmental Policy Act
CEQA: California Environmental Quality Act

P026-2

I do not see that any bypass route would benefit anyone. The I-5 or 99 are a viable location for everyone concerned. Do it right or not at all.
A petition with approximately 500 signatures is attached with all who agree with not doing the HSR.

Continued

P026-3

Title VI of the Civil Rights Act prohibits discrimination on the bases of race, color, national origin, age, sex, or disability in programs and activities receiving federal financial assistance. *My husband, Rick Hook, is a 100% disabled veteran and was medically retired from his employment.* This is covered under Title VI of the Civil Rights Act: 42 U.S.C. Section 2000(d) et seq. The Americans with Disabilities Act: 42 U.S.C. Sections 12101 to 1221, prohibits discrimination based on disability. Uniform Relocation Assistance and Real Property Acquisition Policies Act: 42 U.S.C. Chapter 61, ensures that persons displaced as a result of a federal action or by an undertaking federal funds are treated fairly, consistently, and equitably. This helps ensure persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole. *We demand to be made whole as to whatever the outcome of this project is.*

P026-4

Several county and local jurisdictions are crossed by the proposed project alternatives, many goals, objectives and policies are related to socioeconomic, (related to or involving a combination of social and economic factors). *This is pretty much already covered above.* Economic development elements are included in general plans of all jurisdictions except Kings County and the City of Corcoran, the focus differs somewhat between the city and county general plans. The county elements focus more on promoting the long-term preservation of productive agricultural lands. *As it should be. All I can see for a vibrant downtown area is a really big eye sore and since the train will not stop in Corcoran, it will not benefit or do anything for our community.* Temporary or permanent barriers that could be created by the project could isolate portions of a community, separate residents from important community facilities or services or alter access to such resources. *This really concerns me because of an emergency, fire or medical response time to get to a home/landowner if able to at all.*

P026-5

P026-6

The potential financial impact on school district was assessed based on potential changes due to changes in student populations with substantial numbers of residential displacements. *The city and county could lose much needed funds and dislocated residents would be forced to move elsewhere, most likely from Corcoran and possibly from the county.*

P026-7

Corcoran is considered the "Farming Capital of California". *When the HSR goes through productive farmland and dairies this will be a major impact.*

P026-8

The analysis of impact for communities of concern include Sections 3.2 Transportation, 3.3 Air Quality and Global Climate change, 3.4 Noise and Vibration, 3.13 Station planning land use and development, 3.15 Parks, recreation and open space and 3.16 Aesthetics and visual resources. *There will be many roads closed interrupting emergency resources and also the eye sore the HSR will make.* Per the CEQA Guidelines the project would have a significant impact if the HSR would physically divide an established community, displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere, relocate substantial numbers of people, necessitating the construction of replacement housing elsewhere, result in substantial adverse physical impacts associated with the provision of new or physically altered community and government facilities. The construction of the HSR could cause significant environmental impacts. *Once again, this will impact emergency services, divide the community, displace residents being around 40%, moving from Corcoran or even out of Kings County with a great loss of tax revenue.* There are no applicable regional plans or policies pertaining to socioeconomic, communities and environmental justice within the Fresno to Bakersfield study area. *There should have been more time put into this study and area of impact, listen to what the citizens have to say.* Population and demographic characteristics provide information about the regions social context. Age, household, and disability characteristics are discussed to identify potential special relocation needs. *And once again, my husband is a 100% disabled veteran and medically retired from his employment. Full relocation of our 2.5 acres will be required and also we want to be made whole as we are now.*

P026-9

The city of Corcoran has nothing to do with the census, since the census includes two prison populations and will increase due to the number of incarcerations. *It was said the prison(s) would do a lot for Corcoran and*

Charlene Hook
 316 5th Ave.
 Corcoran, CA 93212



CALIFORNIA
 High-Speed Rail Authority



U.S. Department
 of Transportation
 Federal Railroad
 Administration

Submission P026 (Charlene Hook, Citizens for California High Speed Rail Accountability (CCHSRA),
 September 21, 2011) - Continued

P026-10 | *it didn't, just like the HSR will not do anything for Corcoran, just create a disaster, disruption and cause the population to be reduced loosing much tax revenue for the city and county.*
 Data describing housing stock, ownership and residency tenure data are provided to help illustrate levels of community cohesion within the affected area. *Cohesion refers to the sense of belonging and commitment that residents have to their communities.* High levels of home ownership, low residential unit turnover and the presence of public facilities, among other community characteristics, are signs of a potentially high level of community cohesion. *To put it nicely, if this were your home or community, would you not feel the same way? Especially if the HSR were going through your home of many years. I cannot believe the Authority can be so very heartless, come on now, and be real.*
 The four counties of Fresno, Kings, Tulare and Kern make up one of the most agriculturally productive areas in the world. The regional economy has been driven by the farming industry and compromising about 20% of total employment. In 2008, the four counties were ranked first, second, third, and eighth respectively in total agricultural production value in California. These four counties accounted for 16.4 billion of the total 36.2 billion of agriculture revenue generated in the state. Agriculture is still the dominant occupation in rural areas outside the cities and the majority of those who live in and near the study area are employed in that industry.

P026-11 | *HSR will not help the unemployment rate for Corcoran or Kings County.*
 Funding for the California K-12 public schools comes primarily from the state budget: 60%, with the local property taxes: 23%, and the federal government: 10%, and other significant contributors. Public schools across California are facing difficult budget issues and in the 2011-2012 school year funding is anticipated to be substantially reduced for a third year in a row. Schools are struggling to hold onto funds they currently receive. As the HSR goes through it will cause even more impact on our public schools due to the citizens leaving the community and county, regardless of where the rail goes through Corcoran. *There are three of the six city schools that will be impacted.*

P026-12 | *There are also a fair amount of cemeteries that are located in rural areas that will be impacted by the HSR. I know you could care less about the living, but please let the dead rest in peace.* Religious facilities represent approximately half or more of the study area community facilities in Fresno, Corcoran, Wasco, Shafter and Bakersfield.

P026-13 | *The city of Corcoran, located about 15 miles South of Hanford and 15 miles west of SR99 corridor is surrounded by agricultural land. Corcoran has three public buildings in the study area that serve the needs of the community. The Corcoran bypass alternative alignment would diverge from the BNSF line for approximately 21 miles, passing around Corcoran on the eastern side. This is a rural agricultural area with no concentrations of residences, businesses, community facilities or services. The farmers and dairies own vast amounts of acreage as well as residences. Approximately 40-50 homes will be dislocated or affected by this route. This also brings up, again, the emergency response of fire, medical and police to respond. Allensworth is a historical site with no one living there on the site, the town of Allensworth will always stay the way it is today. The regions urban cities of Fresno, Corcoran, Wasco, Shafter, and Bakersfield have many communities of concern as definitely high proportions of minority and low-income population. The EJ study area for the Corcoran bypass alternative, east of town, contains a smaller total population and scattered community of concern. Many citizens in the bypass alternative own 2-10 acres or more of property, so that is why you consider this area to be a "smaller total population area".*
 In summary, the HSR system would result in substantial effects under NEPA and significant impact under CEQA related to the division of existing community as well as residential, commercial, industrial, and agriculture property displacements. *There would also be a significant impact on emergency response due to roads being closed.*

P026-14 |

P026-15 |

P026-16 | Construction of the project would provide economic benefits for the entire region. These economic benefits include gains in sales tax revenue and job creation. *This statement is false, this would not do anything for*
 Charlene Hook
 316 5th Ave
 Corcoran, CA 93212

P026-17 | *Corcoran. Most construction workers would stay out of town during this time. After construction, this would all be gone. I could guarantee you that Corcoran will become a "ghost town" and what a shame this would be.* Transportation, air quality and global climate change will significantly be impacted during construction. Those live along the portions of the alignment without station access would not enjoy the same level of mobility and access benefits, but would potentially be exposed to adverse project-related effects. According to CEQA and FTA guidance, the effect of a project on a neighborhood or community is significant if a project would create a new physical barrier that isolates one part of an established community from another and potentially results in physical disruption to community cohesion. Impacts are typically considered less than significant under CEQA if they would not specifically divide an existing community, but could be considered moderate or substantial impacts under NEPA. The HST alternatives would have adverse effects on visual quality in some areas, either by blocking views or adding elevated structures that would be out of character, scale and harmony with the surroundings. These proximity impacts would be most prevalent where project components would be near historic resources (like Allensworth) or residential areas. The lower visual quality would be substantial adverse effect under NEPA. *Any route the HSR takes through this area would devastate and ruin all communities especially Corcoran, closing roads and causing a big eye sore. Actually homes that are left would have the train 50-100 feet from their home and front door. The elevated route through Corcoran would be up to 60 feet above ground level.*

P026-18 |

P026-19 | In the Ponderosa Road community in Hanford approximately half of the existing ranch homes would be displaced by the project and the other homes would remain close to the new HST guideway, which would be elevated 40 feet above ground level. The project would affect community character, social interactions and community cohesion by displacing half of the households and by exposing rural residential homes to increased noise, visual and traffic impacts. This would be a substantial effect under NEPA and a significant impact under CEQA. *I believe this statement speaks for itself and says all.*
 The Corcoran bypass would divide the small, unincorporated rural residential community that lies immediately NE of the city limits, in the vicinity of Newark Ave, between SR43 and the irrigation canal. The proposed Corcoran bypass would pass through the middle of this community, which consists of about 20 homes on adjacent large lots. The HST tracks and associated roadway work would displace about 0% of the homes and leave some of the remaining homes very close, within 50-150 feet to the HST tracks. Similar impacts would occur to the smaller enclave of rural residential homes approximately 1 mile to the SE in the vicinity of 5th Ave and Wakena (actually spelled Waukena) Ave. Even though the Corcoran bypass would involve fewer displacements than the BNSF alternative, the effect on these small rural residential community would be considered substantial under NEPA and significant under CEQA. *Small rural community? We can be considered ranch homes also, because everyone owns 1-80 acres or more of property.* Along the BNSF alternative in the city of Corcoran, 50 units and 179 residences would be displaced. The Corcoran bypass alternative would displace 32 residences, 3 in Corcoran and 29 in unincorporated Kings County. In Tulare County 61 residences would be displaced and would occur along the BNSF alternative. The displace would be a decrease of 29 units if this alternative were selected instead of the BNSF alternative. The estimated total number of residences relocated would be 106, about 109 fewer than the BNSF alternative. *Anyone that would be displaced for the "train to nowhere" is a major concern and you do put in "estimate" so you really are not sure.*
 The number of businesses relocated in Corcoran is substantial given the small size of the city's overall economy. The lack of suitable vacant replacement property has the potential to further disrupt economic conditions. The effect of these relocations on business operations in Corcoran would be substantial under NEPA. *The HSR will not help Corcoran or its economy.*
 BNSF alternative an estimated 127 agricultural parcels would be split and 7 parcels containing agricultural facilities would be displaced. In Kings County, 42 agricultural parcels would be split. Agricultural parcels

P026-20 |

P026-21 |
 Charlene Hook
 316 5th Ave
 Corcoran, CA 93212

Submission P026 (Charlene Hook, Citizens for California High Speed Rail Accountability (CCHSRA),
September 21, 2011) - Continued

P026-22 | account for the largest percentage of acreage to be acquired for the project. The number of agricultural parcels that would be split into 2 or more separate parcels due to required right-of-way acquisition that would be displaced by the project, structures, product and equipment, storage and irrigation infrastructure. *WOW! What a burden you are putting on the farmers and dairies. Think if this belonged to you.*

P026-23 | The Corcoran elevated alternative is located entirely in the developed areas of the City of Corcoran, no agricultural parcels would be split and no agricultural facilities would be displaced. The BNSF alternative is entirely in developed areas and splits no parcels and displaces no facilities. The Corcoran elevated alternative would have no effect under NEPA on agricultural parcel splits and facility disruption. *But the rail would be 60 feet above ground level and would displace residential homes and close Whitley Ave to be rerouted.*

P026-24 | Property tax revenue may be a limited decrease in property values immediately adjacent to the project as a result of visual or noise disturbances. Along the BNSF alternative displacement of residences, businesses and agricultural lands would result in an estimated loss of approximately 2.5 million in property tax revenue to the 4 counties in the region. *"Maybe"? There will be a definite impact on the cities for tax revenue and a definite decrease in property values even after the project is said and done. Citizens with their homes located by the tracks homes values will be zero.*

The BNSF alternative would impact Kings County the highest, 8.7 million and 53 employees with 7 million in the dairy sector, 16 billion in annual agriculture production, loss of 160 employees. Agriculture is the central economy of the region and permanent road closures resulting from the project were examined to identify potential effects on regional access for agricultural operations. These effects from restriction in regional access include increased costs to operate and increased difficulties in moving workers and equipment to cultivate and harvest fields and deliver products to processing facilities and markets.

The EJ findings for the Corcoran elevated alternative would be similar to those of the portion of the BNSF alternative because this alternative would effect an area directly adjacent to BNSF alternative. Noise and vibration and visual impacts would remain significant and unavoidable along much of the alternative and would result in disproportionately high and adverse effects on minority and low-income population.

The provision of the Uniform Act, a federally mandated program, would apply to all acquisitions of real property or displacements of persons resulting from this federally assisted project. It was created to provide for and ensure fair and equitable treatments of all effected persons. The 5th amendment of the United States Constitution provides that private property may not be taken for a public without payment of "just compensation". The Uniform Act requires that the agency's intent to acquire an interest in their property. The notification includes a written offer letter of just compensation. The Uniform Act also provides benefits to the displaced individuals to assist them financially and with advisory services related to relocating their business operation or residence. Benefits are available to both owner occupants and tenants. The project must adhere to California Relocation Assistance Act Requirements. Owners of private property have federal and state constitution guarantees that their property will not be acquired or damaged for public use unless owners first receive just compensation. Just compensation is measured by the "fair market value" where the property value is considered to be the highest price on the date of valuation that would be negotiated. The value must be agreed upon by seller who is willing, not obligated to sell. Both the owner and buyer must deal with the other with full knowledge of all the uses and purposes for which the property is reasonably adaptable and available. Is this where the eminent domain comes in?

The impact operations division of existing community Ponderosa Road/Edna Way NE of Hanford and the Newark Ave vicinity NE of Corcoran associated with the BNSF alternative and the Corcoran bypass would relocate and displace residents of a small tightly knit community. The level of significance would be significant. Implement mitigation measures to reduce impacts associated with the division of existing community in the unincorporated areas NE of Hanford and Corcoran would be significant.

Charlene Hook
316 5th Ave
Corcoran, CA 93212

P026-25 | *One size does not fit all. Just because rapid rail appears to work in other places, does not mean that it will work in California. Our actions are our own; their consequences are not. The consequences of some actions are not reversible. Politicians, government officials and Americans in general need to think in terms of cause-effect*

P026-26 | *consequences of their decisions. They need to think of long term goals. Building a rapid rail system through the heart of Kings County's dairy and farm land will have a devastating irreversible consequences on Kings County and her citizens. These consequences will reach far beyond the dairies and farm families the rail system is expected to displace. If there is no money to complete this project how is it going to create more jobs? If the HSR is so efficient and cost effective, why aren't private sector railroads taking the initiative to fill the demand? The private sector knows that the costs of HSR are prohibitive. This project is fiscally and socially short sighted, irresponsible, and immoral. Already the cost of the HSR system has far exceeded the estimates, and the estimates do not include the train station. The estimates do not include long term maintenance costs that will become a major factor when the train system is 30 years old. If this system is built, will Kings County have another duplicate of the 35 year old Washington Metrorail system that is falling apart today because no one foresaw or budgeted for its long term maintenance? If the government is adamant about spending money it does not have, why doesn't it make the first leg of the HSR connect The LA area with Bakersfield. This would eliminate the need for busses to connect passengers with Amtrak. Then if the HSR is not completed, at least the portion that is completed will NOT be a total waste and could maybe loose the phrase, "the train to nowhere".*

P026-27 |

P026-28 |

P026-29 |

The attached petition of approximately 500 signatures will show you how citizens agree with us. We were only con against the "bypass route" until the Corcoran City Townhall Meeting was held. Now after seeing all we did, the disruptions, and devastation this will cause to our community, I am very against all routes.

My home, or anyone's home, farmland and dairies ARE NOT considered "an existing transportation corridor".

Charlene Hook
316 5th Ave
Corcoran, CA 93212

Submission P026 (Charlene Hook, Citizens for California High Speed Rail Accountability (CCHSRA),
 September 21, 2011) - Continued

California High-Speed Authority

June 20, 2011

We, the residents and voters of California, and all residents of the County of Kings, oppose the Bypass of the High-Speed rail going through our community.

Per Prop1A in the year 2008, voted in by voters stipulates that the rail is to be built along an "established transportation corridor".

P026-30

The three routes they are considering, the main one being the bypass through Kings County and Corcoran, California, which is not an "established transportation corridor". This route will disrupt the lives of many generations of families, businesses, farmers, and dairymen. Most of the individuals have been where they are for 20 plus years. The farmers and dairymen are the backbone of our State.

Their property is close to being paid for or paid for already. Most are retired or close to retirement age and are not physically or financially able to start over again.

All families, businesses, farmers and dairymen have acreage, animals, and farm equipment that would be almost impossible to move and would cause a great financial hardship for all involved.

This could and will cause all involved to relocate out of the Corcoran and Kings County area due to not being able to find comparable area to which they all have as of today's date. Think of all the taxes and revenues that California will lose, not to mention the State already has big problems, why add to it.

The undersigned below (petition attached) are respectfully requesting not to disrupt the lives of many families in Corcoran, California area and Kings County residents.

Please see the attached list of names:

HIGH SPEED RAIL PETITION SIGNATURES

| NAME (PRINT) | SIGNATURE | DATE |
|--------------------------------------|------------------------------------|-------------------|
| Anita Standridge | <i>Anita Standridge</i> | 7/5/11 |
| 742 Josephine Ave. Corcoran CA | | 93212 |
| Jean Chamberlain | <i>Jean Chamberlain</i> | 9/30/11 |
| 9797 Ave 196 Tulare CA | | 7/5/11 |
| MARK PACEK | <i>Mark Pacek</i> | 7-5-11 |
| 301 5th Ave Corcoran CA | | 93212 |
| Christi Stephens | <i>Christi Stephens</i> | 7-5-11 |
| 1901 Estes Ave Corcoran CA | | 93212 |
| Rachelle Walls | <i>Rachelle Walls</i> | 7-5-11 |
| 1501 Jepsen Corcoran CA | | 93212 |
| Celia Lape | <i>Celia Lape</i> | 7-5-11 |
| 918 Claire Corcoran CA | | 93212 |
| Phine Denton | <i>Phine Denton</i> | 7-5-11 |
| 1318 Jepsen Corcoran CA | | 93212 |
| Penny Bird | <i>Penny Bird</i> | 7/5/11 |
| 1209 Cardoso Ave Corcoran CA | | 93212 |
| Elizabeth Holmes | <i>Elizabeth Holmes</i> | 7/6/11 |
| 921 Estes Ave Corcoran CA | | 93212 |
| David Burk | <i>David Burk</i> | 7/6/11 |
| 2734 Stratford CT Hanford CA | | 93230 |

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PAGE _____ OF _____

Terese Sandoval *Terese Sandoval* 6/29/11
 NAME (PRINT) SIGNATURE DATE
 218 Yellowstone Tulare CA 93274
 ADDRESS CITY STATE ZIP CODE

Clayton Best *Clayton Best* 6/29/11
 NAME (PRINT) SIGNATURE DATE
 1945 Preston Way Corcoran CA 93212
 ADDRESS CITY STATE ZIP CODE

John P. Jones *John P. Jones* 6/29/2011
 NAME (PRINT) SIGNATURE DATE
 1000 Letts Av Corcoran Ca. 93212
 ADDRESS CITY STATE ZIP CODE

MARK UNRUH *M.L.W.* 6/29/2011
 NAME (PRINT) SIGNATURE DATE
 1443 F. Kamm Hanford CA 93231
 ADDRESS CITY STATE ZIP CODE

Deborah L. Bello *Deborah L. Bello* 6/29/2011
 NAME (PRINT) SIGNATURE DATE
 1620 Whitney Ave Corcoran CA 93212
 ADDRESS CITY STATE ZIP CODE

Doug DeVaney *Doug DeVaney* 6/29/11
 NAME (PRINT) SIGNATURE DATE
 2222 Orange Corcoran CA 93212
 ADDRESS CITY STATE ZIP CODE

Gabe Cooper *Gabe Cooper* 6/29/2011
 NAME (PRINT) SIGNATURE DATE
 2364 Ave 144 Corcoran CA 93212
 ADDRESS CITY STATE ZIP CODE

Johnathan Hook *Johnathan Hook* 6/29/11
 NAME (PRINT) SIGNATURE DATE
 1504 Estes Ave. Corcoran CA 93212
 ADDRESS CITY STATE ZIP CODE

RONALD HOOK *Ronald Hook* 6-29-2011
 NAME (PRINT) SIGNATURE DATE
 1418 Clave Ave Corcoran CA 93212
 ADDRESS CITY STATE ZIP CODE

Justin Spellman *Justin Spellman* 6/30/11
 NAME (PRINT) SIGNATURE DATE
 404 Halley Corcoran CA 93212
 ADDRESS CITY STATE ZIP CODE

HIGH SPEED RAIL PETITION SIGNATURES

PAGE _____ OF _____

Dolores Hook *Dolores Hook* 6-29-11
 NAME (PRINT) SIGNATURE DATE
 1418 Clave Ave Corcoran CA 93212
 ADDRESS CITY STATE ZIP CODE

Sandra Corona *Sandra Corona* 6-28-11
 NAME (PRINT) SIGNATURE DATE
 ADDRESS CITY STATE ZIP CODE

Warm Stenrigo *Warm Stenrigo* 6/29/2011
 NAME (PRINT) SIGNATURE DATE
 ADDRESS CITY STATE ZIP CODE

David P. McEwen *David P. McEwen* 6/29/11
 NAME (PRINT) SIGNATURE DATE
 2894 Julia Hanford CA 93230
 ADDRESS CITY STATE ZIP CODE

Jack McNally *Jack McNally* 93292
 NAME (PRINT) SIGNATURE DATE
 ADDRESS CITY STATE ZIP CODE

Robert Dow *Robert Dow* 6-29-11
 NAME (PRINT) SIGNATURE DATE
 646 E. Spruce Lemoore CA 93245
 ADDRESS CITY STATE ZIP CODE

Ebony Baltazar *Ebony Baltazar* 6/29/11
 NAME (PRINT) SIGNATURE DATE
 2031 Mt. Whitney Corcoran Ca. 93212
 ADDRESS CITY STATE ZIP CODE

Robert Baltazar *Robert Baltazar* 6/29/11
 NAME (PRINT) SIGNATURE DATE
 2031 Mt. Whitney Ave Corcoran Ca. 93212
 ADDRESS CITY STATE ZIP CODE

Edward D. Smith *Edward D. Smith* 6/29/11
 NAME (PRINT) SIGNATURE DATE
 6043 West Iris Ct. Visalia CA 93277
 ADDRESS CITY STATE ZIP CODE

Charlotte Todd *Charlotte Todd* 6-29-11
 NAME (PRINT) SIGNATURE DATE
 2419 Knowlwood Dr Hanford CA 93230
 ADDRESS CITY STATE ZIP CODE

Submission P026 (Charlene Hook, Citizens for California High Speed Rail Accountability (CCHSRA),
 September 21, 2011) - Continued

HIGH SPEED RAIL PETITION SIGNATURES

NAME (PRINT) SIGNATURE DATE
 Alice Candelaria Alice Candelaria 7/1/11
 ADDRESS CITY STATE ZIP CODE
 901 Bairum Ave. Corcoran Ca. 93212
 NAME (PRINT) SIGNATURE DATE
 Vicki Roche Vicki Roche 7-1-11
 ADDRESS CITY STATE ZIP CODE
 335 E Sherwood Dr Hanford CA 93230
 NAME (PRINT) SIGNATURE DATE
 Crystal Aballos Crystal Aballos 7-1-11
 ADDRESS CITY STATE ZIP CODE
 2415 Priddy Ave. Corcoran CA 93212
 NAME (PRINT) SIGNATURE DATE
 Norman Rodriguez Norman Rodriguez 7-1-11
 ADDRESS CITY STATE ZIP CODE
 621 Pickrell Ave. Corcoran CA 93212
 NAME (PRINT) SIGNATURE DATE
 MARY MONTEIRO Mary Monteiro 7-1-2011
 ADDRESS CITY STATE ZIP CODE
 413 Nimtz Ave Corcoran CA 93212
 NAME (PRINT) SIGNATURE DATE
 Eulalia O Ruiz Eulalia O Ruiz 7-1-11
 ADDRESS CITY STATE ZIP CODE
 528 Benius Ave Corcoran CA 93212
 NAME (PRINT) SIGNATURE DATE
 Candalaria Angel Candalaria Angel 7/1/11
 ADDRESS CITY STATE ZIP CODE
 1212 Lombard St. Hanford, CA 93230
 NAME (PRINT) SIGNATURE DATE
 Juanita Gomez Juanita Gomez 7/1/11
 ADDRESS CITY STATE ZIP CODE
 557 Orange Ave Corcoran 93292
 NAME (PRINT) SIGNATURE DATE
 Nicole Valle Nicole Valle 7-1-11
 ADDRESS CITY STATE ZIP CODE
 1609 Norbex Corcoran CA 93212
 NAME (PRINT) SIGNATURE DATE
 IREWE GOMES Irene James
 ADDRESS CITY STATE ZIP CODE
 20136 Main St- Stratford, Ca 93266

AGAINST IT...AGAINST IT...AGAINST IT...
 HIGH SPEED RAIL PETITION SIGNATURES

PAGE ___ OF ___

NAME (PRINT) SIGNATURE DATE
 Nick Burgett Nick Burgett 6/29/2011
 ADDRESS CITY STATE ZIP CODE
 1027 Estes Corcoran Ca 93212
 NAME (PRINT) SIGNATURE DATE
 STEPHEN Stephen 93212
 ADDRESS CITY STATE ZIP CODE
 1810 PATTERSON Corcoran CA 93212
 NAME (PRINT) SIGNATURE DATE
 ADDRESS CITY STATE ZIP CODE
 TIMOTHY COOPER Timothy Cooper 6-29-11
 NAME (PRINT) SIGNATURE DATE
 P.O. Box 25 Corcoran CA 93212
 ADDRESS CITY STATE ZIP CODE
 Russell Jordan 6-29-11
 NAME (PRINT) SIGNATURE DATE
 Kenneth 18669 Rd 20 Taber Ca. 93274
 ADDRESS CITY STATE ZIP CODE
 Romaine de Jong Romaine de Jong 6-29-11
 NAME (PRINT) SIGNATURE DATE
 17651 8th Ave Hanford CA 93230
 ADDRESS CITY STATE ZIP CODE
 NAME (PRINT) SIGNATURE DATE
 ADDRESS CITY STATE ZIP CODE
 ERNIE GOMEZ Ernie Gomez CA
 NAME (PRINT) SIGNATURE DATE
 ADDRESS CITY STATE ZIP CODE
 Bernad Prins Bernad Prins
 NAME (PRINT) SIGNATURE DATE
 ADDRESS CITY STATE ZIP CODE
 4725 Ave 108 Corcoran Ca 93212
 ADDRESS CITY STATE ZIP CODE
 GUSTAVO Mercado Gustavo Mercado 6-30-11
 NAME (PRINT) SIGNATURE DATE
 ADDRESS CITY STATE ZIP CODE

Submission P026 (Charlene Hook, Citizens for California High Speed Rail Accountability (CCHSRA),
 September 21, 2011) - Continued

HIGH SPEED RAIL PETITION SIGNATURES

| NAME (PRINT) | SIGNATURE | DATE |
|-----------------------|--------------------|---------|
| Steve V Bonilla | <i>[Signature]</i> | 6-29-11 |
| 1825 Letts | Corcoran CA | 93212 |
| FRANK V. Bonilla | <i>[Signature]</i> | 6-29-11 |
| FRANK V. Bonilla | <i>[Signature]</i> | 6-29-11 |
| 624 Pickwell, Cor. CA | Corcoran CA | 93212 |
| Russell Johnson | <i>[Signature]</i> | 6-29-11 |
| 708 Josephine | Corcoran CA | 93212 |
| <i>[Signature]</i> | <i>[Signature]</i> | 6-29-11 |
| Laurena Swarth | <i>[Signature]</i> | 6-29-11 |
| 1821 Weydel Ave | Corcoran CA | 93212 |
| Rafaelio Gomez | <i>[Signature]</i> | 6-29-11 |
| 1307 Grassus | Corcoran CA | 93212 |
| Eddie's Udale | <i>[Signature]</i> | 6-29-11 |
| 102 DAILY AVE | Corcoran CA | 93212 |
| John S Flores | <i>[Signature]</i> | 6-29-11 |
| 1726 Vandross Ave | Corcoran CA | 93212 |
| Felicia Guzman | <i>[Signature]</i> | 6-29-11 |
| 1409 Sherman Ave | Corcoran CA | 93212 |
| Tony Guzman | <i>[Signature]</i> | 6-29-11 |
| 1409 Sherman Ave | Corcoran CA | 93212 |

HIGH SPEED RAIL PETITION SIGNATURES

| NAME (PRINT) | SIGNATURE | DATE |
|----------------------|--------------------|----------|
| Julio Espudo | <i>[Signature]</i> | 6-30-11 |
| 1607 Dairy | Corcoran CA | 93212 |
| Ricardo Obledo | <i>[Signature]</i> | 7-5-11 |
| 1064 W. Cinnamon Ave | Merced CA | 93230 |
| Georgina Pina | <i>[Signature]</i> | 7-6-11 |
| 1348 Mondaw Ave | Delaware CA | 93224 |
| Chang Hen | <i>[Signature]</i> | 7/6/11 |
| 7880 N. Ann Ave | Fresno CA | 93720 |
| TED BOYETT | <i>[Signature]</i> | 7-8-11 |
| 39709 RD 24 | Kingsburg CA | 93631 |
| Carlos Ramirez | <i>[Signature]</i> | 7/8/2011 |
| 31737 ELMO HWY | Hanford CA | 93250 |
| Carlos Ramirez | <i>[Signature]</i> | 7/8/2011 |
| 31737 elmo HWY | Hanford CA | 93250 |
| Rodney Jones | <i>[Signature]</i> | 7-9-2011 |
| 5749 Newark Ave | Corcoran CA | 93212 |
| DARLENE JONES | <i>[Signature]</i> | 7-9-2011 |
| 5749 Newark Ave | Corcoran CA | 93212 |
| M LEMIE | <i>[Signature]</i> | 7/10/11 |
| 200 S. SANTA FE | Newark CA | 93290 |

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 September 21, 2011) - Continued

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PAGE 1 OF 1

Karen Allen *Karen Allen* 6-13-11
 NAME (PRINT) SIGNATURE DATE
 529 ORANGE Corcoran Ca 93212
 ADDRESS CITY STATE ZIP CODE

Newey Allen *Newey Allen* 6-13-11
 NAME (PRINT) SIGNATURE DATE
 529 Orange Corcoran Ca 93212
 ADDRESS CITY STATE ZIP CODE

Dolene Allen *Dolene Allen* 6-19-11
 NAME (PRINT) SIGNATURE DATE
 529 ORANGE Corcoran Ca 93212
 ADDRESS CITY STATE ZIP CODE

Jamie Allen *Jamie Allen* 6-13-2011
 NAME (PRINT) SIGNATURE DATE
 529 orange Corcoran Ca 93212
 ADDRESS CITY STATE ZIP CODE

Judith Briseno *Judith Briseno* 6/12/11
 NAME (PRINT) SIGNATURE DATE
 1509 Whitley Ave, Corcoran, CA 93212
 ADDRESS CITY STATE ZIP CODE

JOHN BRISENO *John Briseno* 6-12-11
 NAME (PRINT) SIGNATURE DATE
 1509 WHITLEY AVE CORCORAN CA 93212
 ADDRESS CITY STATE ZIP CODE

Hortencia Moz *Hortencia Moz* 6-13-11
 NAME (PRINT) SIGNATURE DATE
 637 Reagan Ave. Corcoran CA 93212
 ADDRESS CITY STATE ZIP CODE

Raynaldo moz *Raynaldo Moz* 6-13-11
 NAME (PRINT) SIGNATURE DATE
 637 Reagan Ave. Corcoran CA 93212
 ADDRESS CITY STATE ZIP CODE

Carolina Castro *Carolina Castro* 6/13/11
 NAME (PRINT) SIGNATURE DATE
 2040 Redwood Ave. Corcoran, CA 93212
 ADDRESS CITY STATE ZIP CODE

Sherry M. Smith *Sherry M. Smith* 6-13-11
 NAME (PRINT) SIGNATURE DATE
 367 WANDA Corcoran CA 93212
 ADDRESS CITY STATE ZIP CODE

HIGH SPEED RAIL PETITION SIGNATURES

PAGE 1 OF 1

Brandon Pera *Brandon Pera* 6/13/11
 NAME (PRINT) SIGNATURE DATE
 916 S. Laspina Tulare CA 93274
 ADDRESS CITY STATE ZIP CODE

Marissa Morales *Marissa Morales* 6/13/11
 NAME (PRINT) SIGNATURE DATE
 1846 Henshaw Tulare CA 93274
 ADDRESS CITY STATE ZIP CODE

Janlene Perez *Janlene Perez* 6/13/11
 NAME (PRINT) SIGNATURE DATE
 1846 Henshaw Tulare CA 93274
 ADDRESS CITY STATE ZIP CODE

Laura Thornton *Laura Thornton* 6/15/11
 NAME (PRINT) SIGNATURE DATE
 212 N. Edison Tulare CA 93292
 ADDRESS CITY STATE ZIP CODE

Hannah Thornton *Hannah Thornton* 6/15/11
 NAME (PRINT) SIGNATURE DATE
 4th PERRY ST Tulare CA 93274
 ADDRESS CITY STATE ZIP CODE

Sam MOONEY *Sam Mooney* 6-16-11
 NAME (PRINT) SIGNATURE DATE
 1809 OREGON AVE CORCORAN CA 93212
 ADDRESS CITY STATE ZIP CODE

Dorothy Mooney *Dorothy Mooney* 6-15-11
 NAME (PRINT) SIGNATURE DATE
 1809 Oregon Ave Corcoran CA 93212
 ADDRESS CITY STATE ZIP CODE

Richard Hook *Richard Hook* 6/17/11
 NAME (PRINT) SIGNATURE DATE
 316 5th Ave Corcoran CA 93212
 ADDRESS CITY STATE ZIP CODE

Charlene Rodriguez *Charlene Rodriguez* 6-17-2011
 NAME (PRINT) SIGNATURE DATE
 500 FARM Corcoran CA 93212
 ADDRESS CITY STATE ZIP CODE

Charlene Hook *Charlene Hook* 6-17-11
 NAME (PRINT) SIGNATURE DATE
 316 5th Ave Corcoran CA 93212
 ADDRESS CITY STATE ZIP CODE

Submission P026 (Charlene Hook, Citizens for California High Speed Rail Accountability (CCHSRA),
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PAGE 6 OF 11

Asia Thao *Asia Thao* 6-19-11
 NAME (PRINT) SIGNATURE DATE
 ADDRESS 1125 Coloma Ave Lodi, CA 93242
 CITY STATE ZIP CODE

Lenor Gomez *Lenor Gomez* 06-20-11
 NAME (PRINT) SIGNATURE DATE
 ADDRESS 557 Orange Ave Corcoran, Ca. 93212
 CITY STATE ZIP CODE

Leonila C. Jaramillo *Leonila C Jaramillo* 6/20/11
 NAME (PRINT) SIGNATURE DATE
 ADDRESS 557 Orange Ave Corcoran, Ca 93212
 CITY STATE ZIP CODE

Yvette Perez *Yvette Perez* 10-20-11
 NAME (PRINT) SIGNATURE DATE
 ADDRESS 557 Orange Corcoran Ca 93212
 CITY STATE ZIP CODE

Gabriel Coronado *Gabriel Coronado* 10-20-11
 NAME (PRINT) SIGNATURE DATE
 ADDRESS 557 Orange Corcoran Ca 93212
 CITY STATE ZIP CODE

~~Matias Coronado~~ *Matias Coronado* 6-20-11
 NAME (PRINT) SIGNATURE DATE
 ADDRESS 902 Keegan Corcoran CA 93212
 CITY STATE ZIP CODE

Fidel Gomez *Fidel Gomez* 6-20-11
 NAME (PRINT) SIGNATURE DATE
 ADDRESS 902 Keegan Corcoran CA 93212
 CITY STATE ZIP CODE

Tauline Flores *Tauline Flores* 6-20-11
 NAME (PRINT) SIGNATURE DATE
 ADDRESS 1726 Van Dorsten Ave Corcoran Ca. 93212
 CITY STATE ZIP CODE

John A. Flores *John Flores* 6-20-11
 NAME (PRINT) SIGNATURE DATE
 ADDRESS 1726 Van Dorsten Ave Corcoran Ca 93212
 CITY STATE ZIP CODE

Lubita Gonzalez *Lubita Gonzalez* 93212
 NAME (PRINT) SIGNATURE DATE
 ADDRESS Corcoran, CA 93212
 CITY STATE ZIP CODE

Lernita Lopez *Lernita Lopez* 759-4289
 NAME (PRINT) SIGNATURE DATE
 ADDRESS Corcoran CA 93212
 CITY STATE ZIP CODE

HIGH SPEED RAIL PETITION SIGNATURES

PAGE 6 OF 11

Cary Corza *Cary Corza* 6-21-11
 NAME (PRINT) SIGNATURE DATE
 ADDRESS 1325 Maxwell Dr Hanford CA 93230
 CITY STATE ZIP CODE

Mindy Conklin *Mindy Conklin* 6/21/11
 NAME (PRINT) SIGNATURE DATE
 ADDRESS 2884 Sauvignon St Tulare CA 93274
 CITY STATE ZIP CODE

Jennifer Conklin *Jennifer Conklin* 6/21/11
 NAME (PRINT) SIGNATURE DATE
 ADDRESS 2037 Atlantic Ave Tulare CA 93274
 CITY STATE ZIP CODE

~~John Smith~~ *John Smith* 6/21/11
 NAME (PRINT) SIGNATURE DATE
 ADDRESS 4144 Astor Ave Porterville CA 93257
 CITY STATE ZIP CODE

~~David Whinnaman~~ *David Whinnaman* 6-21-11
 NAME (PRINT) SIGNATURE DATE
 ADDRESS 2339 W Forest Ct Porterville CA 93257
 CITY STATE ZIP CODE

STEVEN SMITH *STEVEN SMITH* 93210
 NAME (PRINT) SIGNATURE DATE
 ADDRESS 200 E. Colossal Dr CA 93210
 CITY STATE ZIP CODE

Jason Reed *Jason Reed* 6-21-2011
 NAME (PRINT) SIGNATURE DATE
 ADDRESS 1578 Lowery St Porterville CA 93257
 CITY STATE ZIP CODE

Andrew King *Andrew King* 6-22-2011
 NAME (PRINT) SIGNATURE DATE
 ADDRESS 1404 Grant Exeter Ca 93212
 CITY STATE ZIP CODE

Norma Zavala *Norma Zavala* 6-22-11
 NAME (PRINT) SIGNATURE DATE
 ADDRESS 1409 1/2 Whitley Ave #2 Corcoran, Ca 93212
 CITY STATE ZIP CODE

Lorena Vasquez *Lorena Vasquez* 6-22-11
 NAME (PRINT) SIGNATURE DATE
 ADDRESS 2721 Orange Corcoran Ca. 93212
 CITY STATE ZIP CODE

Submission P026 (Charlene Hook, Citizens for California High Speed Rail Accountability (CCHSRA),
 September 21, 2011) - Continued

HIGH SPEED RAIL PETITION SIGNATURES

PAGE ___ OF ___
 NAME (PRINT) SIGNATURE DATE
 KIRK FREY 6/20/11
 ADDRESS 1512 Letts Corcoran CA 93212
 NAME (PRINT) SIGNATURE DATE
 ALISE D. FREY 6/20/11
 ADDRESS 1855 Preston Way Corcoran CA 93212
 NAME (PRINT) SIGNATURE DATE
 Adam Scott 6/20/11
 ADDRESS 1318 Whitmore St Hanford CA 93230
 NAME (PRINT) SIGNATURE DATE
 Gregory G. Coon 6-20-11
 ADDRESS 2344 Ave 144 Corcoran CA 93212
 NAME (PRINT) SIGNATURE DATE
 Connie L. Coon 6-20-11
 ADDRESS 2364 Ave 144 Corcoran CA 93212
 NAME (PRINT) SIGNATURE DATE
 Raymond VanZant 93212
 ADDRESS 1819 TENNENT Corcoran CA 93212 6-20-11
 NAME (PRINT) SIGNATURE DATE
 Barbara Coon 6-20-11
 ADDRESS 14624 Hwy 43 CA 93212
 NAME (PRINT) SIGNATURE DATE
 FRANCES J. Tenhet 6-20-11
 ADDRESS 2213 Gable Ave Corcoran, CA 93212-1617
 NAME (PRINT) SIGNATURE DATE
 Preston W Tenhet 6-20-11
 ADDRESS 2213 Gable Ave CORCORAN CA 93212-1617
 NAME (PRINT) SIGNATURE DATE
 APOLONIA B. GEISLER 6-20-2011
 ADDRESS 1007 HALL AVE. CORCORAN CA 93212

HIGH SPEED RAIL PETITION SIGNATURES

PAGE 19 OF 44
 NAME (PRINT) SIGNATURE DATE
 Ruth Ashford 6-19-11
 ADDRESS 278-5th Ave, Corcoran, CA 93212
 NAME (PRINT) SIGNATURE DATE
 Alane Pearce 6/19/2011
 ADDRESS 278 - 5th Ave, Corcoran, CA 93212
 NAME (PRINT) SIGNATURE DATE
 Raymond Lee Ashford 93212
 ADDRESS 278 5th Ave Corcoran CA 6-19-2011
 NAME (PRINT) SIGNATURE DATE
 Emily James Euloy 6/20/11
 ADDRESS 3203 N. Auld Way Hanford CA 93230
 NAME (PRINT) SIGNATURE DATE
 Simx Hook 6/20/11
 ADDRESS 316 5th Ave Corcoran Ca 93212
 NAME (PRINT) SIGNATURE DATE
 JAMES HOOK 6-20-11
 ADDRESS 117 MARK TWAIN AVE. TULARE CA. 93254
 NAME (PRINT) SIGNATURE DATE
 Doreis P. Hook-Denz P. Hook 6-20-11
 ADDRESS 117 MARK TWAIN AVE, TULARE CA 93254
 NAME (PRINT) SIGNATURE DATE
 George Rioux 6-20-11
 ADDRESS 1088 W. Minaret Pl. Ca. 93230
 NAME (PRINT) SIGNATURE DATE
 Luis Castro 6-20-11
 ADDRESS 14321 Greenville Blv Hanford CA 93230
 NAME (PRINT) SIGNATURE DATE
 Marty Haight 6-20-11
 ADDRESS 41851 Bear Creek Rd, Springville Ca. 93256

Submission P026 (Charlene Hook, Citizens for California High Speed Rail Accountability (CCHSRA),
 September 21, 2011) - Continued

HIGH SPEED RAIL PETITION SIGNATURES

Lupe Carrisales *Lupe Carrisales* PAGE ____ OF ____
 NAME (PRINT) SIGNATURE DATE 6-20-2011
 204 Cumberland St. Tulare Ca. 93274
 ADDRESS CITY STATE ZIP CODE
 Mark Flynn *Mark Flynn* 6-20-2011
 NAME (PRINT) SIGNATURE DATE
 23138 Ave 178 Porterville Ca 93257
 ADDRESS CITY STATE ZIP CODE
 Ray C Valdez *Ray C Valdez* 6-20-11
 NAME (PRINT) SIGNATURE DATE
 290 E. McJANNETT Tulare CA 93274
 ADDRESS CITY STATE ZIP CODE
 Jim Hernandez *Jim Hernandez* 6-20-11
 NAME (PRINT) SIGNATURE DATE
 24495 6 1/2 AVE Corcoran CA 93212
 ADDRESS CITY STATE ZIP CODE
 UNA L BOYETT *Una L Boyett* 6/20/11
 NAME (PRINT) SIGNATURE DATE
 85 ORANGE AVE. CORCORAN CA 93212
 ADDRESS CITY STATE ZIP CODE
~~George H. Boyett~~ *Una L Boyett* 6/20/11
 NAME (PRINT) SIGNATURE DATE
 85 ORANGE Ave Corcoran Ca 93212
 ADDRESS CITY STATE ZIP CODE
 Penny Collins *Penny Collins* 6-20-11
 NAME (PRINT) SIGNATURE DATE
 24255 5th Ave Corcoran Ca 93212
 ADDRESS CITY STATE ZIP CODE
 Dennis P Collins *Dennis P Collins* 6-20-11
 NAME (PRINT) SIGNATURE DATE
 24255 5th Ave Corcoran Ca. 93212
 ADDRESS CITY STATE ZIP CODE
 David Boyett *David Boyett* 6-20-11
 NAME (PRINT) SIGNATURE DATE
 441 Patton Ave Corcoran CA 93212
 ADDRESS CITY STATE ZIP CODE
 Karen Fry *Karen Fry* 6-20-11
 NAME (PRINT) SIGNATURE DATE
 1301 Stanley Ave Corcoran CA 93212
 ADDRESS CITY STATE ZIP CODE

HIGH SPEED RAIL PETITION SIGNATURES

JOE MACHADO *Joe Machado* PAGE ____ OF ____
 NAME (PRINT) SIGNATURE DATE 6-23-11
 8782 Lansing Ave Hanford CA 93230
 ADDRESS CITY STATE ZIP CODE
 Anjoie Machado *Anjoie Machado* 6-23-11
 NAME (PRINT) SIGNATURE DATE
 8782 Lansing Ave Hanford CA 93230
 ADDRESS CITY STATE ZIP CODE
 Tony Matlos *Tony Matlos* 6-23-11
 NAME (PRINT) SIGNATURE DATE
 8480 KANSAS AVE HANFORD CA 93230
 ADDRESS CITY STATE ZIP CODE
 Laura Crawford *Laura Crawford* 6-23-11
 NAME (PRINT) SIGNATURE DATE
 23382 Ave 190 SHALIMAR CA 93207
 ADDRESS CITY STATE ZIP CODE
 Carolina Evangelista *Carolina M. Evangelista* 6-23-11
 NAME (PRINT) SIGNATURE DATE
 229 N. Sidney St. Visalia CA 93291
 ADDRESS CITY STATE ZIP CODE
 Jim Hays *Jim Hays* 6-23-11
 NAME (PRINT) SIGNATURE DATE
 6731 Nth 11th Ave Hanford Ca 93230
 ADDRESS CITY STATE ZIP CODE
 Mike Montero *Mike Montero* 6-23-11
 NAME (PRINT) SIGNATURE DATE
 3515 ave 228 Tulare Ca. 93274
 ADDRESS CITY STATE ZIP CODE
 Frank Oliveira *Frank Oliveira* 6-23-2011
 NAME (PRINT) SIGNATURE DATE
 38835 22nd Av Lenore CA 93245
 ADDRESS CITY STATE ZIP CODE
 Ross Brownrigg *Ross Brownrigg* 6-23-2011
 NAME (PRINT) SIGNATURE DATE
 846 CAIRO AVE HANFORD CA 93242
 ADDRESS CITY STATE ZIP CODE
 Donna Marshall *Donna Marshall* 6-23-11
 NAME (PRINT) SIGNATURE DATE
 7530 Jersey Ave Hanford CA 93230
 ADDRESS CITY STATE ZIP CODE

Submission P026 (Charlene Hook, Citizens for California High Speed Rail Accountability (CCHSRA),
 September 21, 2011) - Continued

HIGH SPEED RAIL PETITION SIGNATURES

PAGE ____ OF ____

NAME (PRINT) SIGNATURE DATE
 Pamela S. Davis Pamela S Davis 6-20-11
 ADDRESS CITY STATE ZIP CODE
 2102 Cable Avenue Corcoran CA 93212

NAME (PRINT) SIGNATURE DATE
 Larry A. Davis Larry A Davis 6-20-11
 ADDRESS CITY STATE ZIP CODE
 2102 Cable Ave Corcoran CA 93212

NAME (PRINT) SIGNATURE DATE
 Mary Gomez Mary Gomez 6-20-11
 ADDRESS CITY STATE ZIP CODE
 2218 Lorina Corcoran CA 93212

NAME (PRINT) SIGNATURE DATE
 Joe Gomez Joe Gomez 6-20-11
 ADDRESS CITY STATE ZIP CODE
 2318 Lorina Corcoran CA 93212

NAME (PRINT) SIGNATURE DATE
 Richard Orizio Richard Orizio 6-20-11
 ADDRESS CITY STATE ZIP CODE
 2407 Ave 199 Tulare Calif 93274

NAME (PRINT) SIGNATURE DATE
 Gerald Fagundes Gerald Fagundes Calif 6-20-11
 ADDRESS CITY STATE ZIP CODE
 9785 Ponderosa Hanford CA 93230

NAME (PRINT) SIGNATURE DATE
 Mary Jane Fagundes Mary Jane Fagundes 6/20/11
 ADDRESS CITY STATE ZIP CODE
 9785 Ponderosa Hanford CA 93230

NAME (PRINT) SIGNATURE DATE
 Mannon Orizio Mannon Orizio 6-20-11
 ADDRESS CITY STATE ZIP CODE
 2321a 5th Ave Corcoran CA 93212

NAME (PRINT) SIGNATURE DATE
 Gloria Gloria Orizio 6-20-11
 ADDRESS CITY STATE ZIP CODE
 2407 Ave 199 Tulare Ca. 93274

NAME (PRINT) SIGNATURE DATE
 MICHAEL F. WHITLATCH Michael F. Whitlatch 6-2-11
 ADDRESS CITY STATE ZIP CODE
 5561 NEWARK CONCORAN CA 93212

HIGH SPEED RAIL PETITION SIGNATURES

PAGE ____ OF ____

NAME (PRINT) SIGNATURE DATE
 Anthony Acob Anthony Acob 6-17-2011
 ADDRESS CITY STATE ZIP CODE
 P.O. Box 6808 Salinas CA 93912

NAME (PRINT) SIGNATURE DATE
 Jennifer R. Buford Jennifer R. Buford 6/18/11
 ADDRESS CITY STATE ZIP CODE
 15104 W. Date Ave Porterville CA 93257

NAME (PRINT) SIGNATURE DATE
 Steve Mendoza Steve Mendoza 6-19-11
 ADDRESS CITY STATE ZIP CODE
 1564 W Date Ave, Porterville Ca 93257

NAME (PRINT) SIGNATURE DATE
 Cynthia Clavens Cynthia Clavens 6-18-11
 ADDRESS CITY STATE ZIP CODE
 1538 W. Princeton Porterville CA 93257

NAME (PRINT) SIGNATURE DATE
 Nancy Costaneda Nancy Costaneda 6/18/11
 ADDRESS CITY STATE ZIP CODE
 PO Box 1814, Porterville Calif. 93258

NAME (PRINT) SIGNATURE DATE
 Annette Goodrick Annette Goodrick CA
 ADDRESS CITY STATE ZIP CODE
 2300 W. Market Ave Paile CA 93257

NAME (PRINT) SIGNATURE DATE
 JENEVE VERGARA JENEVE VERGARA Porterville CA 93257
 ADDRESS CITY STATE ZIP CODE
 208 SILVER MAPLE PL Porterville CA 93257

NAME (PRINT) SIGNATURE DATE
 Michelle Michelle 6/18/11
 ADDRESS CITY STATE ZIP CODE
 1246 San Benito St Hollister CA 95023

NAME (PRINT) SIGNATURE DATE
 Welte Alfaro Welte Alfaro 6/18/11
 ADDRESS CITY STATE ZIP CODE
 1246 San Benito St Hollister CA 95023

NAME (PRINT) SIGNATURE DATE
 FRANCISCO SANCHEZ Francisco Sanchez 6-19-11
 ADDRESS CITY STATE ZIP CODE
 18499 CEDAR AVE LATON CA. 93292

Submission P026 (Charlene Hook, Citizens for California High Speed Rail Accountability (CCHSRA),
 September 21, 2011) - Continued

HIGH SPEED RAIL PETITION SIGNATURES

PAGE 1 OF 1

NAME (PRINT) SIGNATURE DATE
 1318 Jepson Corcoran Cal 93212
 ADDRESS CITY STATE ZIP CODE
 NAME (PRINT) SIGNATURE DATE
 1318 Jepson Corcoran Cal 93212
 ADDRESS CITY STATE ZIP CODE
 NAME (PRINT) SIGNATURE DATE
 Gloria Astorino Visalia California 6-17-11
 ADDRESS CITY STATE ZIP CODE
 5520 Newark Ave, Corcoran, Ca. 93212
 ADDRESS CITY STATE ZIP CODE
 Rick Castedo Rick Castedo
 NAME (PRINT) SIGNATURE DATE
 5520 Newark Avenue Corcoran, Ca. 93212
 ADDRESS CITY STATE ZIP CODE
 Sarah Vandesitt Sarah Vandesitt
 NAME (PRINT) SIGNATURE DATE
 311 E. Merritt Tulare CA 93274
 ADDRESS CITY STATE ZIP CODE
 Kendra Lunn Hemphreus
 NAME (PRINT) SIGNATURE DATE
 311 E. Merritt Tulare CA 93274
 ADDRESS CITY STATE ZIP CODE
 STEPHANIE RUIZADO
 NAME (PRINT) SIGNATURE DATE
 3027 N. VERDE VISTA VISALIA CA 93291
 ADDRESS CITY STATE ZIP CODE
 Jonnie Lopez
 NAME (PRINT) SIGNATURE DATE
 1705 S. Atwood Visalia CA 93274
 ADDRESS CITY STATE ZIP CODE
 Miranda Patten
 NAME (PRINT) SIGNATURE DATE
 1782 Peterson Tulare CA 93274
 ADDRESS CITY STATE ZIP CODE
 Alicia Hernandez Alicia Hernandez 6/18/11
 NAME (PRINT) SIGNATURE DATE
 1780 Peterson St. Tulare Ca. 93274
 ADDRESS CITY STATE ZIP CODE

HIGH SPEED RAIL PETITION SIGNATURES

PAGE 1 OF 1

NAME (PRINT) SIGNATURE DATE
 CLAUDE GAZZA
 NAME (PRINT) SIGNATURE DATE
 607 E Etl Lindsay CA 93242
 ADDRESS CITY STATE ZIP CODE
 Valerie Gurner
 NAME (PRINT) SIGNATURE DATE
 1142 Santa Cruz Tulare Ca 93274
 ADDRESS CITY STATE ZIP CODE
 Jamie Goodrick
 NAME (PRINT) SIGNATURE DATE
 480 Centennial Tulare CA 93274
 ADDRESS CITY STATE ZIP CODE
 Kim Robaina Kim Robaina
 NAME (PRINT) SIGNATURE DATE
 1723 N. Sol Ct. Visalia CA 93292
 ADDRESS CITY STATE ZIP CODE
 Ray Cortez Tulare CA 93274
 NAME (PRINT) SIGNATURE DATE
 ADDRESS CITY STATE ZIP CODE
 + David Eider David Eider 6-18-11
 NAME (PRINT) SIGNATURE DATE
 1361 W. Castle Porterville CA 93257
 ADDRESS CITY STATE ZIP CODE
 Misty Goodick Misty Goodick 6/18/11
 NAME (PRINT) SIGNATURE DATE
 656 E Prosperity apt 6 Tulare ca 93274
 ADDRESS CITY STATE ZIP CODE
 AMISA Arab Amundeen
 NAME (PRINT) SIGNATURE DATE
 480 Centennial Ct Tulare CA 93274
 ADDRESS CITY STATE ZIP CODE
 Connie Asuncion Connie Asuncion
 NAME (PRINT) SIGNATURE DATE
 1716 N Bayles St Porterville CA 93257
 ADDRESS CITY STATE ZIP CODE
 Sara Asuncion Sara Asuncion 6/18/11
 NAME (PRINT) SIGNATURE DATE
 1716 N Bayles Porterville CA 93257
 ADDRESS CITY STATE ZIP CODE

Submission P026 (Charlene Hook, Citizens for California High Speed Rail Accountability (CCHSRA),
 September 21, 2011) - Continued

HIGH SPEED RAIL PETITION SIGNATURES

PAGE OF

NAME (PRINT) SIGNATURE DATE
 DORIS FERGUSON 6/24/2011
 ADDRESS CITY STATE ZIP CODE
 15900 Oakdale Visalia CA 93291

NAME (PRINT) SIGNATURE DATE
 SHIRLEY PARSONS (Shirley Parsons) 6/25/11
 ADDRESS CITY STATE ZIP CODE
 3253 S. Tipton St Visalia CA 93292

NAME (PRINT) SIGNATURE DATE
 JEFF PARSON 6/25/11
 ADDRESS CITY STATE ZIP CODE
 3303 S. Tipton St. Visalia CA 93292.

NAME (PRINT) SIGNATURE DATE
 LARRY BURD (Larry Burd) 6/25-11
 ADDRESS CITY STATE ZIP CODE
 3041 E. Laurel Ave Visalia CA 93292

NAME (PRINT) SIGNATURE DATE
 LERRINE OSTRANDER CA 93221
 ADDRESS CITY STATE ZIP CODE
 31697 Blain Rd

NAME (PRINT) SIGNATURE DATE
 Tim Moryard Tim Moryard 6/25/2011
 ADDRESS CITY STATE ZIP CODE
 1108 Myrtle Visalia CA 93277

NAME (PRINT) SIGNATURE DATE
 RANDI WELCH 6-25-11
 ADDRESS CITY STATE ZIP CODE
 447 N Orange Edoten CA 93221

NAME (PRINT) SIGNATURE DATE
 Robert WOOD
 ADDRESS CITY STATE ZIP CODE
 2336 S Divisadero St VIS 93277 6/25/11

NAME (PRINT) SIGNATURE DATE
 Delta S MADON AYO CA 93239
 ADDRESS CITY STATE ZIP CODE

NAME (PRINT) SIGNATURE DATE
 Elvin Valenzuela 6/25/11
 ADDRESS CITY STATE ZIP CODE
 5522 W Perez Visalia CA 93291

HIGH SPEED RAIL PETITION SIGNATURES

PAGE 120 OF 207

NAME (PRINT) SIGNATURE DATE
 MARY JOEL TOYAC (Marry Jo) 6/20/2011
 ADDRESS CITY STATE ZIP CODE
 11295 Don W HAWKARD Tuli 93270

NAME (PRINT) SIGNATURE DATE
 Alisa Gomez Alisa Gomez 6/20/11
 ADDRESS CITY STATE ZIP CODE
 24317 5 1/2 Ave Corcoran CA 93212

NAME (PRINT) SIGNATURE DATE
 Charles Sherman (Charles Sherman) 6-20-11
 ADDRESS CITY STATE ZIP CODE
 145 5th and Corcoran CA 93212

NAME (PRINT) SIGNATURE DATE
 Arnel FERRER Arnel Ferrer 6/20/2011
 ADDRESS CITY STATE ZIP CODE
 7450 Mendenhall West Hanzen CA 93230

NAME (PRINT) SIGNATURE DATE
 Sandi Ashford Sandi Ashford 6-20-11
 ADDRESS CITY STATE ZIP CODE
 352 5th Ave Corcoran CA 93212

NAME (PRINT) SIGNATURE DATE
 Richard Ashford (Richard Ashford) 6-20-11
 ADDRESS CITY STATE ZIP CODE
 352 5th Ave Corcoran CA 93212

NAME (PRINT) SIGNATURE DATE

NAME (PRINT) SIGNATURE DATE
 Linzi Larson (Linzi Larson) 6/20/2011
 ADDRESS CITY STATE ZIP CODE
 41024 Hwy 43 Corcoran CA 93212

NAME (PRINT) SIGNATURE DATE
 TIMOTHY S COOPER 6-20-11
 ADDRESS CITY STATE ZIP CODE
 P.O. Box 25 Corcoran CA 93212

NAME (PRINT) SIGNATURE DATE
 FRANK GOMEZ (Frank Gomez) 6-20-11
 ADDRESS CITY STATE ZIP CODE
 24317 5 1/2 Ave Corcoran CA 93212

NAME (PRINT) SIGNATURE DATE
 Michael (Michael) 6/20
 ADDRESS CITY STATE ZIP CODE
 74 Josephine Corcoran CA 93212

Submission P026 (Charlene Hook, Citizens for California High Speed Rail Accountability (CCHSRA),
 September 21, 2011) - Continued

HIGH SPEED RAIL PETITION SIGNATURES

PAGE 1 OF 1

Luke Valencuela
 NAME (PRINT) SIGNATURE DATE 6/29/2011
 ADDRESS 4330 W Hemlock VISALIA STATE CA 93277
 Marvyn Kuper
 NAME (PRINT) SIGNATURE DATE 6/25/2011
 ADDRESS 13946 Ave 232 Tuborg Ca 93274
 CARL L SERRA
 NAME (PRINT) SIGNATURE DATE 6/23/11
 ADDRESS 2109 S. Valley St VISALIA CA 93277
 Wendell Rad
 NAME (PRINT) SIGNATURE DATE 93277
 VISALIA
 NAME (PRINT) SIGNATURE DATE 93277
 ADDRESS Kelly Roehl Kelly Roehl CA 93292
 ADDRESS MANIA MICHAEL CA
 NAME (PRINT) SIGNATURE DATE
 ADDRESS 2101 S. Carleton VISALIA CA
 NAME (PRINT) SIGNATURE DATE 6-25-11
 ADDRESS 408 W. GROVE ST VISALIA CA 93277
 NAME (PRINT) SIGNATURE DATE 6-25-11
 ADDRESS Joel Beames Joel a Beames
 NAME (PRINT) SIGNATURE DATE 6/25/11
 ADDRESS 731 W Dove st Visalia 93291
 NAME (PRINT) SIGNATURE DATE 6/25/11
 ADDRESS HAROLD P CARPENTER Harold P
 NAME (PRINT) SIGNATURE DATE 6/25/11
 ADDRESS 1707 MAXWELL HANFORD CA 93280
 NAME (PRINT) SIGNATURE DATE 6/28/11
 ADDRESS KELLY DEETEREOS Kelly DeeterEOS
 NAME (PRINT) SIGNATURE DATE 6/28/11
 ADDRESS 11660 7th Ave Hanford CA 93230
 NAME (PRINT) SIGNATURE DATE
 ADDRESS

HIGH SPEED RAIL PETITION SIGNATURES

PAGE 1 OF 1

Sheryl C Hinds
 NAME (PRINT) SIGNATURE DATE 6/24/11
 ADDRESS 1120 Hanna COCORAN CA 93212
 NAME (PRINT) SIGNATURE DATE 6-24-11
 ADDRESS Colyne Martinez Colyne Martinez
 NAME (PRINT) SIGNATURE DATE 6-24-11
 ADDRESS 7323 Lorina Ave Corcoran Ca, 93212
 NAME (PRINT) SIGNATURE DATE 6-24-11
 ADDRESS Michael Chavez Michael Chavez
 NAME (PRINT) SIGNATURE DATE 6-24-11
 ADDRESS 613 Hale Ave corcoran CA 93212
 NAME (PRINT) SIGNATURE DATE 6-24-11
 ADDRESS Cathy Turner Cathy Turner
 NAME (PRINT) SIGNATURE DATE 6-24-11
 ADDRESS 7025 Orange Ave Corcoran Ca 93212
 NAME (PRINT) SIGNATURE DATE 6-24-11
 ADDRESS Anna Alvarz Annalain
 NAME (PRINT) SIGNATURE DATE 6-24-11
 ADDRESS 519 Claire Corcoran CA 93212
 NAME (PRINT) SIGNATURE DATE 6-24-11
 ADDRESS Pamela Pamela
 NAME (PRINT) SIGNATURE DATE 6-24-11
 ADDRESS Dina Clea Dina Clea CA 93212
 NAME (PRINT) SIGNATURE DATE 6-24-11
 ADDRESS JANET L Watkins Janet L Watkins
 NAME (PRINT) SIGNATURE DATE 6-24-11
 ADDRESS 1614 Heffner Ave Corcoran CA 93212
 NAME (PRINT) SIGNATURE DATE
 ADDRESS Danna Wathey Danna Wathey
 NAME (PRINT) SIGNATURE DATE 93212
 ADDRESS 1308 Niwano Ave Corcoran Ca 93212
 NAME (PRINT) SIGNATURE DATE June 24, 2011
 ADDRESS Mary Gomez Mary Gomez
 NAME (PRINT) SIGNATURE DATE 93212
 ADDRESS 805 Gardner Ave. Corcoran, Ca 93212
 NAME (PRINT) SIGNATURE DATE June 28, 2011
 ADDRESS Pamela Leal Pamela Leal
 NAME (PRINT) SIGNATURE DATE June 28, 2011
 ADDRESS 12566 7th Ave Hanford CA 93230
 NAME (PRINT) SIGNATURE DATE
 ADDRESS

Submission P026 (Charlene Hook, Citizens for California High Speed Rail Accountability (CCHSRA),
 September 21, 2011) - Continued

HIGH SPEED RAIL PETITION SIGNATURES

PAGE ____ OF ____
 NAME (PRINT) SIGNATURE DATE
 P. I. VIDANA 1. Vidana 06-29-11
 ADDRESS CITY STATE ZIP CODE
 729 QUIWACE DR EXETER CA 93221
 BILL WALTERS Bill Walters 6-29-11
 NAME (PRINT) SIGNATURE DATE
 8525 SANTA ROSA RD ATASCADERO CA 93422
 ADDRESS CITY STATE ZIP CODE
 Richard Mullikin Richard Mullikin 6-29-11
 NAME (PRINT) SIGNATURE DATE
 6310 SAN ANSELMO RD ATASCADERO CA 93422
 ADDRESS CITY STATE ZIP CODE
 Jim Melon Jim Melon 6/29/11
 NAME (PRINT) SIGNATURE DATE
 5120 NORTHFORK PASO ROBLES CA 93446
 ADDRESS CITY STATE ZIP CODE
 Gary Rodriguez Gary Rodriguez 6/29/11
 NAME (PRINT) SIGNATURE DATE
 4549 Tumwater Paso Robles CA 93446
 ADDRESS CITY STATE ZIP CODE
 Chuck Ramirez Chuck Ramirez
 NAME (PRINT) SIGNATURE DATE
 Porterville CA 6-29-11
 ADDRESS CITY STATE ZIP CODE
 Jessie Gilbert Jessie Gilbert Jun-29-11
 NAME (PRINT) SIGNATURE DATE
 5864 Newark Corcoran CA 93212
 ADDRESS CITY STATE ZIP CODE
 Sandy Gilbert Sandy Gilbert 6-29-11
 NAME (PRINT) SIGNATURE DATE
 5856 Newark Corcoran CA 93212
 ADDRESS CITY STATE ZIP CODE
 Alex Holmes Alex Holmes 6-30-11
 NAME (PRINT) SIGNATURE DATE
 721 Estes Corcoran CA 93212
 ADDRESS CITY STATE ZIP CODE
 Nicole Waters Nicole Waters 6-30-11
 NAME (PRINT) SIGNATURE DATE
 18241 Estes Corcoran CA 93212
 ADDRESS CITY STATE ZIP CODE

HIGH SPEED RAIL PETITION SIGNATURES

PAGE ____ OF ____
 NAME (PRINT) SIGNATURE DATE
 M. Victoria Garcia M. Victoria Garcia 6/21/11
 ADDRESS CITY STATE ZIP CODE
 2000 G Princeton Visalia CA 93291
 NAME (PRINT) SIGNATURE DATE
 Richard Garcia Richard Garcia 6-21-11
 ADDRESS CITY STATE ZIP CODE
 112 King Ave Corcoran CA 93212
 NAME (PRINT) SIGNATURE DATE
 Scott Garcia Scott Garcia 6/21/11
 ADDRESS CITY STATE ZIP CODE
 1373 CORNELL PL HANFORD CA 93230
 NAME (PRINT) SIGNATURE DATE
 Barry Patten Barry Patten 6-21-11
 ADDRESS CITY STATE ZIP CODE
 1408 Halg Corcoran CA 93212
 NAME (PRINT) SIGNATURE DATE
 Carol Garcia Carol Garcia 6-21-11
 ADDRESS CITY STATE ZIP CODE
 405 Halsey Corcoran CA 93212
 NAME (PRINT) SIGNATURE DATE
 John Beavers John Beavers 6-21-11
 ADDRESS CITY STATE ZIP CODE
 1793 Cotton Ct Tulare CA 93274
 NAME (PRINT) SIGNATURE DATE
 Jose Arano Jose Arano 6-21-11
 ADDRESS CITY STATE ZIP CODE
 3924 E. Elwin Ave Visalia CA 93292
 NAME (PRINT) SIGNATURE DATE
 Todd Garcia Todd Garcia 6-21-11
 ADDRESS CITY STATE ZIP CODE
 3276 Fountain Plaza Rd Hanford CA 93230
 NAME (PRINT) SIGNATURE DATE
 BRYAN BOYETT Bryan Boyett 6-21-11
 ADDRESS CITY STATE ZIP CODE
 2201 Gable Corcoran CA 93212
 NAME (PRINT) SIGNATURE DATE
 LINDA PRACK Linda Prack 6/21/11
 ADDRESS CITY STATE ZIP CODE
 301 5th AVE Corcoran CA 93212
 NAME (PRINT) SIGNATURE DATE

Submission P026 (Charlene Hook, Citizens for California High Speed Rail Accountability (CCHSRA),
 September 21, 2011) - Continued

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HIGH SPEED RAIL PETITION SIGNATURES

- PAGE OF
1. SUSAN Tillman *Susan Tillman* DATE 6-17-11
 NAME (PRINT) SIGNATURE
 4834 WALKENA AVE Corcoran CA 93212
 ADDRESS CITY STATE ZIP CODE
 2. GREG THOMAS *Greg Thomas* DATE 6-17-11
 NAME (PRINT) SIGNATURE
 2106 CHARLES CORCORAN CA 93212
 ADDRESS CITY STATE ZIP CODE
 3. KATHERINE A REED *Kathuni A Reed* DATE 6-17-11
 NAME (PRINT) SIGNATURE
 1305 Hall Ave Corcoran CA 93212
 ADDRESS CITY STATE ZIP CODE
 4. Larry Paredes *Larry Paredes* DATE 6-20-11
 NAME (PRINT) SIGNATURE
 1704 Patterson ave Corcoran, CA 93212
 ADDRESS CITY STATE ZIP CODE
 5. Dale Uhtstead *Dale Uhtstead* DATE 7-6-11
 NAME (PRINT) SIGNATURE
 1209 Tegen st Hanford Ca 93230
 ADDRESS CITY STATE ZIP CODE
 6. Bryan Dias *Bryan Dias* DATE 7-15-11
 NAME (PRINT) SIGNATURE
 1011 Oregon Ave. Corcoran CA 93212
 ADDRESS CITY STATE ZIP CODE
 7. Michael Toone Jr *Michael Toone Jr* DATE 7-15-11
 NAME (PRINT) SIGNATURE
 Po Box 94 Corcoran CA 93212
 ADDRESS CITY STATE ZIP CODE
 8. Carl King *Carl King* DATE 7-15-2011
 NAME (PRINT) SIGNATURE
 2246 OTTAWA Corcoran CA 93212
 ADDRESS CITY STATE ZIP CODE
 9. Chris Dias *Chris Dias* DATE 7/15/2011
 NAME (PRINT) SIGNATURE
 1005 Raymond Rd. Hanford, CA 93230
 ADDRESS CITY STATE ZIP CODE
 10. Jonathan Toone *Jonathan Toone* DATE 7-15-2011
 NAME (PRINT) SIGNATURE
 1650 Brockway Corcoran CA 93212
 ADDRESS CITY STATE ZIP CODE

HIGH SPEED RAIL PETITION SIGNATURES

- PAGE 62 OF 211
1. Jim Fishbaugh *Jim Fishbaugh* DATE 6/24/2011
 NAME (PRINT) SIGNATURE
 PO Box 7192 Visalia CA 93290
 ADDRESS CITY STATE ZIP CODE
 2. Amanda Taylor *Amanda Taylor* DATE 6-24-11
 NAME (PRINT) SIGNATURE
 31434 Pal SR Visalia CA 93291
 ADDRESS CITY STATE ZIP CODE
 3. Angela Miller *Angela Miller* DATE 6-29-11
 NAME (PRINT) SIGNATURE
 801 N. G Visalia CA 93274
 ADDRESS CITY STATE ZIP CODE
 4. Kristy Krashinsky *Kristy Krashinsky* DATE 6-29-11
 NAME (PRINT) SIGNATURE
 5235 W. Cambridge Ave Visalia CA 93277
 ADDRESS CITY STATE ZIP CODE
 5. Anne Rosewell *Anne Rosewell* DATE 6-30-11
 NAME (PRINT) SIGNATURE
 1218 E FERGUSON Visalia CA 93292
 ADDRESS CITY STATE ZIP CODE
 6. Jim Camy *Jim Camy* DATE 6-29-11
 NAME (PRINT) SIGNATURE
 PO Box 360 Tulare CA 93274
 ADDRESS CITY STATE ZIP CODE
 7. CARLE PEREZ *Carle Perez* DATE 6/29/11
 NAME (PRINT) SIGNATURE
 2743 W. Elwin Ave, Visalia, CA 93291
 ADDRESS CITY STATE ZIP CODE
 8. Ryan Ramirez *Ryan Ramirez* DATE
 NAME (PRINT) SIGNATURE
 417 E. CENTER Visalia CA 93277
 ADDRESS CITY STATE ZIP CODE
 9. Leola Lee *Leola Lee* DATE 6-29-11
 NAME (PRINT) SIGNATURE
 1512 N. Park Visalia CA 93291
 ADDRESS CITY STATE ZIP CODE
 10. Mike Van *Mike Van* DATE 9-21-11
 NAME (PRINT) SIGNATURE
 Mike Van Visalia CA 93277
 ADDRESS CITY STATE ZIP CODE
 11. KENNETH R. Spicer III *Kenneth R. Spicer III* DATE 6/29/2011
 NAME (PRINT) SIGNATURE
 5100 W. WALTON AVE Visalia CA 93277
 ADDRESS CITY STATE ZIP CODE

Submission P026 (Charlene Hook, Citizens for California High Speed Rail Accountability (CCHSRA),
 September 21, 2011) - Continued

HIGH SPEED RAIL PETITION SIGNATURES

_____ PAGE _____ OF _____

x Jose Marcos Saldana *José Marcos Saldana* 7-6-11
 NAME (PRINT) SIGNATURE DATE
 2600 Olympic #23 Corcoran CA 93212
 ADDRESS CITY STATE ZIP CODE

x Roxanne G Mor *Roxanne G Mor* 7-6-11
 NAME (PRINT) SIGNATURE DATE
 2600 Olympic #23 Corcoran CA 93212
 ADDRESS CITY STATE ZIP CODE

x Veronica G. Mor *Veronica G. Mor* 7-6-11
 NAME (PRINT) SIGNATURE DATE
 705 Reagan Ave Corcoran CA 93212
 ADDRESS CITY STATE ZIP CODE

x JUDY BALDERAS *Judy Balderas* 7-9-11
 NAME (PRINT) SIGNATURE DATE
 1948 Shaner Plaid Hld CA 93230
 ADDRESS CITY STATE ZIP CODE

x Luz Garcia *Luz Garcia* 7-9-11
 NAME (PRINT) SIGNATURE DATE
 2208 Lorina Corcoran CA 93212
 ADDRESS CITY STATE ZIP CODE

x *631 Reagan Ave Corcoran CA* 93212
 NAME (PRINT) SIGNATURE DATE
 7-10-11
 ADDRESS CITY STATE ZIP CODE

x Carlos Guzman *Carlos Guzman* 7-10-11
 NAME (PRINT) SIGNATURE DATE
 641 Reagan Ave Corcoran CA 93212
 ADDRESS CITY STATE ZIP CODE

x Brenda Cardiel *Brenda Cardiel* 7-10-11
 NAME (PRINT) SIGNATURE DATE
 641 Reagan Corcoran CA 93212
 ADDRESS CITY STATE ZIP CODE

x Rogan Hanos *Rogan Hanos* 1053 W. Saffron Hld 7/11/11
 NAME (PRINT) SIGNATURE DATE
 Shellie Escobedo *Shellie Escobedo* 1053 W. Saffron Hld 7/13/11
 ADDRESS CITY STATE ZIP CODE

x Martha Flores *Martha Flores* 7/13/11
 NAME (PRINT) SIGNATURE DATE
 1269 Bairum Ave Corcoran CA 93212
 ADDRESS CITY STATE ZIP CODE

HIGH SPEED RAIL PETITION SIGNATURES

_____ PAGE _____ OF _____

x Mike *Mike* 7/9/11
 NAME (PRINT) SIGNATURE DATE
 1301 Santa Fe Ave Corcoran CA 93212
 ADDRESS CITY STATE ZIP CODE

x Calvin *Calvin* 6/8/11
 NAME (PRINT) SIGNATURE DATE
 708 Letts Corcoran CA 93212
 ADDRESS CITY STATE ZIP CODE

x Elizabeth Olivera *Elizabeth Olivera* 7-10-2011
 NAME (PRINT) SIGNATURE DATE
 521 Orange Corcoran CA 93212
 ADDRESS CITY STATE ZIP CODE

x David Figueroa *David Figueroa* 7-10-2011
 NAME (PRINT) SIGNATURE DATE
 521 Orange CA 93212
 ADDRESS CITY STATE ZIP CODE

x Francisca Camarena *Francisca Camarena* 7-10-2011
 NAME (PRINT) SIGNATURE DATE
 901 San Joaquin Ave Corcoran CA 93212
 ADDRESS CITY STATE ZIP CODE

x Paul Camarena *Paul Camarena* 7-10-11
 NAME (PRINT) SIGNATURE DATE
 901 San Joaquin Corcoran CA 93212
 ADDRESS CITY STATE ZIP CODE

x Gabriela Rojas *Gabriela Rojas* 93212
 NAME (PRINT) SIGNATURE DATE
 7-10-2011
 ADDRESS CITY STATE ZIP CODE

x Lora H Rojas *Lora H Rojas* Corcoran CA 93212
 NAME (PRINT) SIGNATURE DATE
 7-13-2011
 ADDRESS CITY STATE ZIP CODE

x Edith Chambers *Edith Chambers* 7/13/2011
 NAME (PRINT) SIGNATURE DATE
 521 Whitley Corcoran CA 93212
 ADDRESS CITY STATE ZIP CODE

x Lloyd Allen *Lloyd Allen* 7-13-2011
 NAME (PRINT) SIGNATURE DATE
 521 Whitley Corcoran CA 93212
 ADDRESS CITY STATE ZIP CODE

x Gloria F. Ybarra *Gloria F. Ybarra* 7-13-2011
 NAME (PRINT) SIGNATURE DATE
 510 James Ave Corcoran CA 93212
 ADDRESS CITY STATE ZIP CODE

Submission P026 (Charlene Hook, Citizens for California High Speed Rail Accountability (CCHSRA),
 September 21, 2011) - Continued

HIGH SPEED RAIL PETITION SIGNATURES

PAGE ___ OF ___

X Debra Kwast *Debra Kwast* 7-5-11
 NAME (PRINT) SIGNATURE DATE
 1472 Pueblo Corcoran CA 93212
 ADDRESS CITY STATE ZIP CODE

X Hlio Bellacour *Hlio Bellacour* 7-5-11
 NAME (PRINT) SIGNATURE DATE
 2092 CHRISTINI Hanford CA 93230
 ADDRESS CITY STATE ZIP CODE

X EUGENIE BRAZIL *E. Brazil* 7/5/11
 NAME (PRINT) SIGNATURE DATE
 9420 ELDER AVE HANFORD CA 93230
 ADDRESS CITY STATE ZIP CODE

X JOSE CANALES *Jose Canales* 7/5/11
 NAME (PRINT) SIGNATURE DATE
 100 E SALOME TULARE, CA 93274
 ADDRESS CITY STATE ZIP CODE

X Brenda Ritchie *Brenda Ritchie* 7/5/11
 NAME (PRINT) SIGNATURE DATE
 411 Halsay Ave Corcoran CA 93212
 ADDRESS CITY STATE ZIP CODE

X Pamela Caspales *Pamela Caspales* 7/5/11
 NAME (PRINT) SIGNATURE DATE
 422 W Papper Dr Hanford CA 93230
 ADDRESS CITY STATE ZIP CODE

X Belmer M. Leal *Belmer M. Leal* 7-5-11
 NAME (PRINT) SIGNATURE DATE
 6236 Hanford Avenue Blvd Hanford CA 93230
 ADDRESS CITY STATE ZIP CODE

X Ken Spencer *Ken Spencer* 7/5/11
 NAME (PRINT) SIGNATURE DATE
 1672 Port Ct Tulare CA 93274
 ADDRESS CITY STATE ZIP CODE

X Eduardo Ochoa *Eduardo Ochoa* 7-5-11
 NAME (PRINT) SIGNATURE DATE
 626 Norboe Ave Corcoran CA 93212
 ADDRESS CITY STATE ZIP CODE

X Terry Kwast *Terry Kwast* 7-5-11
 NAME (PRINT) SIGNATURE DATE
 1472 PUEBLO AVE CORCORAN CA 93212
 ADDRESS CITY STATE ZIP CODE

HIGH SPEED RAIL PETITION SIGNATURES

PAGE ___ OF ___

Young Chantrel *Young Chantrel* 7-1-2011
 NAME (PRINT) SIGNATURE DATE
 Corcoran Bakery Corcoran 93212
 ADDRESS CITY STATE ZIP CODE

X RENEAL BROWN *Renal Brown* 7-2-11
 NAME (PRINT) SIGNATURE DATE
 2502 Howe #311 Corcoran CA 93212
 ADDRESS CITY STATE ZIP CODE

X Roy Salinas *Roy Salinas* 93212
 NAME (PRINT) SIGNATURE DATE
 920 Whittley AVE Corcoran CA 93212
 ADDRESS CITY STATE ZIP CODE

X ARLENE JARVIS *Arlene Jarvis* 93212
 NAME (PRINT) SIGNATURE DATE
 P.O. Box 536 CORCORAN CA 93212 7-2-11
 ADDRESS CITY STATE ZIP CODE

X RAMONA *Ramona Smith* 93212 7-2-11
 NAME (PRINT) SIGNATURE DATE
 No. Box 203 Corcoran, Ca. 93212
 ADDRESS CITY STATE ZIP CODE

X Kristie Cowan *Kristie Cowan* 01-02-2011
 NAME (PRINT) SIGNATURE DATE
 116 5 1/2 Avenue Corcoran CA 93212
 ADDRESS CITY STATE ZIP CODE

X J. SM. *J. SM.* 93212
 NAME (PRINT) SIGNATURE DATE
 556 WHITBEY Corcoran CA 93212
 ADDRESS CITY STATE ZIP CODE

X J. W. WADARRO *J. W. Wadarrro* 93212
 NAME (PRINT) SIGNATURE DATE
 556 WHITBEY Corcoran CA 93212
 ADDRESS CITY STATE ZIP CODE

X Diane *Diane* 7-2-11
 NAME (PRINT) SIGNATURE DATE
 556 E. Whittley Corcoran CA 93212
 ADDRESS CITY STATE ZIP CODE

Submission P026 (Charlene Hook, Citizens for California High Speed Rail Accountability (CCHSRA),
 September 21, 2011) - Continued

HIGH SPEED RAIL PETITION SIGNATURES

PAGE ___ OF ___

Gloria Dominguez Gloria Dominguez 6-21-2011
 NAME (PRINT) SIGNATURE DATE
 ADDRESS CITY STATE ZIP CODE
 Fidel Soliz Jr Fidel Soliz Jr 5-22-11
 NAME (PRINT) SIGNATURE DATE
 247 5TH ave Corcoran Calif 93212
 ADDRESS CITY STATE ZIP CODE
 Fay Soliz Fay Soliz
 NAME (PRINT) SIGNATURE DATE
 247 5TH ave Corcoran Calif 93212
 ADDRESS CITY STATE ZIP CODE
 ESTher BeTran Eotter Battran 6-23-2011
 NAME (PRINT) SIGNATURE DATE
 ADDRESS CITY STATE ZIP CODE
 1910 Patterson Corcoran Ca 93212
 NAME (PRINT) SIGNATURE DATE
 Daniela Bramillo Daniela Es Jaramilla
 ADDRESS CITY STATE ZIP CODE
 #1700 Wialda Ave. Corcoran, Ca. 93212
 NAME (PRINT) SIGNATURE DATE
 ADDRESS CITY STATE ZIP CODE
 Jeremy Logan Jeremy Logan 7-2-11
 NAME (PRINT) SIGNATURE DATE
 ADDRESS CITY STATE ZIP CODE
 1010 Vesper ave Corcoran CA 93212
 NAME (PRINT) SIGNATURE DATE
 ADISTEO ALVARADO Aja Corcoran Ca 93212 7-2-11
 NAME (PRINT) SIGNATURE DATE
 X 1532 VAN DORSTEN Cor Cor Ca 93212
 ADDRESS CITY STATE ZIP CODE
 X Luba Ochoa Luba Ochoa 7/2/11
 NAME (PRINT) SIGNATURE DATE
 X 514 Claire Ave Corcoran CA 93212
 ADDRESS CITY STATE ZIP CODE
 X ENGL CORTEZ Angel Cortez 12/02/11
 NAME (PRINT) SIGNATURE DATE
 X 2586 1/2 7th Ave Corcoran, CA 93212
 ADDRESS CITY STATE ZIP CODE

HIGH SPEED RAIL PETITION SIGNATURES

PAGE ___ OF ___

Smila Avila Smila Avila 6/24/11
 NAME (PRINT) SIGNATURE DATE
 45+ S. Latimer Tulare CA 93274
 ADDRESS CITY STATE ZIP CODE
 X Shelly Grison Shelly Grison 6/24/11
 NAME (PRINT) SIGNATURE DATE
 1721 Arrieta Tulare CA 93274
 ADDRESS CITY STATE ZIP CODE
 X Jon Munkas Jon Munkas 6/24/11
 NAME (PRINT) SIGNATURE DATE
 901 N. Woodstock Tulare CA 93274
 ADDRESS CITY STATE ZIP CODE
 X LETANIA VILLANAS Liliana Villanaz 7/2/11
 NAME (PRINT) SIGNATURE DATE
 411 ROOSEVELT TULARE CA 93274
 ADDRESS CITY STATE ZIP CODE
 X Richard Hernandez Richard Hernandez 7-2-11
 NAME (PRINT) SIGNATURE DATE
 2430 Lorina Corcoran CA 93212
 ADDRESS CITY STATE ZIP CODE
 X CRUZ Marcos 7-2-11
 NAME (PRINT) SIGNATURE DATE
 1514 Adams CA 93212
 ADDRESS CITY STATE ZIP CODE
 X Bill Bryson Sr Bill Bryson
 NAME (PRINT) SIGNATURE DATE
 993 Mariposa Corcoran CA
 ADDRESS CITY STATE ZIP CODE
 X MARCIA Flores Marcia Flores 8-2-11
 NAME (PRINT) SIGNATURE DATE
 745 Gardner Corcoran CA 93212
 ADDRESS CITY STATE ZIP CODE
 X Rand Sanchez Rand Sanchez 7-2-11
 NAME (PRINT) SIGNATURE DATE
 1415 EKS KES Corcoran CA 93212
 ADDRESS CITY STATE ZIP CODE
 X Erika Hernandez Erika Hernandez 7/2/11
 NAME (PRINT) SIGNATURE DATE
 907 Randus Ct Tulare CA 93274
 ADDRESS CITY STATE ZIP CODE

Submission P026 (Charlene Hook, Citizens for California High Speed Rail Accountability (CCHSRA),
 September 21, 2011) - Continued

HIGH SPEED RAIL PETITION SIGNATURES

| NAME (PRINT) | SIGNATURE | PAGE ____ OF ____ | DATE |
|--------------------------------------|--------------------------|-------------------|------|
| 5201 W. BROWN AVE FRESNO CA 93722 | <i>Roberto Gomez</i> | 6-23-11 | |
| 1105 Jepsen Ave Corcoran CA 93212 | <i>Neva Hegan</i> | | |
| 2215 Airington Cir Corcoran CA 93212 | <i>Carlos Alvarez</i> | 7-1-2011 | |
| 2215 Airington Cir Corcoran CA 93212 | <i>Francisco Alvarez</i> | 7/1/11 | |
| 2215 Airington Cir Corcoran CA 93212 | <i>Francisco Alvarez</i> | 7/1/11 | |
| P.O. BOX 7387 VISALIA CA 93290 | <i>Celeste Cooke</i> | 07/01/11 | |
| PO BOX 7387 VISALIA CA 93290 | <i>Romana Cooke</i> | 7/1/11 | |
| 1700 Dairy Ave Corcoran CA 93212 | <i>Angel Vidora</i> | 7/2/11 | |
| 2008 Corcoran CA 93212 | <i>Rene Munoz</i> | 7-2-11 | |
| 2378 MACARTHUR Corcoran CA 93212 | <i>JERRY FABRIE</i> | 7-2-11 | |
| 411 Roosevelt Ave CA 93274 | <i>Robert Teanu</i> | 7-2-11 | |

HIGH SPEED RAIL PETITION SIGNATURES

| NAME (PRINT) | SIGNATURE | PAGE ____ OF ____ | DATE |
|-------------------------------------|---------------------------|-------------------|------|
| 43812 S. Fork Dr. 3-Rivers CA 93271 | <i>Carol Conway</i> | 7-5-11 | |
| 2055 Berning Ct Tulare CA 93274 | <i>Theresa Gutana</i> | 7/5/11 | |
| 281 N. Walnut St. Woodlawn CA 93280 | <i>Marie Martinez</i> | 7/5/11 | |
| 101 Holly St. Woodlawn CA 93286 | <i>Denise Hernandez</i> | 7/5/11 | |
| 2ules 4th St. Sanger CA 93267 | <i>Coelia Pina</i> | 7/5/11 | |
| 4941 E Howard Ct Visalia CA 93272 | <i>Leticia Lopez</i> | 7-5-11 | |
| 2450 N Clark Visalia CA 93292 | <i>Angelica Duran</i> | 7-8-11 | |
| 1522 Beechwood Ivanhoe Ca. 93235 | <i>Adrienne Gutierrez</i> | 7-8-11 | |
| 1179 Pyramid Ave Tulare CA 93274 | <i>Lorena Saez</i> | 7-8-11 | |
| 3319 S. Willis Ct Visalia CA 93277 | <i>Sarah Streeter</i> | 7/8/11 | |
| 3516 S. Lincoln Ct. Visalia, 93277 | <i>Tim Koford</i> | 7/8/11 | |

Submission P026 (Charlene Hook, Citizens for California High Speed Rail Accountability (CCHSRA),
 September 21, 2011) - Continued

HIGH SPEED RAIL PETITION SIGNATURES

| NAME (PRINT) | SIGNATURE | CITY | STATE | DATE | ZIP CODE |
|-------------------|--------------------|----------|-------|---------|----------|
| Jose Luis Guzman | <i>[Signature]</i> | Corcoran | CA | 6-30-11 | 93212 |
| 332 Letts | | Corcoran | CA | | 93212 |
| Lagar Guzman | <i>[Signature]</i> | Corcoran | CA | 6-30-11 | 93212 |
| 332 Letts | | Corcoran | CA | | 93212 |
| Ana Guzman | <i>[Signature]</i> | Corcoran | CA | 6-30-11 | 93212 |
| 332 Letts | | Corcoran | CA | | 93212 |
| Cain Guzman | <i>[Signature]</i> | Corcoran | CA | 6-30-11 | 93212 |
| 332 Letts | | Corcoran | CA | | 93212 |
| Ulisses Guzman | <i>[Signature]</i> | Corcoran | CA | 6-30-11 | 93212 |
| 332 Letts | | Corcoran | CA | | 93212 |
| Vazmin Guzman | <i>[Signature]</i> | Corcoran | CA | 6-30-11 | 93212 |
| 332 Letts | | Corcoran | CA | | 93212 |
| Janette Figueroa | <i>[Signature]</i> | Corcoran | CA | 7-14-11 | 93212 |
| 773 Miller Ave | | Corcoran | CA | | 93212 |
| Estela Figueroa | <i>[Signature]</i> | Corcoran | CA | 7-14-11 | 93212 |
| 921 Pickerill Ave | | Corcoran | CA | | 93212 |
| Jesus Figueroa | <i>[Signature]</i> | Corcoran | CA | 7-14-11 | 93212 |
| 921 Pickerill Ave | | Corcoran | CA | | 93212 |
| Miguel Hernandez | <i>[Signature]</i> | Corcoran | CA | 7-14-11 | 93212 |
| 773 Miller Ave | | Corcoran | CA | | 93212 |

HIGH SPEED RAIL PETITION SIGNATURES

| NAME (PRINT) | SIGNATURE | CITY | STATE | DATE | ZIP CODE |
|-------------------|--------------------|----------|-------|---------|----------|
| Elidio Chavez | <i>[Signature]</i> | Corcoran | CA | 7/12/11 | 93212 |
| 5545 Niles | | Corcoran | CA | | 93212 |
| Lorena Chavez | <i>[Signature]</i> | Corcoran | CA | 7/12/11 | 93212 |
| 5545 Niles Ave | | Corcoran | CA | | 93212 |
| Roberto Ramirez | <i>[Signature]</i> | Corcoran | CA | 7/12/11 | 93212 |
| 916 Pickerill Av | | Corcoran | CA | | 93212 |
| Paula Hernandez | <i>[Signature]</i> | Corcoran | CA | 7/15/11 | 93212 |
| 23943 51/2 Ave | | Corcoran | CA | | 93212 |
| Alma Juarez | <i>[Signature]</i> | Corcoran | CA | 7/15/11 | 93212 |
| 1814 Ottawa | | Corcoran | CA | | 93212 |
| Alberto | <i>[Signature]</i> | Corcoran | CA | 7/15/11 | 93212 |
| 23943 51/2 Ave | | Corcoran | CA | | 93212 |
| Jose Gonzalez | <i>[Signature]</i> | Corcoran | CA | 7/15/11 | 93212 |
| 23943 51/2 Ave | | Corcoran | CA | | 93212 |
| Antonio Juarez | <i>[Signature]</i> | Corcoran | CA | 7/15/11 | 93212 |
| 23943 51/2 Ave | | Corcoran | CA | | 93212 |
| Alan | <i>[Signature]</i> | Corcoran | CA | 7/16/11 | 93212 |
| 1013 Dairy Ave | | Corcoran | CA | | 93212 |
| Jose A. Rodriguez | <i>[Signature]</i> | Corcoran | CA | 7/16/11 | 93212 |
| 5539 Niles | | Corcoran | CA | | 93212 |

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 September 21, 2011) - Continued

HIGH SPEED RAIL PETITION SIGNATURES

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NAME (PRINT) SIGNATURE DATE
 Julia Chavez *Julia Chavez* 6-22-11
 ADDRESS CITY STATE ZIP CODE
 2409 Bell Ave Corcoran CA 93212

NAME (PRINT) SIGNATURE DATE
 Leonard Chavez *Leonard Chavez* 6-27-11
 ADDRESS CITY STATE ZIP CODE
 2402 Bell Ave Corcoran CA 93212

NAME (PRINT) SIGNATURE DATE
 Denise Jordan *Denise Jordan* 9-3-12
 ADDRESS CITY STATE ZIP CODE
 1509 Patterson Corcoran CA 93212

NAME (PRINT) SIGNATURE DATE
 Leanna Orco *Leanna Orco* 6-27-11
 ADDRESS CITY STATE ZIP CODE
 1113 East Ave Corcoran CA 93212

NAME (PRINT) SIGNATURE DATE
 Madge Chavez *Madge Chavez* 6-27-11
 ADDRESS CITY STATE ZIP CODE
 2415 Lorino Ave Corcoran CA 93212

NAME (PRINT) SIGNATURE DATE
 Amy Price *Amy Price* 93212 6-12-11
 ADDRESS CITY STATE ZIP CODE
 1520 Diana Corcoran CA 93212

NAME (PRINT) SIGNATURE DATE
 Samuel Navarro *Samuel Navarro* 6-12-11
 ADDRESS CITY STATE ZIP CODE
 1515 Hall Ave Corcoran CA 93212

NAME (PRINT) SIGNATURE DATE
 Tina Carrizosa *Tina Carrizosa* 6-13-11
 ADDRESS CITY STATE ZIP CODE
 515 Diana Corcoran CA 93212

NAME (PRINT) SIGNATURE DATE
 Tammy Soliz *Tammy Soliz* 6-13-11
 ADDRESS CITY STATE ZIP CODE
 1515 Hall Corcoran CA 93212

NAME (PRINT) SIGNATURE DATE
 Vanessa Navas *Vanessa Navas*
 ADDRESS CITY STATE ZIP CODE
 1515 Hall Corcoran CA 93212

HIGH SPEED RAIL PETITION SIGNATURES

PAGE 7 OF 11

NAME (PRINT) SIGNATURE DATE
 LAUSTIA HAVARITA *Laustia Havarita* 7/14/11
 ADDRESS CITY STATE ZIP CODE
 2712 OLYMPIA AVE CORCORAN CA 93212

NAME (PRINT) SIGNATURE DATE
 David Ramirez *David Ramirez* 7/14/11
 ADDRESS CITY STATE ZIP CODE
 117 San Joaquin Corcoran CA 93212

NAME (PRINT) SIGNATURE DATE
 Marcel Chavarria *Marcel Chavarria* 7/14/11
 ADDRESS CITY STATE ZIP CODE
 2555 East Corcoran CA 93212

NAME (PRINT) SIGNATURE DATE
 Jay Dings *Jay Dings* California 7/14/11
 ADDRESS CITY STATE ZIP CODE
 N/A (Homeless)

NAME (PRINT) SIGNATURE DATE
 Adrian Luna *Adrian Luna* 7/14/11
 ADDRESS CITY STATE ZIP CODE
 368 W Morton Porterville CA 93257

NAME (PRINT) SIGNATURE DATE
 Jr. Luna *Jr. Luna* 7/14/11
 ADDRESS CITY STATE ZIP CODE
 1926 Camacho Corcoran CA 93212

NAME (PRINT) SIGNATURE DATE
 Rose Luna *Rose Luna* 7/13/11
 ADDRESS CITY STATE ZIP CODE
 368 W Morton Porterville CA 93257

NAME (PRINT) SIGNATURE DATE
 Tate Charlie *Tate Charlie* 7/14/11
 ADDRESS CITY STATE ZIP CODE
 222 1/2 Jay St Porterville CA 93257

NAME (PRINT) SIGNATURE DATE
 San Sierra *San Sierra* 7/14/11
 ADDRESS CITY STATE ZIP CODE
 421 1/2 A St Porterville CA 93257

NAME (PRINT) SIGNATURE DATE
 Gilbert Echaverria *Gilbert Echaverria* July 14 11
 ADDRESS CITY STATE ZIP CODE
 1849 ESTES AVE CORCORAN, CA 93212 July 14 11

Submission P026 (Charlene Hook, Citizens for California High Speed Rail Accountability (CCHSRA),
 September 21, 2011) - Continued

HIGH SPEED RAIL PETITION SIGNATURES

PAGE ___ OF ___

Jesse Figueron 7-14-11
 NAME (PRINT) SIGNATURE DATE
 924 Pickerril Ave Corcoran CA 93212
 ADDRESS CITY STATE ZIP CODE

Jandra Figueron 7-14-11
 NAME (PRINT) SIGNATURE DATE
 924 Pickerril Ave Corcoran CA 93212
 ADDRESS CITY STATE ZIP CODE

Janette Amiano 7-14-11
 NAME (PRINT) SIGNATURE DATE
 924 Pickerril Ave Corcoran CA 93212
 ADDRESS CITY STATE ZIP CODE

Maria Vega 7-14-11
 NAME (PRINT) SIGNATURE DATE
 723 miller Ave Corcoran CA 93212
 ADDRESS CITY STATE ZIP CODE

Rita alfo 7/14/2011
 NAME (PRINT) SIGNATURE DATE
 Pedro alfo Pedro alfo 7/14/2011
 ADDRESS CITY STATE ZIP CODE

Candelaria Mdelc 1507 Sherman av.
 NAME (PRINT) SIGNATURE DATE
 Ebran Mdelc 1864 estesav.
 ADDRESS CITY STATE ZIP CODE

Veronica Mdelc 1864 estesav
 NAME (PRINT) SIGNATURE DATE
 Jose L Mdelc 1864 estesav.
 ADDRESS CITY STATE ZIP CODE

Jose A Mdelc 1507 Sherman av.
 NAME (PRINT) SIGNATURE DATE
 Lezalla Takamillo Corcoran Ca 93212
 ADDRESS CITY STATE ZIP CODE

Celia Quesada Celia Quesada 7-14-2011
 NAME (PRINT) SIGNATURE DATE
 Corcoran Ca 93212
 ADDRESS CITY STATE ZIP CODE

Jose Jose HERRERA Jose Herrera 7-14-2011
 NAME (PRINT) SIGNATURE DATE
 Jesus Herrera Jesus Herrera 7-14-2011
 ADDRESS CITY STATE ZIP CODE

Corcoran ca 93212
 ADDRESS CITY STATE ZIP CODE

HIGH SPEED RAIL PETITION SIGNATURES

PAGE ___ OF ___

Robert Bonilla Robert Brille 6-28-11
 NAME (PRINT) SIGNATURE DATE
 1040 Birch Ave. Corcoran Calif. 93212
 ADDRESS CITY STATE ZIP CODE

Dalia De la Fuente Dalia De la Fuente 6-29-11
 NAME (PRINT) SIGNATURE DATE
 2016 Tioga Ave Corcoran ca 93212
 ADDRESS CITY STATE ZIP CODE

MARLO MEDINA Maria Med 06-29-11
 NAME (PRINT) SIGNATURE DATE
 1424 Heffner Ave Corcoran CA 93212
 ADDRESS CITY STATE ZIP CODE

Dustin Pearce Dustin Pearce 06-29-11
 NAME (PRINT) SIGNATURE DATE
 278 5th Ave Corcoran CA 93212
 ADDRESS CITY STATE ZIP CODE

Anthony Ramirez Anthony Ramirez 6-29-11
 NAME (PRINT) SIGNATURE DATE
 1710 Ottawa Ave Corcoran CA 93212
 ADDRESS CITY STATE ZIP CODE

John Logan John Logan 6-29-11
 NAME (PRINT) SIGNATURE DATE
 457 Patton Corcoran CA 93212
 ADDRESS CITY STATE ZIP CODE

Ruben Franco Ruben Franco 6-30-2011
 NAME (PRINT) SIGNATURE DATE
 1123 Alder Ave Corcoran CA 93212
 ADDRESS CITY STATE ZIP CODE

Randy Shaw Randy Shaw 6-30-11
 NAME (PRINT) SIGNATURE DATE
 P.O. Box 783 Corcoran CA 93212
 ADDRESS CITY STATE ZIP CODE

Abel Ramirez Abel Ramirez
 NAME (PRINT) SIGNATURE DATE
 1568 Tulare St Corcoran CA 93212
 ADDRESS CITY STATE ZIP CODE

Submission P026 (Charlene Hook, Citizens for California High Speed Rail Accountability (CCHSRA),
 September 21, 2011) - Continued

HIGH SPEED RAIL PETITION SIGNATURES

PAGE ___ OF ___

Maude Dennis [Signature] 7/11/11
 NAME (PRINT) SIGNATURE DATE
 ADDRESS CITY STATE ZIP CODE
 415 N. Alvers Visalia CA 93292
 [Signature] 7/11/11
 NAME (PRINT) SIGNATURE DATE
 ADDRESS CITY STATE ZIP CODE
 415 N. Alvers Vis CA 93292
 [Signature] 07/11/11
 NAME (PRINT) SIGNATURE DATE
 ADDRESS CITY STATE ZIP CODE
 814 Church Visalia CA 93277
 [Signature] 7/13/11
 NAME (PRINT) SIGNATURE DATE
 ADDRESS CITY STATE ZIP CODE
 2115 W. Alvers Visalia CA 93292
 [Signature] 7/13/11
 NAME (PRINT) SIGNATURE DATE
 ADDRESS CITY STATE ZIP CODE
 1914 N. Adams Tul. CA 93274
 [Signature] 7-13-2011
 NAME (PRINT) SIGNATURE DATE
 ADDRESS CITY STATE ZIP CODE
 2600 W. Country Ave. Visalia, CA. 93277
 [Signature] 7-13-11
 NAME (PRINT) SIGNATURE DATE
 ADDRESS CITY STATE ZIP CODE
 2600 W. Country Ave. Visalia, CA 93277
 [Signature] 7-15-11
 NAME (PRINT) SIGNATURE DATE
 ADDRESS CITY STATE ZIP CODE
 5021 W. Chardonnay Ct, Visalia, CA 93291

HIGH SPEED RAIL PETITION SIGNATURES

PAGE ___ OF ___

Sean Price [Signature] 7/18/11
 NAME (PRINT) SIGNATURE DATE
 ADDRESS CITY STATE ZIP CODE
 1105 Jepsen Ave Corcoran CA 93212
 [Signature] 7/18/11
 NAME (PRINT) SIGNATURE DATE
 ADDRESS CITY STATE ZIP CODE
 1414 Patterson Ave Corcoran CA 93212
 [Signature] 7/18/11
 NAME (PRINT) SIGNATURE DATE
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 1105 Jepsen Ave Corcoran CA 93212
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 Joseph Price [Signature] 7/19/11
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 1229 Norboe Corcoran CA 93212
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 Bea Vasquez [Signature] 7/19/11
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 1229 NORBOE Corcoran CA 93212
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 HIGH SPEED RAIL PETITION SIGNATURES

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| ERNEST R. MOORE | <i>Ernest Moore</i> | | 6-30-11 |
| NAME (PRINT) | SIGNATURE | DATE | |
| 1301 ALVAREZ CT | CORCORAN CA | 93212 | |
| ADDRESS | CITY STATE | ZIP CODE | |
| <i>Ja Boonaga</i> | | 7-5-11 | |
| NAME (PRINT) | SIGNATURE | DATE | |
| 1504 Wingdal Corcoran Ca. | | 93212 | |
| ADDRESS | CITY STATE | ZIP CODE | |
| John Brooks | Herford Ca. | 7-6-11 | |
| NAME (PRINT) | SIGNATURE | DATE | |
| 8463 Kameron Ave | Herford Ca | 93230 | |
| ADDRESS | CITY STATE | ZIP CODE | |
| <i>Vivian Murphy</i> | | 7-6-11 | |
| NAME (PRINT) | SIGNATURE | DATE | |
| 1527 Claire Ave | Corcoran CA | 93212 | |
| ADDRESS | CITY STATE | ZIP CODE | |
| 1001 Jepsen Cir | Corcoran CA | 93212 | |
| NAME (PRINT) | SIGNATURE | DATE | |
| <i>Arthur Holst</i> | | 7-8-2011 | |
| NAME (PRINT) | SIGNATURE | DATE | |
| 1011 Jepsen | Corcoran CA | 93212 | |
| NAME (PRINT) | SIGNATURE | DATE | |
| ADDRESS | CITY STATE | ZIP CODE | |
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| <i>Marina Garcia</i> | <i>Marina C Garcia</i> | | 7/13/11 |
| NAME (PRINT) | SIGNATURE | DATE | |
| 2411 Patterson | Corcoran CA | 93212 | |
| ADDRESS | CITY STATE | ZIP CODE | |
| <i>Juanita E. McElroy</i> | <i>Juanita E. McElroy</i> | | 7/14/11 |
| NAME (PRINT) | SIGNATURE | DATE | |
| 116 5 1/2 Ave | Corcoran CA | 93212 | |
| ADDRESS | CITY STATE | ZIP CODE | |
| <i>Jonathan E. McElroy</i> | <i>Jonathan E. McElroy</i> | | 7/14/11 |
| NAME (PRINT) | SIGNATURE | DATE | |
| 116 5 1/2 Ave | Corcoran CA | 93212 | |
| ADDRESS | CITY STATE | ZIP CODE | |
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6/29/11
 NAME (PRINT) SIGNATURE DATE
 1700 Quiry Ave. #114 Corcoran Ca 93212
 ADDRESS CITY STATE ZIP CODE

6-29-11
 NAME (PRINT) SIGNATURE DATE
 1140 Birch Ave. Corcoran Ca 93212
 ADDRESS CITY STATE ZIP CODE

6-30-11
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 1307 G 2800 Corcoran Ca 93212
 ADDRESS CITY STATE ZIP CODE

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 2437. Lorraine Ave. Corcoran. Cal. 93212
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7-1-11
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 1115 Stanley Corcoran Ca 93212
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 1516 Pueblo Corcoran Ca 93212
 ADDRESS CITY STATE ZIP CODE

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 NAME (PRINT) SIGNATURE DATE
 1504 Wigal Ave Corcoran Ca 93212
 ADDRESS CITY STATE ZIP CODE

7-1-11
 NAME (PRINT) SIGNATURE DATE
 1516 Pueblo Am Corcoran Ca 93212
 ADDRESS CITY STATE ZIP CODE

7-1-11
 NAME (PRINT) SIGNATURE DATE
 J. CASTENEDA Ormista Corcoran Ca 93212
 ADDRESS CITY STATE ZIP CODE

7-1-11
 NAME (PRINT) SIGNATURE DATE
 925 CARDNER Corcoran Ca 93212
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7-1-11
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 914 Gardner Corcoran Ca 93212
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| NAME (PRINT) | SIGNATURE | DATE |
| SUSAN P. MORGAN | <i>Susan P. Morgan</i> | 7/3/11 |
| ADDRESS | CITY | STATE ZIP CODE |
| 603 JOSEPHINE AVE. | CORCORAN | CA 93212 |
| NAME (PRINT) | SIGNATURE | DATE |
| Andrew Gastelo | <i>Andrew Gastelo</i> | 7-5-11 |
| ADDRESS | CITY | STATE ZIP CODE |
| 1460 Ventura Ave | Corcoran | CA 93212 |
| NAME (PRINT) | SIGNATURE | DATE |
| Freddie Stinson | <i>Freddie Stinson</i> | 7-5-11 |
| ADDRESS | CITY | STATE ZIP CODE |
| 620 Burnett Dr | Corcoran | CA 93212 |
| NAME (PRINT) | SIGNATURE | DATE |
| Nick Cooper | <i>Nick Cooper</i> | 7/4/11 |
| ADDRESS | CITY | STATE ZIP CODE |
| 4134 S. Dakota | Visalia, CA | 93277 |
| NAME (PRINT) | SIGNATURE | DATE |
| Kevin Wauken | <i>Kevin Wauken</i> | 7-7-11 |
| ADDRESS | CITY | STATE ZIP CODE |
| 2888 Wauken | Wauken | CA 93274 |
| NAME (PRINT) | SIGNATURE | DATE |
| Callisto Romero | <i>Callisto Romero</i> | 7-11-11 |
| ADDRESS | CITY | STATE ZIP CODE |
| 1304 Patterson | Corcoran | CA 93212 |
| NAME (PRINT) | SIGNATURE | DATE |
| ADDRESS | CITY | STATE ZIP CODE |
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| NAME (PRINT) | SIGNATURE | DATE |
| Julie Stevenson | <i>Julie Stevenson</i> | 07-12-11 |
| ADDRESS | CITY | STATE ZIP CODE |
| 1215 S. Garden St | Visalia | CA 93277-4915 |
| NAME (PRINT) | SIGNATURE | DATE |
| Margaret Ridgway | <i>Margaret Ridgway</i> | 07-12-11 |
| ADDRESS | CITY | STATE ZIP CODE |
| 1215 S Garden St | Visalia CA | 93277-4915 |
| NAME (PRINT) | SIGNATURE | DATE |
| Richard Ridgway | <i>Richard Ridgway</i> | 07-12-11 |
| ADDRESS | CITY | STATE ZIP CODE |
| 1215 S Garden St | Visalia CA | 93277-4915 |
| NAME (PRINT) | SIGNATURE | DATE |
| Jennifer Koelwyn | <i>Jennifer Koelwyn</i> | 7-13-11 |
| ADDRESS | CITY | STATE ZIP CODE |
| 1724 S Grand St | visalia | CA 93277 |
| NAME (PRINT) | SIGNATURE | DATE |
| Ryan Koelwyn | <i>Ryan Koelwyn</i> | 7-13-11 |
| ADDRESS | CITY | STATE ZIP CODE |
| 1724 S. Grand St | Visalia | CA 93277 |
| NAME (PRINT) | SIGNATURE | DATE |
| ANGELA PLUMMER | <i>Angela Plummer</i> | 09.13.11 |
| ADDRESS | CITY | STATE ZIP CODE |
| 2335 E HARVARD CT | Visalia | CA 93292 |
| NAME (PRINT) | SIGNATURE | DATE |
| 2945 W. Cypress St | C. Visalia | CA 93277 |
| NAME (PRINT) | SIGNATURE | DATE |
| Sarah Deaton | <i>Sarah Deaton</i> | Visalia, CA. |
| ADDRESS | CITY | STATE ZIP CODE |
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RUSS MCKINNEY *Russ McKinney* 7-9-2011
 NAME (PRINT) SIGNATURE DATE
 1422 W OAK VISALIA CALIF 93291
 ADDRESS CITY STATE ZIP CODE

DAVE MCKINNEY *Dave McKinney* 7-9-11
 NAME (PRINT) SIGNATURE DATE
 1422 W OAK VISALIA CA 93291
 ADDRESS CITY STATE ZIP CODE

GILBERT HERRERA *Gilbert Herrera* 7/13/11
 NAME (PRINT) SIGNATURE DATE
 1302 FLODY AVE CORCORAN CA 93212
 ADDRESS CITY STATE ZIP CODE

KEESIA ABRAHAM *Keesia Abraham* 7/13/11
 NAME (PRINT) SIGNATURE DATE
 1302 FLODY AVE CORCORAN CA 93212
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HIGH SPEED RAIL PETITION SIGNATURES

PAGE ____ OF ____

WILMA F. HOLT *Wilma F. Holt* July 8, 2011
 NAME (PRINT) SIGNATURE DATE
 (PO Box 736) 20920 Hwy 43 Corcoran CA 93212
 ADDRESS CITY STATE ZIP CODE

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NAME (PRINT) Asen Manner SIGNATURE [Signature] DATE 6-27-11
ADDRESS 5347 Visalia CA 93277
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HIGH SPEED RAIL PETITION SIGNATURES

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NAME (PRINT) ROBERT S. LINGGREN SIGNATURE [Signature] DATE 7/11/11
ADDRESS P.O. Box 12795 BAKERSFIELD CA 93388
CITY STATE ZIP CODE

NAME (PRINT) _____ SIGNATURE _____ DATE _____
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Response to Submission P026 (Charlene Hook, Citizens for California High Speed Rail Accountability (CCHSRA), September 21, 2011)

P026-1

Refer to Standard Response FB-Response-GENERAL-05, FB-Response-GENERAL-10, FB-Response-GENERAL-14, FB-Response-SO-04.

For information about the impact on the community of Corcoran, see the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12, Impact SO #7, Impact SO #10, and Mitigation Measure SO-1.

P026-2

Refer to Standard Responses FB-Response-GENERAL-02 and FB-Response-GENERAL-10.

P026-3

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

For information on how the property acquisition and compensation process will be carried out in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, see the Revised DEIR/Supplemental DEIS, Volume II, Appendix 3.12-A.

P026-4

Refer to Standard Response FB-Response-GENERAL-05.

P026-5

Refer to Standard Response FB-Response-S&S-01 and FB-Response-TR-01.

P026-6

Refer to Standard Response FB-Response-SO-05.

See the Revised DEIR/Supplemental DEIS, Volume II, Appendix 3.12-B, for analysis of the potential effects on school district funding.

P026-7

Refer to Standard Response FB-Response-GENERAL-04 and FB-Response-AG-06.

P026-7

Also see Volume I, Section 3.14, Impact AG#4, for information on the impacts that each of the alternatives through Corcoran will have on the permanent conversion of agricultural lands to nonagricultural use. See also Volume II, Technical Appendix 3.14-B for impacts on confined animal agriculture.

P026-8

Refer to Standard Response FB-Response-S&S-01, FB-Response-TR-01 and FB-Response-AVR-02.

P026-9

Refer to Standard Response FB-Response-SO-05.

See Volume I, Section 3.12, Impact SO #1, for information on the construction period impacts on emergency response times and division of communities. See Impact SO #3 for property tax revenue effects and SO #10 for residential displacements. Out of Corcoran's 2010 population of 25,692, an estimated 172 residents would be displaced by the BNSF Alternative, which is 0.7% of the population. Please see the Final Relocation Impact Report for more information on residential displacements and for an analysis of available currently vacant residential units.

P026-10

Refer to Standard Response FB-Response-GENERAL-11, FB-Response-GENERAL-10.

P026-11

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

For information on local job training programs and contracting opportunities, please visit the California High-Speed Rail Authority's website.

P026-12

Refer to Standard Response FB-Response-SO-05.

Response to Submission P026 (Charlene Hook, Citizens for California High Speed Rail Accountability (CCHSRA), September 21, 2011) - Continued

P026-12

For information about impacts on schools and bus transportation, see the Revised DEIR/Supplemental DEIS, Volume II, Appendix 3.12-B.

P026-13

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

Within the Fresno to Bakersfield Section of the HST System, Lakeside Cemetery in Kings County has been determined to be eligible for listing in the National Register of Historic Places and the California Register of Historical Resources.

P026-14

Refer to Standard Response FB-Response-AG-06.

For information on the potential residential displacements in Corcoran, see the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12.5, Impact SO #10, and refer to Section 3.12.7 for Mitigation Measure SO-1. Also see Volume I, Section 3.12.5, Impact SO #16, and Volume II, Appendix 3.14-B (Agricultural Lands), for impacts on animal operations.

P026-15

Refer to Standard Response FB-Response-S&S-02.

P026-16

Refer to Standard Response FB-Response-S&S-01.

P026-17

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

See Volume I Section 3.12 Impact SO #5- Temporary Construction Employment, for information on the number of construction jobs created as a result of the project as well as the ability of the existing regional labor force to fill the demand for the direct construction jobs as well as the resulting indirect and induced jobs. Volume Section I Chapter 3.18 presents the amount of construction- and operation-related employment

P026-17

created by the project. Over the entire construction period, project expenditures would result in an additional 2.4% of the total projected 2016 construction jobs in the region (see Table 3.18-3). This small percentage increase would not be substantial enough to greatly attract workers to the region because the existing underemployed construction work force would be expected to fill these jobs.

The San Joaquin Valley has greater unemployment and a lower per capita income than the state as a whole. The Authority has adopted a Community Benefits Policy, which requires that 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 shall be performed by National Targeted Workers and a minimum of 10% of National Targeted Workers hours shall be performed by Disadvantaged Workers. This, along with other hiring policies, will make sure that employment and business opportunities created by the project are accessible to the local community. For more information on hiring policies, see the Authority's website.

P026-18

Refer to Standard Response FB-Response-AVR-02 and FB-Response-AVR-03.

See also Mitigation Measure AVR-MM#2c, Screen At-Grade and Elevated Guideways Adjacent to Residential Areas, in Section 3.16, Aesthetics and Visual Resources, of the Revised DEIR/Supplemental DEIS.

P026-19

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

See the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12.7, Mitigation Measure SO-1.

P026-20

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

The number of residential units displaced is an estimate based on parcel-by-parcel

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P026-20

examination of the project alternative alignments, as presented in Volume III of the Revised DEIR/Supplemental DEIS. See Appendix A of the Community Impact Assessment Technical Report for a description of the methodology used in the property analysis (Authority and FRA 2012g). All final determinations on property acquisition would occur during the acquisition process; see Volume II, Appendix 3.12-A, for details.

Please see Appendix A of the Community Impact Assessment Technical Report for a complete description of the methodologies used for property displacement analysis (Authority and FRA 2012g). To be conservative in this analysis and to avoid underestimating displacements, it was assumed that residences and businesses located on acquired parcels, including those only temporarily impacted, were counted as permanent displacements. This was done because it is not possible at this stage of the project to predict the outcome of the parcel-by-parcel property acquisition phase. These conservative displacement numbers were then used in all community division, fiscal revenue, and physical deterioration analyses, and therefore do not underestimate the potential impacts.

P026-21

Refer to Standard Response FB-Response-GENERAL-05.

P026-22

Refer to Standard Response FB-Response-AG-02 and FB-Response-AG-04.

P026-23

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

P026-24

Refer to Standard Response FB-Response-SO-02, FB-Response-SO-05.

For information about potential HST project impacts on property values, see Section 5.4.4.3 in the Community Impact Assessment Technical Report.

For information on the HST operation-related property and sales tax revenue effects,

P026-24

see the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12, Impact SO#3, Impact SO#4, and Impact SO #13.

P026-25

Refer to Standard Response FB-Response-GENERAL-17, FB-Response-GENERAL-18, FB-Response-GENERAL-19.

P026-26

Private sector railroads have not been interested in supporting passenger service since the mid-20th century. This is because conventional passenger rail did not compete successfully with modern freeways and air travel. However, the reduction in travel times resulting with high-speed trains has stimulated private sector investment in Europe and Asia. Whether or not existing railroads will be interested in investing in high-speed trains is unknown, but private sector investment is expected to occur with the California HST System as it comes to fruition.

P026-27

The estimated cost of constructing, operating, and maintaining the Fresno to Bakersfield Section of the HST System is provided in Chapter 5.0 of the EIR/EIS.

P026-28

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

Cost estimates and budgeting for the HST include the cost of maintenance and operations.

P026-29

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.

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P026-29

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 HSR, resulting in the conventional and high-speed systems complementing each other.

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

- Divide the statewide HSR program into a series of smaller, discrete projects that can stand alone, provide viable revenue service, be matched to available funding, and 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 design or the integrity of the new infrastructure. Improved passenger rail service would begin upon completion of the first IOS segment by connecting the Amtrak San Joaquin, Altamont Commuter Express, Sacramento

P026-29

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. 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 HSR 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 HSR 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 HSR Operations. Introduction of the state's (and the nation's) first fully operational HSR 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 HSR 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 HSR infrastructure. Before the IOS to the San Fernando Valley is completed, this link will tie the north to the south at Palmdale, where Metrolink commuter rail service can then provide service and connections throughout southern California.

Response to Submission P026 (Charlene Hook, Citizens for California High Speed Rail Accountability (CCHSRA), September 21, 2011) - Continued

P026-29

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 HSR 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 HSR 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 HSR system to Sacramento and San Diego, representing completion of the 800-mile statewide system. Travelers will be able to travel among all of the state's major population centers on HSR. 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 Plan.

P026-30

Refer to Standard Response FB-Response-GENERAL-04, FB-Response-AG-06, FB-Response-GENERAL-05.

See the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12, Impact SO #16, and Volume II, Appendix 3.14-B, for impacts on confined-animal agriculture.

Submission P027 (Charlene Hook, September 21, 2011)

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

1 THE FACILITATOR: Paul.
2 Thank you.
3 Next we have Charlene. Then we have Joe Machado,
4 and after that Diana Peck.
5 Please state your name.
6 SPEAKER HOOK: Charlene Hook, 316 Sixth Avenue in
7 Corcoran.
8 It looks the break did some good for you, you're
9 actually awake.
10 Wasn't it prop 1A that the voters voted for that
11 stated "existing transportation corridor"? I would like to
12 know what happened.
13 The routes you chose are devastating and
14 disruptive. We cannot get any questions answered, this
15 whole thing has been very frustrating. All I want to know
16 is a route and what I have to plan for then. I'm not a last
17 minute person, I need to plan this stuff. I have been ill
18 since I found out what my home, the farmers, and the
19 dairymen are going to have to face, if any.
20 I have paperwork to submit tonight, I hope you will
21 read it and respond. It includes a petition with almost 500
22 signatures with people that agree with us in Kings County,
23 up and down, that this is absurd.
24 If this was any of your land, home, or whatever,
25 wouldn't you be standing up here by me? Or you'd be holding

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P027-1

P027-2

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1 your hand out for more money to get the rail going.
2 It's not going to be bringing any jobs. Once this
3 rail is gone, it's gone, and that's it. Nobody's going to
4 have any more jobs than they have right now, so it's not
5 going to solve anything.
6 I read your deal under the Uniform Act. You guys
7 wrote that, you ought to read it. It's pretty good, it
8 doesn't say you can take my property, and it says nothing in
9 there about eminent domain, but you're going to have to
10 compensate me in whole before you take anything. Thank you.
11 THE FACILITATOR: Thank you, Charlene.
12 Diana Peck.
13 After that we have Brian Stanke and Kathy Hamilton.
14 I'm sorry, I skipped Joe Machado. Please go ahead.
15 SPEAKER MACHADO: Good evening, my name is Joe
16 Machado, 8800 Lansing Avenue.
17 I have a very large dairy farm that's very much
18 impacted by your rail. I didn't get involved in too much
19 concerns about where the rail was going because of course
20 when it's not impacting you, you really don't really pay
21 attention, but, man, when you start paying attention, my
22 neighbors and my friends and my fellow county people, it was
23 devastating to our county.
24 We started looking into the directives that the
25 high-rail speed was under, prop 1A, and what the voters

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P027-3

High Speed Rail Public Meeting
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Response to Submission P027 (Charlene Hook, September 21, 2011)

P027-1

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

P027-2

Refer to Standard Response FB-Response-GENERAL-02, FB-Response-GENERAL-10, FB-Response-GENERAL-04, FB-Response-SO-01.

P027-3

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

Please refer to the alignment plans and maps in Volume III of the EIR/EIS to determine if your property would be acquired by the project. If yes, refer to the Appendix 3.12-A, Residential, Business, and Mobile Home Relocation Assistance Brochures.

The Authority will negotiate with property owners whose land would be impacted by the HST system. The Authority has the power of eminent domain, allowing it to condemn the property of unwilling sellers, with payment of just compensation (i.e., fair market value) to the property owner. Eminent domain is viewed as a last resort in developing a statewide HST system.

Submission P028 (John Hutson, September 21, 2011)

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

1 than a line drawn, I haven't seen environmental studies, so
2 you put this section in the center and that ties into your
3 project, that sinks you into the ground into California,
4 that's how you guys get your hold on all of us taxpayers,
5 get this anchor in the ground.
6 Now, my other question would be is let's say this
7 section is completed and we have problems in the north and
8 the south, and who's going to maintain this section, how's
9 it going to be maintained? Are you guys going to run a
10 train on it up and down from Bakersfield to Fresno?
11 So those are some of the questions that I have.
12 That's how I feel about it, folks, and thank you very much
13 for this opportunity to express my opinion. Thank you.
14 THE FACILITATOR: Thank you.
15 John Hutson.
16 SPEAKER HUTSON: Hello, my name is John Hutson.
17 I'm here today representing the building and construction
18 trades for Fresno, Madera, Tulare, and Kings County.
19 My grandfather was a farmer in Selma. We grew up
20 on farms. But just a few statistics about our Valley
21 currently before you get started.
22 The Brookings Institute out of Washington, DC has
23 labeled Fresno County Appalachia West. Fresno County has
24 the largest pockets and the highest pockets of poverty in
25 the nation.

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1 There are less doctors per thousand in Madera
2 County than any place in Appalachia and more food stamps in
3 Tulare County given out than any place in West Virginia.
4 The biggest issue for us in the Valley is jobs. We've done
5 it for generations with farming but currently just farming
6 alone is not going to provide our citizens work.
7 I'm also on the Board of Directors for the Margery
8 Mason Center for Domestic Violence for Fresno County, and
9 the correlation, the rest of the state, as domestic
10 violences went down by ten percent, our area, because the of
11 the high unemployment, has went up 30 percent. Dropout
12 rates, teen pregnancies, all of these things could be
13 attributed to not having jobs.
14 Certainly the high-speed rail is going to make us,
15 all of us Valley folks, change somewhat. But I couldn't be
16 more supportive because of the amount of jobs and effort the
17 high-speed rail will make to create those jobs.
18 Charles Darwin said, it's not the strong that
19 survive nor the most intelligent that survive, it's those
20 that are most able to embrace change that survive.
21 I believe that the high-speed rail will change some
22 of the ways we do things, but it is imperative that for our
23 overall survival in the Valley that we embrace the change
24 that creates jobs, that creates a tax base that increases
25 our community, that helps Selma, helps Hanford, helps

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P028-1

High Speed Rail Public Meeting
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Submission P028 (John Hutson, September 21, 2011) - Continued

This transcript was prepared for you by:
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1 Visalia, and Bakersfield.
2 But the unemployment statistics for some of our
3 vocationally educated and trained construction workers is
4 approaching 60 percent. We've seen men and women lose their
5 cars, and their houses, and suffer financial strain because
6 of no jobs. The ray of hope that we have in the building
7 and construction trades is that the high-speed rail gets
8 started, it's shovel ready, and that we can create jobs for
9 our members. Thank you very much.
10 THE FACILITATOR: Thank you, John.
11 Right next up we have Terry Langiano. I'm so sorry
12 if I said that wrong.
13 Helen Sullivan. And after that Wayne Amundson.
14 If you could state your name.
15 SPEAKER LANGIANO: Yes, my name is Terry Langiano.
16 I'm a farmer on the east side in Tulare County, on the east
17 side of Tulare, and thank you for allowing a lot of us to
18 express some thoughts about this project.
19 I finally found in the 17,000 pages of the EIR
20 draft a very conservative focus on population growth,
21 extremely conservative, and also nothing on the increase of
22 water demand. The only thing that talks about water was
23 crossing over streams and rivers, but no -- nothing that
24 talks about the increase of water demand.
25 The high-speed rail system does nothing but

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Response to Submission P028 (John Hutson, September 21, 2011)

P028-1

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

Submission P029 (Michael Johnson, September 21, 2011)

09-21-11P04:29 RCVD

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)

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

Public Hearings
Septiembre 2011

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

For 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: Michael Johnson

Organization/Organización: _____

Address/Domicilio: 2061 Mondavi Ct

Phone Number/Número de Teléfono: 209.710.8453

City, State, Zip Code/Ciudad, Estado, Código Postal: Los Banos, CA 93635

E-mail Address/Correo Electrónico: mike@MJSalesSolutions.com

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

I am against this ill-conceived project for the following reasons:

P029-1 | a) It will devastate many farms in the world's best farmland due to right of way at a time. This will further destroy California's economy.

P029-2 | b) there is no data that says we need and especially that people will use this system. In fact most data indicates they will not which leads to c)


P029-3 | c) All the data indicates the NSR will not pay for itself ever and will cost CA billions when we can not longer afford it.

d) No matter what the most pessimistic cost overrun projections are, they the final cost will be 2-3 times that as evidenced by BART and Bay Bridge projects.

e) California is broke. We cannot afford this and any other "nice to have" projects. We must reduce spending.

Given these facts, why are even considering such a wasteful, stupid idea?
Please cancel the High Speed Rail project immediately

Sincerely
Michael Johnson



9/19/11

Response to Submission P029 (Michael Johnson, September 21, 2011)

P029-1

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

P029-2

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

This submission provides no evidence supporting the statement "most data indicates they will not" use the HST System.

P029-3

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

Submission P030 (Daniel Krause, California for High-Speed Rail, September 21, 2011)

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

1 for.

2 THE FACILITATOR: Heather --

3 SPEAKER OLIVEIRA: The math is simple, the reading

4 is not.

5 THE FACILITATOR: Heather, your time is up.

6 SPEAKER OLIVEIRA: You simply must extend the

7 review time. Thank you.

8 THE FACILITATOR: Thank you.

9 Next we have Daniel Krause, then we have Jerry

10 Fagundes and Shelli Andranigian.

11 SPEAKER KRAUSE: Good evening, my name is Daniel

12 Krause, I'm executive director of California for High-Speed

13 Rail.

14 I just wanted to basically reiterate some of the

15 points my colleague made earlier about farmland and the

16 impact that this project will have on it.

17 I think in a general sense what we're talking about

18 here tonight is not really about farmland lost in the

19 general sense, more or less it's about an impact on

20 individual farms in an individual area. And I understand

21 that, and our organization understands that. And we've

22 always urged the Authority to work closely and communicate

23 well with the folks here in Kings County and other areas and

24 to also fully compensate for any impact that will result

25 from this project and we continue to do so.

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Nisbett Lucas Reporting & Videography

1 We also urge that a station be seriously considered

2 as part of the project here, not in the future, of this --

3 of the Kings -- of the Kings County station.

4 But I wanted to get back to what the real issue of

5 farmland loss is and how this project is related in the

6 larger sense. My colleague mentioned that 100,000 acres of

7 farmland are lost every year, that's incredible. That's

8 mind boggling. Where's the outrage over that? I don't hear

9 the controversy in the news about the massive catastrophic

10 loss of farmland that we've experienced in California every

11 year, and that's our bread -- we are the bread basket of the

12 world and we need to protect that.

13 How does that connect to this project. This

14 project is a catalyst of how we use our land in California.

15 It will change the land use patterns of urban development.

16 When I drive around the Central Valley, I'm shocked

17 to see how many subdivisions are everywhere, spreading cross

18 the land, and a lot of farmers are selling their land for

19 that, that's what's happening.

20 This project will change -- will start to change

21 the land patterns to revitalize urban -- existing urban

22 areas and downtown areas which will alleviate the impact on

23 farmland outside. That's why this projects is so critical

24 in the larger picture for preserving farmland in the long

25 run for California. If we don't change the way we do things

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P030-1

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Submission P030 (Daniel Krause, California for High-Speed Rail, September 21, 2011) - Continued

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

1 on land use now, then we're really going to continue this
2 process, and that's unacceptable.
3 And so the choice is now we can either decide to
4 put our heads in the sand and say we're just going to keep
5 building more highway lanes -- you know, two tracks of rail
6 equals six to eight lanes of highway -- you know, we're just
7 going to keep expanding our roads just to use more farmland.
8 That's the real issue of farmland and high-speed rail.
9 Thank you.
10 THE FACILITATOR: Thank you, Daniel.
11 Jerry Fagundes. After Jerry we have Shelli
12 Andranigian and after that Gordon Tessman.
13 SPEAKER FAGUNDES: Good evening, my name is Jerry
14 Fagundes, and there's a lot of papers to read. I'm not
15 college educated, I do know how to read. I found a couple
16 of interesting tidbits that pertain to me.
17 CEQA guidelines, where, noise and vibrations, state
18 severe impact at 1400 feet from the track. That is in the
19 guideline sheet, first section. How many of you have your
20 house within 1400 feet of this project? Anybody?
21 My residence is within 75 feet of the rail, that is
22 35 feet, maybe 40 feet above the ground. I have been told
23 that my property is not being impacted. Does anybody want
24 to buy a house that likes the rail? You have a 24/7 view.
25 I want you to think about that. My front yard has

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Response to Submission P030 (Daniel Krause, California for High-Speed Rail, September 21, 2011)

P030-1

Refer to Standard Response FB-Response-LU-04 and FB-Response-AG-01.

Submission P031 (Michael Lamb, September 21, 2011)

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

P031-1

1 THE FACILITATOR: Thank you.
2 Michael Lamb. And after that we have Brianda
3 Louro. And after that Heather Oliveira.
4 SPEAKER LAMB: Thank you. My name is Michael Lamb,
5 I'm a Hanford resident, retired United States Marine.
6 Through my -- or near my house on a daily basis
7 pass train after train after train. Most of them are
8 freight trains, many of them are passenger trains, but they
9 come on a continuum. We don't need another train,
10 high-speed or otherwise.
11 The high-speed rail is in use in Japan. Japan says
12 it's one of their finest achievements, their high-speed
13 rail. Ladies and gentlemen, after 20 plus years in
14 operation to date that high-speed rail is a boondoggle, it
15 is losing money, it is not making money. What it makes you
16 think this will. I contend that it won't, even to the
17 gentleman over here who rolled his eyes, trust me, it won't.
18 The High-Speed Rail Authority is nothing more than
19 a giant government subsidized money grab and by God in
20 California we damn sure don't need one of those. If the
21 system would be put in place, hypothetically, don't tear up
22 places here in Kings County.
23 You get in the train, you go to Sacramento, what do
24 you do when you get there? Your car is 500 miles behind
25 you. Take a cab, rent a car, hope that where you're going

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1 is within walking distance.
2 Come on, people talk about this rail system and how
3 great it looks in Europe and how great it looks in Japan,
4 and it doesn't work in Japan, and Europe has been in
5 practice for years and years, and then it only works
6 sometimes.
7 For them it only works because the Europeans are
8 small. I've been to Europe. Have you ever been to Europe?
9 You get off the train and you can walk where you're going.
10 Maybe even take a horse drawn carriage. Our economy has
11 grown beyond that.
12 There's mention of lost money, of lost land.
13 Ladies and gentlemen, I'm here to tell you that the land
14 that would be lost would be the land that now grows crops
15 and the cattle now grazes on. This is the place where your
16 food comes from, this is the place where your milk is taken
17 from the cows, this is the place where things happen in
18 California, not in some fancy place, I'm here to tell you
19 that.
20 Finally, every day and night trains and trains and
21 trains come through here, every day through Hanford, I think
22 it's more than 70 trains a day. Do we need another train?
23 I say not. Thank you.
24 THE FACILITATOR: Brianda.
25 SPEAKER LOURO: Hello, my name is Brianda and I'm

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Response to Submission P031 (Michael Lamb, September 21, 2011)

P031-1

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

Submission P032 (Terry Langiano, September 21, 2011)

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

1 Visalia, and Bakersfield.
2 But the unemployment statistics for some of our
3 vocationally educated and trained construction workers is
4 approaching 60 percent. We've seen men and women lose their
5 cars, and their houses, and suffer financial strain because
6 of no jobs. The ray of hope that we have in the building
7 and construction trades is that the high-speed rail gets
8 started, it's shovel ready, and that we can create jobs for
9 our members. Thank you very much.
10 THE FACILITATOR: Thank you, John.
11 Right next up we have Terry Langiano. I'm so sorry
12 if I said that wrong.
13 Helen Sullivan. And after that Wayne Amundson.
14 If you could state your name.
15 SPEAKER LANGIANO: Yes, my name is Terry Langiano.
16 I'm a farmer on the east side in Tulare County, on the east
17 side of Tulare, and thank you for allowing a lot of us to
18 express some thoughts about this project.
19 I finally found in the 17,000 pages of the EIR
20 draft a very conservative focus on population growth,
21 extremely conservative, and also nothing on the increase of
22 water demand. The only thing that talks about water was
23 crossing over streams and rivers, but no -- nothing that
24 talks about the increase of water demand.
25 The high-speed rail system does nothing but

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P032-1

P032-1

P032-2

This transcript was prepared for you by:
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1 contribute to increased demand for water in the near term by
2 way of increasing in population growth, in addition to the
3 significant disregard and destruction of important farmland,
4 plus destroying significant destroyable sites.
5 The impact on water to cross over streams and
6 rivers, wow. Our Tulare walnut ranch, in 1987, had standing
7 water levels at 26 feet, and it has steadily decreased to
8 116 feet, which resulted a --
9 THE COURT REPORTER: I'm sorry --
10 THE FACILITATOR: Terry.
11 SPEAKER LANGIANO: Yes.
12 THE FACILITATOR: Could you slow down just a little
13 bit.
14 MR. ABERCROMBIE: And back up about a second.
15 SPEAKER LANGIANO: I'm sorry, I'm sorry, where
16 would you like me to back up to, I'm sorry?
17 THE COURT REPORTER: Where you started reading.
18 "The impact on water."
19 SPEAKER LANGIANO: Okay. The impact on water that
20 I noticed in the EIR is that it talks about crossing over
21 streams and rivers. Well, big deal. I'm talking about the
22 impact on water demand. It doesn't talk about water demand
23 at all that I could find.
24 High-speed rail does nothing but increase the
25 demand on water. Fortunately we had a pretty wet winter

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Submission P032 (Terry Langiano, September 21, 2011) - Continued

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

1 this last year, because the history of water levels in the
2 Valley, just on our ranch, going back in the -- several
3 years where the water was at 116 feet, standing level.
4 That, fortunately, has been increased now back up to around
5 81 feet, which is a big difference, but we had to put in a
6 new irrigation well, two domestic pumps -- wells, as a
7 result of that.

8 All too much local and political focus is on
9 projects which increase demand on our water supply and
10 really nothing focuses on increase in storage and
11 distribution to meet existing demand let alone the rapid
12 increase in demand.

13 My opinion is it certainly is hurting and I don't
14 know if all of the high-speed rail dollars is the
15 appropriate and best thing to do for California.

16 Too many local residents and politicians in the
17 Valley communities and those representing Central California
18 have no idea, or at least have never expressed it, how
19 thankful we have been for the recent rain records and snow.
20 If the water spigot flows to full at last no big deal of
21 concern --

22 MR. ABERCROMBIE: Terry.

23 SPEAKER LANGIANO: Yes.

24 MR. ABERCROMBIE: Are you almost done? We gave you
25 a little bit of extra time because we had to interrupt you.

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

1 If you'd like to submit the rest as a written comment, you
2 may do so.

3 SPEAKER LANGIANO: I will be submitting it in
4 writing because I think that we're not putting enough focus
5 on the agriculture, the land, and food that's created for
6 the world.

7 MR. ABERCROMBIE: Thank you.

8 SPEAKER LANGIANO: On the water and land. Thank
9 you.

10 THE FACILITATOR: Helen. And then Wayne Amundson
11 after that.

12 SPEAKER SULLIVAN: Good afternoon. My name is
13 Helen Sullivan and I'm here today to request that you extend
14 the comment period on the Draft EIR to six months. In
15 dealing with the people and the elected officials in Kings
16 County, the Rail Authority and it's entire paid consultants
17 have been evasive, dismissive, disrespectful, and in several
18 instances downright dishonest.

19 Now, you give us 60 days to comment on the 30,000
20 page document in which you feel you have somewhat vaguely
21 justified putting your train right through the heart of our
22 county.

23 The collateral damage caused by running this train
24 through our county is enormous. It shakes our delicately
25 balanced socioeconomic structure to its foundation. It

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Response to Submission P032 (Terry Langiano, September 21, 2011)

P032-1

Refer to Standard Response FB-Response-HWR-04, FB-Response-GENERAL-03, FB-Response-GENERAL-04.

P032-2

The EIR/EIS evaluated impacts on water demand and concluded that construction of the Fresno to Bakersfield Section of the HST will result in a net decrease of annual water consumption for the area impacted by the construction of the track and facilities, when annualized over a 5-year construction period. Operation and maintenance of the HST at final build-out will also result in a net decrease of water use over existing water use within the project footprint to only 2% of the current water use. Annual operational water use estimates are based on full build-out of the project in 2035. Table 3.6-13 provides a summary of water use during construction. Table 3.6-16 provides operational water demand estimates. Refer to Appendix 3.6-B for additional information.

Submission P033 (Pamela Leal, September 21, 2011)

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

1 proceed to targets. Nothing should be mandated. It's not a
 2 dictatorship in this country. One of the reasons the state
 3 is right now in the financial problems we're having is
 4 because of mandated items that don't come under review.
 5 Nothing should be mandated.

6 The other thing, the farmers are the backbone of
 7 Kings County. The only other major industry we have is the
 8 air base. I'm a veteran, 28 years at the air base. The
 9 farmers go under, this county cannot survive under the
 10 dwindling military budget. So the Kings County farmers have
 11 a valid point and it needs to be heard.

12 Anybody that requests the extension for response to
 13 the EIR needs to have 100 percent validity put to their
 14 request. Thank you very much.

15 THE FACILITATOR: Thank you.

16 Pamela.

17 SPEAKER LEAL: Pamela Leal, 12566 7th Avenue.

18 Once again I stand here asking for a 60-day
 19 extension. California High-Speed Rail Web site states that
 20 these hearings are to disclose information and decision
 21 makers -- to decision makers and the public. I've spent the
 22 better part of five months asking the Authority to get in
 23 coordination with our local governments and farm bureau only
 24 to hear you still have yet to contact them and mitigate all
 25 impacts listed to you.

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High Speed Rail Public Meeting
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This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

P033-1

1 I do not understand how we are still going through
 2 with the largest public works project when federal political
 3 backings for the rapid rail system is fading fast. Obama's
 4 recent budget deal for four million in high-speed rail
 5 funding was quashed by Congress this year, and future
 6 funding was highly uncertain given the blatant mismanagement
 7 of the high-speed rail project.

8 This state is financially strapped. The nine
 9 billion that voters pledged in bonds is only about
 10 20 percent of the projected startup cost for the project.
 11 Kings County has budget problems and cannot afford the lost
 12 income that is going to pay for this. And why are we laying
 13 down tracks for a rail that the state can't afford? The
 14 train -- don't have a train, or how to electrify it, or how
 15 to pay to complete it from San Francisco to LA.

16 You are taking away our Amtrak, if the public
 17 doesn't know that, page 3.2, dash, 48, they are taking away
 18 our Amtrak in Hanford, Corcoran, and Wasco.

19 And the cost of this ticket to ride this luxury
 20 will be between \$100 and \$150. Amtrak right now, from
 21 Hanford to Sacramento, \$52. You state that existing riders
 22 will shift to the high-speed rail, and yet how will they
 23 afford that.

24 The project is not 33 billion as promised. It is
 25 more than 67 billion, and that is not what Californians

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P033-2

P033-3

High Speed Rail Public Meeting
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Submission P033 (Pamela Leal, September 21, 2011) - Continued

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

P033-3

1 voted for. If it ever does get built, once completed, it
2 will never be able to pay for itself, it will forever need
3 to be subsidized by a California economy that should be
4 looking at ways to save the economy, not in new ways to
5 destroy it.

P033-4

6 Simply stating the high-speed rail project will
7 bring jobs and enhance the community economic conditions
8 does not justify the destruction of multigenerational
9 industries nor ensure employment to the displaced, nor
10 explain to the county how its ag economy will be repaired
11 and not further harmed. It does not explain how the two can
12 coexist in harmony.

P033-5

13 Quote from Kings County Farm Bureau to the Federal
14 Railroad Administration, to put this in Kings County's
15 perspective the Authority's proposed singled-alternative
16 high-speed rail alignment through Kings County will traverse
17 34 parcels classified as prime farmland, 62 parcels
18 classified as farmland of statewide importance, 24 parcels
19 classified as unique farmland and 20 parcels classified as
20 confined animals. These parcels of land total more than
21 8,000 acres.

22 The Authority snubs both the Williamson Act and the
23 FPPA.

24 THE FACILITATOR: Pamela, you're time is up.

25 SPEAKER LEAL: I know.

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High Speed Rail Public Meeting
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Nisbett Lucas Reporting & Videography

1 The Authority has not notified the California
2 Department of Conservation that the proposed
3 alignment may require the acquisition of these important
4 protected lands.

5 Projects are subject to FPPA requirements --

6 MR. ABERCROMBIE: Pamela --

7 SPEAKER LEAL: -- if they may irreversibly convert
8 farmland --

9 MR. ABERCROMBIE: Please submit your response in
10 writing.

11 SPEAKER LEAL: Sir.

12 MR. ABERCROMBIE: Yes.

13 SPEAKER LEAL: You only gave me three minutes to
14 comment on a 30,000 page report.

15 MR. ABERCROMBIE: That's why we allow written
16 comment --

17 SPEAKER LEAL: You ignore --

18 SPEAKER ABERCROMBIE: If you would like to put in
19 another card, you may do so.

20 SPEAKER LEAL: Okay. Last comment.

21 I hope and pray the committee on appropriations
22 de-funds you today.

23 THE FACILITATOR: I just want to remind everyone
24 that if you go past your three minutes, you can resubmit
25 them, but we do have a big stack of comments here so I want

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High Speed Rail Public Meeting
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Submission P033 (Pamela Leal, September 21, 2011) - Continued

This transcript was prepared for you by:
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1 to be respectful for everybody so they all have their
2 opportunity to comment.
3 So Alisa Gomez. After that we have Kayli Holt, and
4 Leonard Dias.
5 SPEAKER GOMEZ: Good afternoon, my name is Alisa
6 Gomez, I am a high school ag teacher at Corcoran High
7 School. One of the alignments does run through my home.
8 One of my first questions is, and we look at this
9 from an economic standpoint, is our state in a position
10 financially to be putting a project like this into play. I
11 stand in front of my students every day and I teach them the
12 record book and their projects, that they need to be
13 responsible and planning this, they need to come up with an
14 itemized budget which will tell them if they will have
15 enough money to see the project through from start to
16 finish. We expect these kids to be responsible but they see
17 projects like this not being responsible.
18 It will upset me if this project goes through and
19 takes my home, but it will really upset me if this project
20 takes my home and does not end up being finished.
21 With my situation, I've saved up for ten years to
22 buy my dream home. I have a husband, and I'm raising four
23 children in this household. Homes like this are scarce. I
24 live on a one-acre parcel in Corcoran, and when all of us --
25 when these homes are taken from all us, they say that they

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Response to Submission P033 (Pamela Leal, September 21, 2011)

P033-1

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

The federal government continues to fund the California HST program.

P033-2

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

The cost for a ticket from Hanford to Sacramento on the HST has not been established.

P033-3

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

Chapter 7 of the Revised 2012 Business Plan (Authority 2012a) shows that under all revenue and operating and maintenance cost scenarios used by the Authority, the project generates positive net cash flow from operations beginning with the initial year of operations. This submission provides no evidence that the project would not have a net cash flow.

P033-4

Refer to Standard Response FB-Response-GENERAL-14, FB-Response-GENERAL-04.

See Section 5.1.2 in the Community Impact Assessment Technical Report (Authority and FRA 2012g), 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. See Volume I, Section 3.12, Impact SO #16, for impacts on agricultural businesses.

P033-5

Refer to Standard Response FB-Response-GENERAL-04 and FB-Response-AG-07.

See Volume I, Section 3.14, Impact AG#4 for information on the permanent conversion of agricultural land, and see Mitigation Measure AG-1 in Volume I, Section 3.14 for measures to preserve the total amount of prime farmland.

Submission P034 (Pamela Leal, September 21, 2011)

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

1 its business plan.
2 We need to put people to work but we need to put
3 people to work fixing existing infrastructure, roads,
4 bridges, and schools, not new infrastructure. Thank you.
5 THE FACILITATOR: Thank you.
6 Pamela.
7 SPEAKER LEAL: The Authority snubs both the
8 Williamson Act and the FPPA. The Authority has not notified
9 the California Department of Conservation that the proposed
10 alignment may require the acquisition of this protected
11 land.
12 Projects are subject to FPPA requirements if they
13 may irreversibly convert farmland, directly or indirectly,
14 to nonagricultural use and are completed by a federal agency
15 or with the assistance from a federal agency. The
16 high-speed rail project will convert farmland to urban use
17 as the project is to be a permanent design intended to serve
18 the transportation needs for the large urban population
19 center.
20 All of the Authority's advanced alignments that run
21 through Kings County will require the development of a new
22 transportation corridor. With this new corridor will come
23 increased urban sprawl into now extremely productive and
24 invaluable agricultural land. The only alternative that
25 would avoid this is the high-speed rail to stay on Highway

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P034-3

P034-4

1 99, which just -- Tulare was just begging for, so that a new
2 corridor will not be created. However, as explained
3 earlier, the Authority has eliminated from consideration any
4 reasonable alternative. The only alternative is in
5 compliance with the above stated federal and state laws and
6 the will of the people who approved the safe, reliable
7 High-Speed Passenger Train Bond Act for the 21st century.
8 I have been reading the EIR report pretty much
9 until 1:00 or 2:00 in the morning every single night and
10 still do not have any of the answers I have been begging for
11 since May. Thank you.
12 THE FACILITATOR: Thank you.
13 Richard.
14 SPEAKER WILLIAMS: Once again, Richard Williams.
15 I just listened to the gentleman talk about the
16 benefits and the reason we need to do this and one of his
17 reasons as he cites is clean air. I want to once again
18 point out that the Clean Air Act is a mandate by the federal
19 government that affects the state government, which affects
20 us. Once again.
21 Now, back to my grid thing again.
22 Electricity is the key to this entire project.
23 We've lost two peaker plants in this area recently because
24 of the oil, coal bashing that's been going on in the EPA, so
25 they're done. We've lost peaker plants here.

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Response to Submission P034 (Pamela Leal, September 21, 2011)

P034-1

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

The Authority has sent a notice of acquisition of Williamson Act contracted parcels, pursuant to Government Code Section 51222, to the Department of Conservation and to Fresno, Kings, Tulare and Kern counties.

P034-2

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

See Volume II, Technical Appendix 3.14-A for the results and findings of land evaluation and site assessment pursuant to the Farmland Protection Policy Act (FPPA), which includes evaluation score sheets prepared by the Natural Resources Conservation Service State Resources Inventory Coordinator and site assessment scores prepared by project staff.

P034-3

Refer to Standard Response FB-Response-GENERAL-03, FB-Response-GENERAL-02.

P034-4

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

Submission P035 (Pamela Leal, September 21, 2011)

This transcript was prepared for you by:
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1 You have heard more than enough complaints in this
2 community, and I think tomorrow you'll probably get some
3 more. Bottom line is we want to be respected, and you're
4 not respecting us. And I have nothing against any one of
5 you up there but you all are getting too much money for
6 doing nothing. Thank you.

7 THE FACILITATOR: Pamela Leal.

8 SPEAKER LEAL: My first comment was to educate the
9 public on what we found out in the EIR. This comment is a
10 personal comment.

11 I was just speaking to the consultant in the room.
12 Supposedly there's a heavy maintenance facility that is
13 proposed in my backyard, 12566 Seventh Avenue, and I just
14 found out this lists as an impact place for me, Jeff, it's
15 running 24 hours a day. Explain to me how I'm supposed to
16 sleep, Jeff. Thanks.

17 MR. ABERCROMBIE: We have no cards at this time so
18 we will take a fifteen minute break -- ten minute break.

19 (BREAK)

20 THE FACILITATOR: We have, in order, Heather
21 Oliveira, Joe Machado, and Mark Muradian.

22 SPEAKER OLIVEIRA: Okay. Boys and girls, Mrs.
23 Oliveira is going to speak again so you need to take your
24 seat.

25 Back in June I asked your panel at our -- at the

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Response to Submission P035 (Pamela Leal, September 21, 2011)

P035-1

Potential noise impact has been assessed at sensitive receivers, and these areas are identified in Section 3.4.5, Environmental Consequences, of the Revised DEIR/Supplemental DEIS and shown in Figures 3.4-9 through 3.4-13. The locations of potential barriers are illustrated on Figures 3.4-15 through 3.4-19. Refer to Section 3.4.7 for a complete listing of noise impact mitigation measures that would reduce noise impacts below a "severe" level. The Proposed California High-Speed Train Project Noise and Vibration Mitigation Guidelines developed by the Authority (see Appendix 3.4-A of the Revised DEIR/Supplemental DEIS) were used to determine whether mitigation would be proposed for these areas of potential impact. The Guidelines require consideration of feasible and effective mitigation for severe noise impacts (impacts where a significant percentage of people would be highly annoyed by the HST project's noise).

The Authority will refine mitigation for homes with residual severe noise impacts (i.e., severe impacts that remain notwithstanding noise barriers) and address them on a case-by-case basis during final design of the Preferred Alternative. In addition to the potential use of noise barriers, other forms of noise mitigation may include improvements to the home itself that will reduce the levels by at least 5 dBA, such as adding acoustically treated windows, extra insulation, and mechanical ventilation as detailed in Section 3.4.7, Project.

The Revised DEIR/Supplemental DEIS proposes noise barriers in areas of severe noise impacts resulting from the project, where the barriers meet the cost-effectiveness criteria. To meet the cost-effectiveness criteria, barriers must mitigate noise for more than 10 sensitive receivers, be not less than 800 feet in length, be less than 14 feet in height, and cost below \$45,000 per benefited receiver. A receiver that receives at least 5-dBA noise reduction due to the barrier is considered a benefited receiver. Mitigation Measure N&V-MM#3 provides that sound barriers may be installed to reduce noise to acceptable levels at adjoining properties. These may include walls, berms, or a combination of walls and berms. The specific type of barrier will be selected during final design, and before operations begin. In addition, Mitigation Measure N&V-MM#3 provides that prior to operation, the Authority will work with communities regarding the height and design of sound barriers, using jointly developed performance criteria, when the vertical and horizontal location have been finalized as part of the final design of the

P035-1

project. Mitigation Measure VQ-MM#6 requires the provision of a range of options to reduce the visual impact of the sound barriers. At this time, there are no planned sound barriers throughout the Fresno area for the Fresno to Bakersfield segment due to the lack of severe impacts.

Submission P036 (Judy Lehman, September 21, 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> |
|---|---|

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>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.</p> |
|--|--|

Name/Nombre: Judy Lehman 09-21-11P04:29 RCVD

Organization/Organización: _____

Address/Domicilio: 2448 1/2 Ave

Phone Number/Número de Teléfono: 559-661-0822

City, State, Zip Code/Ciudad, Estado, Código Postal: Madera, CA 93637

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

P036-1

I am against HSR in California.

Judy Lehman

Response to Submission P036 (Judy Lehman, September 21, 2011)

P036-1

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

Submission P037 (Brianda Louro, Tulare Future Farmers of America, September 21, 2011)

This transcript was prepared for you by:
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1 is within walking distance.

2 Come on, people talk about this rail system and how

3 great it looks in Europe and how great it looks in Japan,

4 and it doesn't work in Japan, and Europe has been in

5 practice for years and years, and then it only works

6 sometimes.

7 For them it only works because the Europeans are

8 small. I've been to Europe. Have you ever been to Europe?

9 You get off the train and you can walk where you're going.

10 Maybe even take a horse drawn carriage. Our economy has

11 grown beyond that.

12 There's mention of lost money, of lost land.

13 Ladies and gentlemen, I'm here to tell you that the land

14 that would be lost would be the land that now grows crops

15 and the cattle now grazes on. This is the place where your

16 food comes from, this is the place where your milk is taken

17 from the cows, this is the place where things happen in

18 California, not in some fancy place, I'm here to tell you

19 that.

20 Finally, every day and night trains and trains and

21 trains come through here, every day through Hanford, I think

22 it's more than 70 trains a day. Do we need another train?

23 I say not. Thank you.

24 THE FACILITATOR: Brianda.

25 SPEAKER LOURO: Hello, my name is Brianda and I'm

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

This transcript was prepared for you by:
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P037-1

1 currently the FFA chapter president. I was born and raised

2 in Hanford, California, and my home lays very close to the

3 proposal that you all are planning to go through right now.

4 My family knows many people whose homes are going

5 to be destroyed, whose dairies are going to be cut in

6 diagonal. These people's lives and income are going to be

7 ruined because of this California High-Speed Rail. Not only

8 that, 2,000 acres of prime farmland are going to be

9 affected. And not even taking into account the acres of

10 farmland, if this community becomes a bedroom community,

11 what's going to happen in the case of urban sprawl.

12 I've heard headlines across the state saying that

13 this is such a bright future, that this is what California's

14 next generation needs. In my opinion I think it's going to

15 be devastating to my future. What happens to the thousands

16 of kids like me who want to go into the dairy industry, who

17 want to go into the agricultural industry, who simply want

18 to carry on the tradition in which their parents and their

19 grandparents and their great grandparents have lessoned

20 them.

21 The California High-Speed Rail say they want to

22 compensate for the agricultural land. How are they going to

23 compensate for land, for what it's worth from -- 30 years

24 from now, what -- the memories, what the children have grown

25 up on and set their moral values on, how are they going to

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Submission P037 (Brianda Louro, Tulare Future Farmers of America, September 21, 2011) -
Continued

This transcript was prepared for you by:
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1 compensate for that?
2 Now, I think agricultural industry is being caught
3 in the shadows of this bright light that the headlines are
4 proposing. So in my opinion I think this is going to be
5 more devastating to children in the next future generation
6 than really if it's going to be any benefit to any of us.
7 Thank you.
8 THE FACILITATOR: Thank you.
9 Heather.
10 SPEAKER OLIVEIRA: My name is Heather Oliveira, and
11 I come to you today to ask you to extend the review time on
12 the EIR.
13 I'm a teacher. I've been teaching since 1981, and
14 since 1999, I have specifically taught reading to children.
15 So today I'd like to share with you some facts about reading
16 that I think are important in extending the EIR review time.
17 Currently about 20 percent of adults read below the
18 fifth grade reading level, and about 50 percent of adults
19 read below the eighth grade reading level. I extrapolated
20 words randomly from page 100, 200, and 300 of the EIR, and I
21 used the Flesch-Kincaid readability model to see what the
22 average reading level of the EIR reading level was and that
23 came out to 8.8, which is nearly a high school freshman's
24 reading level. That means about 50 percent of the
25 population will struggle to read the EIR.

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Response to Submission P037 (Brianda Louro, Tulare Future Farmers of America, September 21, 2011)

P037-1

Refer to Standard Response FB-Response-GENERAL-03, FB-Response-GENERAL-04.

Submission P038 (Joe Machado, September 21, 2011)

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

1 your hand out for more money to get the rail going.
2 It's not going to be bringing any jobs. Once this
3 rail is gone, it's gone, and that's it. Nobody's going to
4 have any more jobs than they have right now, so it's not
5 going to solve anything.
6 I read your deal under the Uniform Act. You guys
7 wrote that, you ought to read it. It's pretty good, it
8 doesn't say you can take my property, and it says nothing in
9 there about eminent domain, but you're going to have to
10 compensate me in whole before you take anything. Thank you.
11 THE FACILITATOR: Thank you, Charlene.
12 Diana Peck.
13 After that we have Brian Stanke and Kathy Hamilton.
14 I'm sorry, I skipped Joe Machado. Please go ahead.
15 SPEAKER MACHADO: Good evening, my name is Joe
16 Machado, 8800 Lansing Avenue.
17 I have a very large dairy farm that's very much
18 impacted by your rail. I didn't get involved in too much
19 concerns about where the rail was going because of course
20 when it's not impacting you, you really don't really pay
21 attention, but, man, when you start paying attention, my
22 neighbors and my friends and my fellow county people, it was
23 devastating to our county.
24 We started looking into the directives that the
25 high-rail speed was under, prop 1A, and what the voters

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P038-1

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1 voted for, you go up and down the list, you guys, I'm not
2 accountable to anything. You basically put a rail line
3 where it's not supposed to be. There's no transportation
4 corridors to my dairy cows, there's no transportation
5 corridors to the walnut orchards. You use the guides of a
6 high wire power line to follow the -- transportation, for
7 what, crows, birds, they follow that corridor, not people.
8 And, you know, looking at the funding of this
9 project, it just seems like 600 consultants on the project,
10 and for how many years have you guys been at it, maybe
11 eight, 900 million dollars, a billion dollars, and not a
12 single shovel of dirt in the ground yet, and this is the
13 route -- the best route that you guys can come up with. It
14 seems absurd.
15 There's a kill switch for this somewhere, it's
16 going to be found sooner or later because this is just a
17 travesty and a waste of money. The ideal, the principle of
18 high-speed rail, put in its proper place, moving people from
19 dense population center to dense population center, it's
20 destroying people's livelihoods through generations of
21 infrastructure that was built just simply for the public
22 good of urban people, it's way, way beyond what I can take
23 for what my family has built. It's a travesty, it's
24 actually a crime.
25 I have a few other comments but no -- and moving

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High Speed Rail Public Meeting
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Submission P038 (Joe Machado, September 21, 2011) - Continued

This transcript was prepared for you by:
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1 forward, I know that you guys are getting a lot of negative
2 press and I wanted to share a letter with you that was sent
3 to me three days ago from the Authority. It was dated
4 September 16th and it asks permission to access my property,
5 be it with engineers, hydraulics -- who else wanted to be on
6 my property, anthropologists, in order to gather information
7 to be used to determine the best location for the project
8 and steps necessary to mitigate its economical impacts. Uh,
9 don't you guys have an EIR out, or was that just a fluff
10 piece?

11 I mean, how can anyone send me a letter saying that
12 they want to mitigate the best possible route when they have
13 a document that they wanted people to do and 45 days to
14 review it --

15 THE FACILITATOR: Joe.

16 SPEAKER MACHADO: -- 60 days, and now we're asking
17 120 days, and that justifies for what, this document,
18 because it's fluffed. If you have a job and you're asking
19 me to access my property, sobeit.

20 THE FACILITATOR: Diana Peck.

21 SPEAKER PECK: Can I just have one second to get
22 organized.

23 Hi, my name is Diana Peck, I'm with the Kings
24 County Farm Bureau, and many of you I already recognize from
25 past meetings.

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Response to Submission P038 (Joe Machado, September 21, 2011)

P038-1

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

Submission P039 (Angie Machado, September 21, 2011)

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

1 THE FACILITATOR: Before the next speaker comes up.
2 Frank, I think I might have passed over Angie Machado.
3 Could we give her a chance to speak. I'm sorry, Frank.
4 SPEAKER MACHADO: Good evening, I'm Angie Machado.
5 Before I say what I wanted to say, the gentleman
6 that spoke earlier, I didn't get his name, but when he was
7 talking about farmland that was the -- that we gave up for
8 housing development. Farmland was given by choice at that
9 time, not forced.
10 So you've heard a lot from farmers in this meeting
11 and meetings past. Why? Because it's the farmers along
12 with others that put food on our tables. I just ask that
13 the next time you sit down, in fact every time you sit down
14 to eat your meals, I hope that you not only pray to God for
15 it but also for a farmer, a grower, or a rancher, because it
16 is those people that work heart, soul, and sweat for that
17 food that nourishes your body, our bodies. So with this
18 train coming through our land, your land, we may not have
19 another meal.
20 THE FACILITATOR: Thank you. And we have Frank,
21 Glenda, and Anne Gaspar.
22 SPEAKER OLIVEIRA: Hello, I'm Frank Oliveira,
23 Citizens for California High-Speed Railing Accountability.
24 Previously talked about a request to extend the EIR
25 by six months. I want to talk about the overall project and

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Response to Submission P039 (Angie Machado, September 21, 2011)

P039-1

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

Submission P040 (Joe Machado, September 21, 2011)

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1 Kings County Fairgrounds to name for me the number of ag
2 specialists that were hired during the research phase of the
3 EIR, and to date I've received no list of names of ag
4 engineers or ag scientists. It's clear to the farming and
5 agricultural community that no expert in ag participated in
6 the EIR study. No ag engineer would transect land leaving
7 wells separated from their pipe lanes. No ag specialist
8 would devastate trees, lines, and crop land without
9 measuring the number of jobs lost forever. No ag specialist
10 could sign the death of million dollar dairies, and no
11 agricultural scientist would hasten the loss of American
12 farmland and ensure more imported foods on our tables.
13 Leaving ag interest out is imposing enormous flaws
14 in the EIR. Extend the review, go back and address ag
15 issues, and do it right. Thanks.
16 THE FACILITATOR: Thank you.
17 Joe Machado.
18 SPEAKER MACHADO: Joe Machado. I want to just give
19 you some facts of the dairy industry in California and the
20 first few dairies in the Corcoran bypass that are impacted,
21 there's probably -- well, all four of us are here in the
22 room tonight.
23 The first four dairies that the train hits on the
24 Corcoran bypass, we employ 112 people. We have 19,700 head
25 on our facility, between the four facilities. We produce
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1 96,500 gallons of milk a day. That's 16 tanker loads of
2 6500 gallons, so you figure that's a lot of milk just on
3 four dairies.
4 In the State of California, this is done by the --
5 I don't know if you folks are familiar with the California
6 Milk Advisory Board. They're kind of the promotional group
7 for the whole dairy industry. They did a survey, and this
8 was in 2008, so the numbers might have changed a little bit.
9 Your typical dairy cow produces \$34,000 of economical
10 activity for the community that it resides in, one cow, per
11 year, that's in support services and everything.
12 For every ten on the farm jobs that we employ ten
13 people on the farm, we support 222 people of support
14 services off the farm. Every four cows equals one job.
15 To do a comparison of what the dairy industry means
16 to California.
17 In 2008 the film industry produced 208,000 new
18 jobs. The wine industry produced 330,000 new jobs. The
19 dairy industry, in 2008, produced 443,000 jobs. So when the
20 train talks about producing new jobs, at one time I think it
21 was like a ridiculous number of 220,000 jobs you were going
22 to produce or something, that was one of the first -- the
23 State of California has 224,000 employees. I don't know who
24 came up with that ridiculous number.
25 Anyway, the economical output for state in the
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P040-1

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Submission P040 (Joe Machado, September 21, 2011) - Continued

This transcript was prepared for you by:
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1 dairy industry in California was 63 billion dollars. That's
2 63 billion dollars that dairy meant in economic input for
3 this state. Number one commodity in Kings County, the milk.
4 So it's something to digest on the way home, and thank you
5 all for being here.

6 THE FACILITATOR: Mark Muradian. You're our last
7 speaker for the evening.

8 SPEAKER MURADIAN: Hi, I spoke before, I wanted to
9 bring a couple other things up that I remembered.

10 A friend of mine says that in China they have had
11 these -- they have these high speed trains that go 220 miles
12 an hour and they have had problems with them at that speed
13 and have had to reduce the speed. Okay. Is that going
14 happen here? If it happens here -- the reason they gave us
15 for taking our land in Kings County is they couldn't make
16 the turn along the existing tracks through Laton at that
17 speed, so if they're going to lower the speed, why don't you
18 go through Laton and leave our farmland alone.

19 Another thing is the ridership. They are
20 projecting all kinds of -- I don't know what -- the number
21 of trains they're planning on running per day. Where are
22 they going to get the people to fill those trains, have they
23 done any number on that, do they have any facts, do they
24 have any inkling of what the fee -- what the fare is going
25 to be and how many of the public are willing to pay that fee

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Response to Submission P040 (Joe Machado, September 21, 2011)

P040-1

See Section 5.1.2 in the Community Impact Assessment Technical Report (Authority and FRA 2012g), 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.

Submission P041 (Donna Marshall, September 21, 2011)

This transcript was prepared for you by:
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1 years of construction are they looking at, ten, fifteen,
2 more? They will be converted acres until they have been
3 released. You may decide that you need these acres for
4 something else by that time. These figures do not even
5 include any of the collateral damage, maybe somebody else
6 can address the collateral damage.
7 The central San Joaquin Valley is too productive,
8 too important to be chopped up and left in small unsalable
9 pieces with irreversible damage. Surely the I-5 corridor is
10 a reasonably feasible alternative.
11 THE FACILITATOR: Thank you.
12 Donna.
13 SPEAKER MARSHALL: I'm Donna Marshall, and right
14 now I'm kind of upset because I kind of feel like you guys
15 are falling asleep again. But as a resident of Tulare
16 County, I cannot believe that this poorly guided train wreck
17 is still planning to break ground here in the Central Valley
18 next year. Can't you see that Kings County doesn't want
19 you, we don't like you? And point blank, we don't.
20 There's a lot of problems with the Rail Authority
21 and the project in general. For starters, I don't see how
22 60 days to review a 30,000 page document is a reasonable
23 amount of time. We're busy. We're farmers, we're dairymen,
24 we're busy working, we're feeding our county, we're feeding
25 our state, we're feeding the world, we're feeding the

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P041-1

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1 nation, and you want us to sit down and read this in
2 60 days. Give us six months. If you're coming through our
3 town, our county you're taking away our livelihood, it's the
4 least you can do. Give us six months, be respectful. You
5 know, if you want us to show you respect, you have to give
6 us some.
7 On many different occasions we have asked the CHSRA
8 to start working with our local officials and to stop
9 ignoring the citizens and all of our concerns. The land
10 owners, including myself, have submitted comments, and we've
11 received no feedback from you guys.
12 The Authority is not concerned about the
13 involvement with NEPA processes. Based on the past behavior
14 of the Rail Authority, it's obvious, they're not
15 cooperating. This thing clearly is not your guys's strong
16 point. It's obvious to me that members of this board have
17 not proven themselves worthy to be sitting there and most of
18 them lack any expertise that is relevant to a project that's
19 going to stand to devastate California.
20 THE FACILITATOR: Thank you, Donna.
21 SPEAKER FUKUDA: My name is Maureen Fukuda, I am an
22 honorary member of the CCHSRA.
23 Well, I'd like to start by saying that we were
24 asked to say something that we liked about the high-speed
25 rail and make comments about things that we don't like, so

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Response to Submission P041 (Donna Marshall, September 21, 2011)

P041-1

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

Also, responses to comments on the Draft EIR/EIS and the Revised DEIR/Supplemental DEIS will be provided in Volumes IV and V of the Final EIR/EIS.

Submission P042 (Lou Martinez, September 21, 2011)

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

1 it. You guys are encouraging it. You're putting your rail
2 east of Hanford. Hanford is not scoped out for utilities or
3 growth east of Highway 43. That's where you want your
4 station. And in your EIR, you emphasize that high-speed
5 rail creates concentric dense growth.
6 It's kind of like urban, the urban planning policy.
7 There is no urban area where you're at, you went clear
8 around it to get away from it, so you violated your own
9 policy.
10 THE FACILITATOR: Lou Martinez.
11 SPEAKER MARTINEZ: Thank you. My name is Lou
12 Martinez and I just want to ask you gentlemen up there, how
13 many of you have read this EIR. Anybody? I haven't read
14 it, I can't afford to read it, I can't afford to pay anyone
15 to read it for me, so you know it's a document that's going
16 to take more time for the people of this area to read and
17 analyze and try to get some feedback to you. You haven't
18 given us that opportunity.
19 I myself, I voted for high-speed rail. I voted for
20 high-speed rail, but the project that's being proposed is
21 not the project that I voted for. It's almost like bait and
22 switch, it's a scam. This is what it is, a genuine scam,
23 you're guilty of switching what you -- what the people voted
24 for. That's wrong, very, very wrong.
25 The other thing is also do you -- have you ever

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P042-1

1 really -- does this environmental impact report really
2 address every community around here? I mean, you're talking
3 about the alignment, what about all the other communities
4 around here, whether it be Hanford, Corcoran, Lemoore,
5 Avenal, Stratford, Kettleman City, I mean all these places
6 don't matter to you, you don't live here, it's not going to
7 affect any one of you in any way shape or form. It's not
8 going to affect you, that's why it doesn't seem like you
9 really have an interest in what we want. You don't, you
10 really do not.
11 You're here to do the government's will, and that's
12 not what our will is. You need to please listen to the
13 people, listen to what they have to say, listen to their
14 concerns, and take it into consideration.
15 We don't have the money to spend on this project
16 either, we just don't. Where are you going to get it from,
17 I don't know. When people of California voted for this
18 project, it was a different amount than what it's being
19 projected now, so obviously these cost overruns are at a
20 point where we can't afford it. We couldn't afford it
21 before, that was different economic times. Today we can
22 afford it even less.
23 Please consider giving the people in this community
24 the respect by allowing them to have at least another six
25 months on this EIR. But I want to thank you for one thing.

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Submission P042 (Lou Martinez, September 21, 2011) - Continued

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1 I want to thank you for uniting this community in a way that
2 they have never been united before, and I thank you for that
3 because we have only just begun to fight, it's not over.
4 Thank you.
5 THE FACILITATOR: Dr. Glenn Parsons. And then
6 Cynthia Sterling.
7 SPEAKER PARSONS: I'm Doctor Glenn Parsons, and
8 fourth generation Kings County Hanford resident. I have a
9 little bit to say.
10 I have graduate degrees in economics, international
11 finance, and education from Thunderbird Graduate School in
12 Arizona, University of Oregon, and University of Southern
13 California, a couple of good football teams.
14 I come here because I'm concerned. I don't trust
15 you. I don't trust my government. That's not being
16 antigovernment, that's being a citizen of the United States.
17 I don't trust my elected officials, and I want to keep an
18 eye on them and what they do with my money because, frankly,
19 they're the only people that can legally take it.
20 I have votes to cast beyond the votes that I give
21 to my elected officials. See, in my hand is a dollar bill.
22 That's a vote I cast every day when I choose to buy
23 something. And I buy milk and food from my neighbors here
24 in Kings County and I support them voluntarily.
25 I have real concerns about the elections for

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Response to Submission P042 (Lou Martinez, September 21, 2011)

P042-1

Refer to Standard Response FB-Response-GENERAL-05.

Impacts of the project on Hanford and Corcoran are discussed in Chapter 3 of the EIR/EIS. Lemoore, Avenal, Stratford, and Kettleman City are not discussed in the EIR/EIS because the Authority determined that the project would not affect these communities. None of the comments provided in this submission provides evidence that these communities would be affected by the project.

P042-2

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

Submission P043 (Tony Mattos, September 21, 2011)

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

1 the last year and a half. I personally have had it, I mean
2 it is too much.

3 So what I'm going ask that my mom was trying to do
4 is I'm going to ask the people in the crowd, to undue a
5 mistake is always harder than not to create one originally.

6 Is this a mistake?

7 SPEAKER MATTOS: Tony Mattos. I have a farm here
8 in Hanford, dairy farm. I got a couple dairies right around
9 me. You guys got this train coming right through my
10 property, splitting my property in half, taking my farm
11 grounds that I need to feed my cattle and survive. And I
12 paid a lot of money when I moved over there to move a canal,
13 I paid them all myself to move that canal to have all my
14 farm ground squared off, and now you guys are coming and
15 putting this at an angle, building overpasses on my ground.
16 I'm going to lose my ground, and here I am farming back in
17 angles again.

18 And what I don't understand is why are you guys
19 turning -- making that turn through the dairies. There's no
20 reason for that. It's not a roller coaster ride. Make this
21 thing straight. If you're going to build it, build it
22 right, don't do something you're going to regret later.

23 I'm not against this thing, it could be a good
24 thing some day, but not right now. I don't think we're
25 ready for this, there's no money for it, so I just don't

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P043-3

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1 know what you guys are thinking, I don't know what impact
2 you guys are getting on the dairies here. You guys have no
3 idea, no idea at all. There is so much that it's going to
4 affect, that dairy, the business, that I've been working all
5 my life for and to have you guys come through there and
6 split it up like that, it's not right.

7 And we do need more time on this thing, six months
8 at least. That's not asking for too much. If anything,
9 that's short time. You got to rush through it to get
10 through it like this. There's just too many things on
11 there. I think that's it. Thank you.

12 THE FACILITATOR: We'll take a fifteen minute break
13 and then we'll resume.

(BREAK)

15 MR. ABERCROMBIE: Good evening. I'd like to resume
16 the public hearing to receive your comments on the
17 environmental analysis alternatives impacts and mitigation
18 measure presented in the Fresno to Bakersfield draft
19 environmental impact statements and reports.

20 Rebecca, we have some speaker cards.

21 THE FACILITATOR: Could I get everyone to kind of
22 quiet down, we have a number of cards that we're going to go
23 through.

24 I'm going to give each speaker three minutes to
25 speak. This screen is going to count down the time for you.

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Response to Submission P043 (Tony Mattos, September 21, 2011)

P043-1

Refer to Standard Response FB-Response-AG-02, FB-Response-AG-04, FB-Response-AG-06.

Also, see the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12, Impact SO #16, and Volume II, Appendix 3.14-B, for impacts on animal operations.

P043-2

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

P043-3

Refer to Standard Response FB-Response-AG-06.

Also see the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12, Impact SO #16, and Volume II, Appendix 3.14-B, for impacts on animal operations.

Submission P044 (Mike Monteiro, Lakeside Dairy, September 21, 2011)

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1 have not made their comments.

2 If you go past your three minutes and you'd like to

3 resubmit a speaker card we'll definitely put you back in the

4 rotation but let's try and keep it in three minutes so that

5 we can have everyone have their comments heard by our court

6 reporter.

7 And, again, if you could, when you step up to the

8 podium, state your name, and make sure that the microphone

9 is pointing to your mouth because we're having a hard time

10 hearing.

11 Okay. Next up we have Frank Robins. Then they

12 have Mike Monteiro and Paul Rohizbough, I'm so sorry if I

13 said that wrong.

14 So Frank Robins. Frank Robins.

15 Is Mike Monteiro in the room?

16 SPEAKER MONTEIRO: Hello, I'm Mike Monteiro, owner

17 of Lakeside Dairy in Kings County. We are a large modern

18 dairy farm operation and my responsibilities there are

19 manager of farming operations, equipment maintenance, and

20 also financing.

21 On August 25th of last month, we began harvesting

22 our corn silage, and not due to finish until October

23 the 5th. At this time we also began our fall tractor work

24 for the 2012 crop. For all farmers this is one of the

25 busiest times of the year, therefore, High-Speed Rail

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Nisbett Lucas Reporting & Videography

P044-1

1 Authority must understand that a 60-day review period of a

2 30,000 page EIR document is nothing near what we need to

3 review this document. I'm requesting here today a six-month

4 review period in order to allow me a full understanding of

5 the impacts to not only my dairy but to those of the Valley

6 segment. I have a thirty million dollar dairy that

7 high-speed rail is dissecting and I don't think six months

8 is too much to ask for.

9 Another issue that I have with the HSRA is that

10 they are not giving us opportunities -- appropriate

11 consideration here in Kings County. I was one of sixteen

12 that attended the Authority board meeting in July in

13 Bakersfield and had turned in a comment card for agenda item

14 one and was not allowed to talk by Chairman Tom Umberg. It

15 was clearly a violation of the environment policy act.

16 And lastly, I make a demand of the High-Speed Rail

17 Authority and Federal Railroad Administration to work

18 directly with our local elected officials and stop ignoring

19 our community.

20 THE FACILITATOR: Thank you.

21 Paul Rohizbough.

22 SPEAKER ROHIZBOUGH: My name is Paul Rohizbough,

23 I'm a Hanford resident, I'm a retired firefighter, I'm a

24 husband, parent, homeowner, and a taxpayer.

25 I'm not a native Californian. I remember when I

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Response to Submission P044 (Mike Monteiro, Lakeside Dairy, September 21, 2011)

P044-1

The Authority and FRA recognize the concerns of Kings County representatives and community members, and we wish to maintain an open dialogue about the project. The Authority welcomes the opportunity to meet with landowners and stakeholders. Project-level information has been shared at public meetings, made available at the Kings County project office, and provided through mailings, e-mail communication, outreach materials, and on the Internet.

Submission P045 (Mark Muradian, September 21, 2011)

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

1 I did not come prepared to make a speech. This is
2 not how I make my living, milking cows, and all I know is
3 you guys are going to devastate us beyond repair.
4 You guys please reconsider what you're doing, get
5 different jobs. Thank you.
6 THE FACILITATOR: We have Mark Muradian, Ross
7 Browning, and because we're running out of time, I'm going
8 to allow the people who haven't spoken yet a chance. Okay.
9 And then we have Jessica Bowden.
10 SPEAKER MURADIAN: Hi, my name is Mark Muradian.
11 My ranch is very near where it's going and my comment is
12 about why do you build this thing here where it's not
13 needed.
14 Have you seen the traffic in Los Angeles? It's a
15 parking lot. Take this money, build something down there to
16 alleviate the traffic problems down there. We don't have a
17 traffic problem here, we don't have a problem getting from
18 Los Angeles to San Francisco, there's planes for that. We
19 don't have a problem getting to work each day. Why don't
20 you take this money and build a train to Lancaster or Las
21 Vegas, they said they wanted that.
22 Now, another thing, if this should even happen,
23 it's very near my house. They're going to make this
24 enormous overpass over an elevated railway. Why don't
25 they -- they got all these huge overpasses. Why don't they

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P045-1

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1 make an underpass under the train and it will not wipe out
2 near as much land if it should ever come to that. Thank
3 you.
4 THE FACILITATOR: Jessica Bowden.
5 State your name, please.
6 SPEAKER BOWDEN: My name is Jessica Bowden, I moved
7 here from LA seven years ago now. My parents and I drove
8 the five hours it took to see me off to Fresno State.
9 During that time we talked about all the favorite memories
10 we had of me growing up with my brothers, and just
11 everything, holidays. We would have lost those memories if
12 we would have rode the train.
13 Living this far away from my parents has helped me
14 learn how to become an adult and no longer had my hand held
15 by my mom and dad.
16 Once I graduated from Fresno State, I moved to
17 Hanford and I learned the importance of our farmland. I
18 didn't know the importance before, when I lived in LA, all I
19 knew is that if I wanted food, I went to the grocery store.
20 I knew milk came from cows but I didn't know how important
21 it was or how often you had to milk those cows.
22 When my friends come from LA, the first thing they
23 say and they smell is the smell from the dairies, and they
24 say how disgusting it is. I always respond with, it's not a
25 disgusting smell, that's the smell of hard work, labor, and

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P045-1

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Response to Submission P045 (Mark Muradian, September 21, 2011)

P045-1

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

Submission P046 (Paul Muradian, September 21, 2011)

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

1 money.
2 That smell, those trees, and those plants coming
3 out of the ground that you now want to put a train over,
4 that's my meal, those are your meals, those are your kids'
5 meals, your grandkids' meals, and this nation's meals.
6 This train may be important some day but the
7 importance right now is keeping meals at an affordable cost
8 for everyone. We're in depression regardless of what this
9 nation wants to believe. Poverty is on the rise. Let's
10 figure out how to get out of this depression that we're
11 currently in before spending more that we don't have for a
12 train we currently don't need, nor can ride. Thank you.
13 THE FACILITATOR: Thank you.
14 Lou Martinez. Lou Martinez. No. Okay.
15 Paul Muradian.
16 SPEAKER MURADIAN: Good evening, my name is Paul
17 Muradian, and our property -- like my brother already spoke,
18 our property is real close to the rail line.
19 And I was curious, when did the Rail Authority
20 decide to run the rail through Kings County, which is not a
21 transportation corridor, unless you consider eight and a
22 half a transportation corridor. We really have a hard time
23 seeing cars out there, but you're going to come through the
24 middle of some of the best ag land in the United States.
25 Have you gentleman been through these properties?

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

P046-1 | 1 Have you been out in these properties? Have you seen what
2 you're going through? Have you been out on I-5, have you
3 seen where you're going if you took a train to I-5? There's
4 a whole lot of difference in the soil type. Here it's
5 climactic land. That is class two properties along the I-5
6 corridor and the canal out there.
7 I was curious why you decided to come through the
8 middle of Kings County.
9 THE FACILITATOR: Paul, can you --
10 SPEAKER MURADIAN: They're not going to answer?
11 THE FACILITATOR: No.
12 SPEAKER MURADIAN: Okay. Well, that's part of it,
13 we haven't got any answers yet, so that's probably what
14 we'll continue getting.
P046-2 | 15 I have some other issues that go along with
16 agriculture, is we abide by the ag commissioner to spray,
17 and with the training coming out, and it's a passing train,
18 do we have to have different bumpers for the amount of
19 spray? Because there's walnuts, there's cotton, there's
20 corn, and there's tomatoes, whatever you want is growing out
21 here, grapes, pistachios, so do we have to change -- is
22 there a different bumper we're going to have?
P046-3 | 23 And also, the little parcels that this cuts up,
24 because it's not going north and south, it cuts and slices
25 through everybody's parcels, is there a way to mitigate all

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Submission P046 (Paul Muradian, September 21, 2011) - Continued

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

P046-3

1 those little parcels, are you doing to drill wells for all
2 of those little parcels that are left over on the sides, put
3 new pipe lines, new drip systems for those folks, is that
4 all going to be all mitigated out of this?

P046-4

5 Also there's the environmental aspects of it.
6 You're going to go over the Kings River. You know this used
7 to be Yokut Indian area, and have you had -- have you talked
8 to anyone about Indian artifacts? There's -- they found
9 bones on one of our places at one time. Has that been
10 discussed, when you cross a burial ground, or do you have
11 native Indians on your panel to discuss this? You're going
12 right through the middle of our grounds. Thank you.

13 THE FACILITATOR: Thank you.
14 Ross Browning.

15 SPEAKER BROWNING: Thank you. The name is still
16 Ross Browning, and I have to thank Paul, he took about half
17 of my points, so I'm going to start all over again.

18 I know that you people are not -- you're not here
19 tonight to answer, you're not here to smile, you're here to
20 look stone cold and sober, okay. You can smile a little bit
21 if you like. But I know I'm not going to get an answer from
22 you. But what does bother me is all the comments that we
23 turn in, I just don't see any answers coming, so that's my
24 comment on that.

25 You refuse to follow the guidelines set out by

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Response to Submission P046 (Paul Muradian, September 21, 2011)

P046-1

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

P046-2

Refer to Standard Response FB-Response-AG-05.

See Volume I, Section 3.14, Impact AG#10 and Impact AG#11, for information on the impacts on aerial pesticide spraying, dust, and pollination.

P046-3

Refer to Standard Response FB-Response-AG-02, FB-Response-AG-03, FB-Response-AG-04.

P046-4

Refer to Standard Response FB-Response-CUL-01 and FB-Response-CUL-02.

There is no specific indication that any particular site in the project area has been used for human burial purposes in the recent or distant past. However, because human remains can be identified in the course of any substantial excavation in California, laws address the potential disturbance of human remains during project actions. For example, if human skeletal remains are uncovered during project construction, the project proponent would immediately halt work, contact the County Coroner to evaluate the remains, and follow the procedures and protocols set forth in Section 15064.5(e)(1) of the CEQA Guidelines. If the County Coroner determines that the remains are Native American, the project proponent would contact the California Native American Heritage Commission (NAHC), in accordance with Health and Safety Code Section 7050.5 subdivision (c) and Public Resources Code 5097.98 (as amended by AB 2641). Per Public Resources Code 5097.98, the County shall ensure that, according to generally accepted cultural or archaeological standards or practices, the immediate vicinity where the Native American human remains are located is not damaged or disturbed by further activity until the County has discussed and conferred, as prescribed in this section (Public Resources Code 5097.98), with the most likely descendants regarding their recommendations, if applicable, taking into account the possibility of multiple human remains.

Submission P047 (Mark Muradian, September 21, 2011)

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

1 dairy industry in California was 63 billion dollars. That's
2 63 billion dollars that dairy meant in economic input for
3 this state. Number one commodity in Kings County, the milk.
4 So it's something to digest on the way home, and thank you
5 all for being here.

6 THE FACILITATOR: Mark Muradian. You're our last
7 speaker for the evening.

8 SPEAKER MURADIAN: Hi, I spoke before, I wanted to
9 bring a couple other things up that I remembered.

10 A friend of mine says that in China they have had
11 these -- they have these high speed trains that go 220 miles
12 an hour and they have had problems with them at that speed
13 and have had to reduce the speed. Okay. Is that going
14 happen here? If it happens here -- the reason they gave us
15 for taking our land in Kings County is they couldn't make
16 the turn along the existing tracks through Laton at that
17 speed, so if they're going to lower the speed, why don't you
18 go through Laton and leave our farmland alone.

19 Another thing is the ridership. They are
20 projecting all kinds of -- I don't know what -- the number
21 of trains they're planning on running per day. Where are
22 they going to get the people to fill those trains, have they
23 done any number on that, do they have any facts, do they
24 have any inkling of what the fee -- what the fare is going
25 to be and how many of the public are willing to pay that fee

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1 as opposed to taking a plane? Even with a train you still
2 have to have a way to get to the station, you have to have a
3 way for somebody to pick you up when you get to your
4 destination, just like an airplane.

5 And the third thing is, when this thing goes belly
6 up, bust, broke, didn't work, do we get our land back, and
7 how long will that take. Thank you.

8 THE FACILITATOR: Thank you.

9 MR. ABERCROMBIE: Rebecca, there's no more cards?

10 THE FACILITATOR: No.

11 THE COURT: I have 8:01.

12 Bob, you wanted to say something.

13 MR. BALGENORTH: I'd like to just thank everybody
14 that came and gave their input. It will help us in our
15 decision making. I see a lot of you have been here for the
16 entire five hours, that's commendable. I understand that,
17 because you're concerned about your community. We're
18 concerned about your community as well, that's why we're
19 sitting here trying to listen to what you've got to say and
20 trying to make the best decisions for the community and for
21 the state.

22 So I thank you for the time, the input that you
23 gave. Note, everyone here was very civil and I appreciate
24 that. And I appreciate the fact that it's your property
25 that you're concerned about and your way of life. We

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Response to Submission P047 (Mark Muradian, September 21, 2011)

P047-1

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

The reports from China are factually correct. The Chinese Minister of Railways announced in April 2011 that all high-speed trains throughout China would be required to operate at a maximum speed of 300 kilometers per hour (kph) (186 miles per hour [mph]). A well-publicized train crash in July 2011 on the Ningbo-Taizhou-Wenshou Railway in Zhejiang Province, involving one train running into another, heightened public concern about the apparent lack of safety and management of China's high-speed rail system. The Chinese government promptly announced the suspension of approvals of all new high-speed rail lines pending the outcome of the investigation. The Minister of Railways announced at the end of August 2011 further cuts in the speed of Chinese high-speed trains, with the speed of the second-tier trains reduced from 250 kph (155 mph) to 200 kph (124 mph), and the speed of the 350 kph trains between Shanghai and Hangzhou reduced to 300 kph (186 mph).

The Chinese government renewed investments in high-speed rail during 2012 and is committed to raise operating speeds. During 2012, China operated a total of 1,580 high-speed trains carrying 1.33 million passengers daily. China is now planning to build 16,000 kilometers (10,000 miles) of high-speed rail lines by 2020, with trains reaching speeds of 350 kph (220 mph) and utilizing trainsets designed to operate at the even higher speed of 380 kph (238 mph).

New trains capable of operating in excess of 220 mph are being planned or are under development in a large number of countries, including Japan, South Korea, France, and Spain, in addition to China. Given California's regulatory environment, emphasis on safety, and commitment to adopting the highest international standards, the proposed operating speeds of up to 220 mph are considered achievable in the Central Valley.

P047-2

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

P047-3

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

P047-3

Full funding of the Initial Operating Section First Construction was approved in the California state budget for fiscal year 2012-2013, per Senate Bill No. 1029.

Submission P048 (Tim Niswander, Kings County Department of Agriculture & Measurement Standards,
September 21, 2011)

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

1 We're -- in the very near future possibly can lose
2 two nuclear plants we have in the State of California with
3 none on line. With the loss of all the electrical plants in
4 the projected future that was covered by the EIR, what do we
5 have to replace that, where is that now. Solar energy is
6 not going to do it because you're going to take more
7 farmland out of production to build solar farms. You can't
8 grow crops underneath a solar panel. Okay.

9 So once again you got to get the infrastructure of
10 the electricity solved first in the state of California
11 before you should even start proceeding on the high-speed
12 rail that ultimately requires electricity to run.

13 The other thing I would like to add, the name is
14 California High-Speed Rail. Where's the train being built,
15 where's the factory that's going to produce this train in
16 the state of California?

17 THE FACILITATOR: Thank you.

18 Next up we have Tim Niswander, Kings County ag
19 Commissioner and Karen Stout and Donna Marshall.

20 Is Tim still here?

21 SPEAKER NISWANDER: Good evening, Tim Niswander,
22 Kings County agricultural Commissioner.

23 Ladies and gentlemen, as regulator authorized to
24 protect your health, environment, and food you eat, I can't
25 afford to take a side on the issue, to support the

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P048-1

This transcript was prepared for you by:
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1 opposition or to support those that are supporting the
2 project. The administrator in me, I work for a local
3 government, a county government, the administrator in me
4 says you need to take a time out. This project has got
5 great magnitude and impact to this state, to the national
6 resources here in the San Joaquin Valley that produce the
7 food that we eat.

8 In your document it talks about relocating fields
9 taken out of production for the track. That piece of
10 property, it's twelve acres per linear mile, it can be
11 relocated, but there isn't any other place that it can be
12 relocated. You heard a lady speak earlier. She grows
13 walnuts because the soil is unique to that crop. Almonds
14 probably don't grow that well on that soil. There are other
15 things less productive that could be planted there. There
16 isn't any other soil type somewhere else, like Nevada,
17 Arizona.

18 Let's not build unintended consequences with this
19 project. Let's avoid mistakes of our past. There was
20 another greater food producing area that was run over by
21 developers and businesses with jobs to provide about five to
22 six decades ago, here in California.

23 Los Angeles County used to be the number one
24 agricultural food producing county in the United States, let
25 alone California. Now they range near the bottom because

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Submission P048 (Tim Niswander, Kings County Department of Agriculture & Measurement Standards,
September 21, 2011) - Continued

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

1 there isn't hardly any land to grow anything. Dairies are
2 relocating from southern California, south of Tehachapi,
3 into the San Joaquin Valley because they're being forced out
4 by urban encroachment. They have freeways, they don't have
5 a high-speed train there yet, but they have freeways, and
6 they have other public transits, and still it's squeezing
7 out the ability to produce food.

8 Further east in LA, as you travel south of Indio, I
9 think it's State Route 111, goes along the west side of
10 Salton Sea, you'll come across a city that's not there. It
11 has graded streets, it has foundations poured, but there's
12 absolutely nothing there. It's neither desert nor farmland
13 but somebody had a great idea at one point in time.

14 People need food and people need water. Maybe
15 high-speed rail can bring in enough voters to turn the Delta
16 pumps back on, or maybe enough voters to realize that we
17 would be more wise to spend our money in creating more
18 infrastructure to capture the water that nature provides us.

19 THE FACILITATOR: Mr. Niswander, your time is up.

20 SPEAKER NISWANDER: Thank you.

21 The rest of my comments will be in writing.

22 THE FACILITATOR: Thank you very much.

23 Karen Stout. Then I have Donna Marshall and
24 Maureen Fukuda.

25 SPEAKER STOUT: My name is Karen J. Stout. I did

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Response to Submission P048 (Tim Niswander, Kings County Department of Agriculture & Measurement Standards, September 21, 2011)

P048-1

Refer to Standard Response FB-Response-AG-02 and FB-Response-SO-01.

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

Submission P049 (Paul No Name, September 21, 2011)

My name is Paul

I am a Hanford Resident

I am a retired firefighter; I am also a husband, parent, home-owner and a voting tax-payer. I am not a native Californian, I remember when I came to California 44 years ago I was so excited. I was born in Weston, West Virginia. Growing up in West Virginia I went to school and from my studies I remember reading about California, I believed that California was this futuristic place with tall buildings, freeways & cars. Back then we believed that by the year 2000 we would all be riding around with jet packs and driving in flying cars. I remember seeing publications with the monorail train, like the one at Disneyland, transporting people from place to place. As a child I was so excited to be moving to live in such a place. I also remember it was a time when we thought Banks and Large Companies and NATIONS were considered "TOO BIG TO FAIL!"

Well, its 2011 and I do not have a jet pack or drive a flying car, I do see a train, it's the Amtrak. ~~One good day maybe MAYBE it has passenger cars being pulled by an engine. It uses the same tracks that the freight trains use. It stops and picks up riders from town after town. I have only ridden the Amtrak once. I do not know how much it cost to build and maintain the Amtrak but I find it difficult to see how it could make a~~

P049-1

~~Profit or even pay for itself judging by the number of riding passengers. And it stops at a lot of towns on it route. I don't know if Amtrak is subsidized, but if it is, IT IS MOST LIKELY WITH TAX PAYER MONEY.~~

As a home-owner, I know how to stay within a house hold budget. All you have to do is read the news paper or watch the evening news to see that this is something both Washington and Sacramento find impossible to do. As a husband and parent I know the pressures and difficult chooses which must be made to stay fiscally sound. I know what I can afford and what I cannot!

That is why I am here today; ALL OF US in this room are the TAX-PAYERS. I am here to say that I feel we cannot afford a project like this. Washington is broke, The State of California is broke, I am speaking for myself and maybe some of the people in this room, AS A TAX-PAYING PUBLIC, WE ARE BROKE! Reading the news paper and watching the news on television about how Cities and States are having to tighten their belts, HOPING FOR FINANSHEL HELP FROM THE GOVERNMENT (which is broke) Cities and Towns are laying off Police, Fire, Teachers and releasing Prisoners. We are in for tough times ahead. Financial Common Sense MUST BE THE RULE. I do not know how much money (if any) the High Speed Rail Authority has thrown into the pot to build this project,

COST OVERRUNS

Submission P049 (Paul No Name, September 21, 2011) - Continued

P049-1

but I am sure it is not MILLIONS, or BILLIONS this project needs.

~~I have no problem paying my taxes; I would like to have some say on where my TAX DOLLAR GOES! Washington cut a lot of the funding for NASA, I for one would rather see my tax dollars go to where it stimulates a nations dream and creates new technology to make this the Nation it use to be.~~

P049-2

California, the NATION for that matter was built on the AUTOMOBILE, I believe my tax dollars would be better invested on repairing our infrastructure, repairs and maintenance on highways and roads, constructing new BRIDGES to replace dangerously old ones, and for the San Joaquin Valley, Dams and WATER STORAGE CAPACITY for agriculture. If we had all these things taken care of I may be more pro-High Speed Rail, BUT WE DON'T! And I would have it run along Highway 99, where the TOWNS ARE!

~~On the subject of the High Speed Rail, I did write Governor Brown to share my opinion, I also wrote Barbara Boxer and Mr. Feinstein, only one took the time to grace me with a responds. I find it sad state of affair that we are able to more easily vote for an AMERICAN IDEAL than communicate with our ELECTED OFFICIALS on issues of concern.~~

We need FINANCAL COMMON SENSE to prevail, to start running this State and Country like a HOUSEHOLD. We can ill afford to continue down the path we are on. Watch the news,

the Tax Paying Pubic is demanding this of Washington and of Sacramento. The American Tax Payer is sick and tired of the wasteful spending of money we do not have to spend. Governments who fail to listen to its people are being ousted. This Nation has a process of ousting those who fail to represent, it's in the ballet box on Election Day! None of us here have a MONEY TREE planted in our back yards.

I want to thank you for this opportunity to express myself.

ABRAHAM LINCOLN - GETTYSBURG ADDRESS
GOVERNMENT OF THE PEOPLE
BY THE PEOPLE
FOR THE PEOPLE
SHALL NOT PERISH FROM THE EARTH

Response to Submission P049 (Paul No Name, September 21, 2011)

P049-1

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

P049-2

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

Repairing existing infrastructure and expanding water capacity for agriculture are worthwhile uses of public funds. However, these are not alternatives that address the purpose and need for the proposed project. Therefore, they are not considered in this EIR/EIS.

Submission P050 (No Name, September 21, 2011)

Welcome to Kings County and the City of Hanford

Thank you for opportunity to provide a local perspective on this project, albeit it is somewhat impossible to share the complete picture and story we have to share in just three minutes.

So let me start with a very telling quote.

“To Undo a Mistake is Always Harder Than Not to Create One Originally” Author: Eleanor Roosevelt

I realize that the last few days have probably been very hectic and stressful for you, as you are away from home and away from your families. I hope that when you get home you have a chance to sit and reflect on these past few days and more importantly reflect on what you see and hear here in Hanford. Because when we go home and sit we have this to reflect on:

- Many of us have a hard time understanding how we had to discover the alignment went through our properties whether it was through personal investigation, neighbors, talking in an FFA classroom, email and several other ways all except from personal and/or professional contact from the High Speed Rail Authority.
- Many people found out earlier this year, more yet found out weeks or days ago. Many of us worry that we live in an age when the only responsible actions people do are defined as the minimum practice dictated by law. Which Authority staff calls “drive-by assessments”. I have mental pictures of 4 seedy looking guys in our neighborhood driving really slowly and stopping in front of my house. They stop reach down and slowly pull up a Camera, notepad and survey rod. I encourage the Authority and

P050-1

the FRA to look into the French system of notification and landowner care, for some reason the French knew that the most important stakeholder in the project was the one who was going to give up their land and homes, so they worked with them and protected them.

P050-2

- If the property is ag related you not only have to contend with the loss of land (both for the alignment and for the irresponsible meandering through the County) but also the impacts of having a multibillion dollar infrastructure project that moves people at 220 mph and having to farm next to it, because the EIR/EIS does not address these issues.

P050-3

- If you are a home owner you have to worry about simply looking for new housing. Small acreage homes are simply unique, rare and highly sought after in the Kings County real estate market. The County also has ordinances that do not allow any new small rural homes. This is also compounded by the “fair market value” not being able to compensate you in a depressed economic climate. Many, if not all of us can years of investment and hard work put into our properties. We purchased them with specific plans and simple “fair market value” does not compensate for intangible items lie DREAMS.

P050-4

- We engage with the Authority to only be met with lies, misleading information and a feeling that our issues and concerns have gone ignored. All the comment cards we submitted, why were they never answered? Why is the Authority contacting farmers now to try and meet with them, the EIR is out?

P050-5

- We rush home to read thousands of pages of EIR/EIS documents in hopes to find answers, because we were told all of the answers

Submission P050 (No Name, September 21, 2011) - Continued

P050-5

would be in this document, only to find promotional information and a cursory identification of impacts. No detail, no answers, no engineered or scientifically based studies and/or mitigation measures. This is coupled with the fact that the EIR/EIS relies heavily on outside documents not included within the distribution on the EIR/EIS.

So when you drive up to home, walk in the door and say hello to your family, know that you have hundreds of worried individual in Kings County alone, who are not angry, they are scared and confused, and it is masked by anger. This one issue surrounds us and dampers our spirit and our dreams. Ask yourself, you are the professional, you are the educated one, you are the decision maker, and most importantly you are the one who holds the fate of millions of people in your hand, both those who could potentially benefit from this project and those who will be significantly hurt by this project. If is there any ounce of doubt in your mind I ask that you please put the pens down for 6 months and get this right.

I return to my quote:

To Undo a Mistake is Always Harder Than Not to Create One Originally
Your EIR/EIS and this project in this form is A MISTAKE.

Thank You

Response to Submission P050 (No Name, September 21, 2011)

P050-1

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

P050-2

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

Agricultural operations can take place up to the edge of the HST right-of-way. High-speed trains operate in agricultural areas of Europe and Asia, and agricultural operations take place adjacent to these trains. Section 3.14 of the EIR/EIS addresses dust impacts and spray drift, as well as the conversion of agricultural land to nonagricultural uses.

P050-3

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

P050-4

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

All comments on the Draft EIR/EIS and the Revised DEIR/Supplemental DEIS, including comment cards and verbal testimony at public hearings, will be responded to in writing in the Final EIR/EIS.

P050-5

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

The description of the existing environment and environmental impacts provided in the EIR/EIS is based on published information, information provided by public agencies, and technical studies using established methods for the assessment of project impacts. The EIR/EIS provides sufficient detail for the public and decision-makers to evaluate the environmental effects of implementing the Fresno to Bakersfield Section. All documents referenced in the EIR/EIS are available in the administrative record.

Submission P051 (Frank Oliveira, September 21, 2011)

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

1 in.
2 THE FACILITATOR: Maureen, we have a number of
3 other comments.
4 SPEAKER FUKUDA: Okay. Real quick, I just want to
5 say, Eleanor Roosevelt, in regard she said, to undue a
6 mistake is always harder than not to create one originally,
7 that's from Eleanor Roosevelt.
8 THE FACILITATOR: Thank you, Maureen.
9 Next up we have Frank Oliveira. And we have Aaron
10 Fukuda and Tony Mattos.
11 SPEAKER OLIVEIRA: Welcome to Kings County.
12 Kings County is a uniquely agricultural county.
13 It's unique because that's how most of the money is made,
14 the economy operates.
15 There are problems with this environmental impact
16 report process. We need six months to review this process.
17 The last report done, I believe, was in 2004 or 2005,
18 six months were given, six months were given to review that
19 less-detailed report. You folks have expected us to review
20 this 30,000 page document in 60 days, 500 pages a day to
21 read.
22 I've heard good solutions, good suggestions from
23 rail people. They said, hey, why don't you give a section
24 to people and somebody else will read a section. Well, you
25 know what, we're trying do that, but that environmental

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1 impact report should be clear, sound, and something that I
2 or anybody in this audience can read by themselves and
3 figure out what you folks are doing, and that is not the
4 case, 500 pages a day, 500 pages a day.
5 Yesterday I asked a Rail Authority official who is
6 here today, is there anybody on your staff that can
7 summarize 30,000 pages in three minutes because three
8 minutes is what we're being given. We need six months, it's
9 reasonable. If you want people to actually participate in
10 the CEQA/NEPA process, if public comments and evaluation is
11 really what you want, give us six months.
12 If you don't want us to have any input or comment
13 in the process, if you are not concerned with complying with
14 NEPA or CEQA, give us the 60 days. It's that simple.
15 We see you, who you are, we've been dealing with
16 most of the Rail Authority for over a year. You do not work
17 with our elected officials, you cannot say that you do. It
18 hasn't happened, I've been watching that -- that thing since
19 February. You do not work with ag, even though you say you
20 do. You work with people you want to work with, they love
21 you in Fresno. That's okay. They get action, we don't.
22 You don't handle rejection well. Give us six months. We
23 need that to participate. Thank you.
24 THE FACILITATOR: Thank you, Frank.
25 SPEAKER FUKUDA: Man, I didn't think I had to

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Response to Submission P051 (Frank Oliveira, September 21, 2011)

P051-1

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

Submission P052 (Heather Oliveira, September 21, 2011)

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

1 compensate for that?
2 Now, I think agricultural industry is being caught
3 in the shadows of this bright light that the headlines are
4 proposing. So in my opinion I think this is going to be
5 more devastating to children in the next future generation
6 than really if it's going to be any benefit to any of us.
7 Thank you.
8 THE FACILITATOR: Thank you.
9 Heather.
10 SPEAKER OLIVEIRA: My name is Heather Oliveira, and
11 I come to you today to ask you to extend the review time on
12 the EIR.
13 I'm a teacher. I've been teaching since 1981, and
14 since 1999, I have specifically taught reading to children.
15 So today I'd like to share with you some facts about reading
16 that I think are important in extending the EIR review time.
17 Currently about 20 percent of adults read below the
18 fifth grade reading level, and about 50 percent of adults
19 read below the eighth grade reading level. I extrapolated
20 words randomly from page 100, 200, and 300 of the EIR, and I
21 used the Flesch-Kincaid readability model to see what the
22 average reading level of the EIR reading level was and that
23 came out to 8.8, which is nearly a high school freshman's
24 reading level. That means about 50 percent of the
25 population will struggle to read the EIR.

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

1 I will grant to you that the scientific and
2 engineering reports need to use terms that cannot well be
3 translated into simple language, I'll give you that. That's
4 okay.
5 Let's assume that those of us that are reading the
6 EIR are not struggling readers. The average word count on
7 the three pages that I used was 487 words. An adult can
8 generally read 100 words a minute, so it would take
9 approximately five minutes to read and comprehend each page,
10 so -- are you with me? I don't want to lose my class.
11 So let's take that five minutes and multiple it
12 times 30,000, come on, 150,000 minutes of reading ahead of
13 you. Let's divide it by 60 minutes in an hour and you'll be
14 reading for 2,500 hours. So now -- are you with me, you
15 know where I'm going, right, say yes, you know where I'm
16 going, 24 hours and 60 -- if you divide that by 24 hours in
17 a day. You will need to read for 104.16 days, 24 hours each
18 day. I'm certain that none of us can read 24/7 for
19 104 days, I'm pretty sure that you guys haven't.
20 Clearly we have not been given enough time just to
21 read this document, let alone analyze or research the
22 findings of the EIR. I don't understand the rush to push
23 this project through before the citizens of Kings County, as
24 well as those of the entire state, has had adequate time to
25 see what they and their descendants are going to be paying

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Submission P052 (Heather Oliveira, September 21, 2011) - Continued

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

1 for.
2 THE FACILITATOR: Heather --
3 SPEAKER OLIVEIRA: The math is simple, the reading
4 is not.
5 THE FACILITATOR: Heather, your time is up.
6 SPEAKER OLIVEIRA: You simply must extend the
7 review time. Thank you.
8 THE FACILITATOR: Thank you.
9 Next we have Daniel Krause, then we have Jerry
10 Fagundes and Shelli Andranigian.
11 SPEAKER KRAUSE: Good evening, my name is Daniel
12 Krause, I'm executive director of California for High-Speed
13 Rail.
14 I just wanted to basically reiterate some of the
15 points my colleague made earlier about farmland and the
16 impact that this project will have on it.
17 I think in a general sense what we're talking about
18 here tonight is not really about farmland lost in the
19 general sense, more or less it's about an impact on
20 individual farms in an individual area. And I understand
21 that, and our organization understands that. And we've
22 always urged the Authority to work closely and communicate
23 well with the folks here in Kings County and other areas and
24 to also fully compensate for any impact that will result
25 from this project and we continue to do so.

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Response to Submission P052 (Heather Oliveira, September 21, 2011)

P052-1

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

Submission P053 (Frank Oliveira, Citizens for California High-Speed Rail Accountability
(CCHSRA), September 21, 2011)

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

1 THE FACILITATOR: Before the next speaker comes up.
2 Frank, I think I might have passed over Angie Machado.
3 Could we give her a chance to speak. I'm sorry, Frank.
4 SPEAKER MACHADO: Good evening, I'm Angie Machado.
5 Before I say what I wanted to say, the gentleman
6 that spoke earlier, I didn't get his name, but when he was
7 talking about farmland that was the -- that we gave up for
8 housing development. Farmland was given by choice at that
9 time, not forced.
10 So you've heard a lot from farmers in this meeting
11 and meetings past. Why? Because it's the farmers along
12 with others that put food on our tables. I just ask that
13 the next time you sit down, in fact every time you sit down
14 to eat your meals, I hope that you not only pray to God for
15 it but also for a farmer, a grower, or a rancher, because it
16 is those people that work heart, soul, and sweat for that
17 food that nourishes your body, our bodies. So with this
18 train coming through our land, your land, we may not have
19 another meal.
20 THE FACILITATOR: Thank you. And we have Frank,
21 Glenda, and Anne Gaspar.
22 SPEAKER OLIVEIRA: Hello, I'm Frank Oliveira,
23 Citizens for California High-Speed Railing Accountability.
24 Previously talked about a request to extend the EIR
25 by six months. I want to talk about the overall project and

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1 the money.
2 The general consensus in this room is that this
3 project will damage this community. Without a doubt, it
4 will. But others have argued that that's not the case, that
5 all these benefits will come from this project.
6 All benefits, as I understand, from this project
7 are predicated on a system of rail being built that travels
8 800 miles. That's not what we're talking about here today.
9 We are talking about 114 miles of a track with no train and
10 other electrical utilities that need to be installed later.
11 We've talked about the Hanford Regional -- Kings
12 Tulare Regional Station, the proposed station. There is no
13 money, as I understand it, with the Rail Authority to build
14 that station. That means this county will take one for the
15 team to construct this project.
16 We will not benefit from all these things that this
17 project brings. We will face the burden, bear the burden of
18 it, but we receive no benefits from it.
19 If this station, if the system is never completed,
20 the benefits that people talk about will not occur other
21 than a track will be constructed through our property and
22 give some people some temporary jobs, which is great. They
23 should build a dam, we need dams, we need water.
24 But with all of that said, as I understand this, a
25 third of the money was going to be borrowed by the state,

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P053-1

P053-2

P053-3

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Submission P053 (Frank Oliveira, Citizens for California High-Speed Rail Accountability (CCHSRA), September 21, 2011) - Continued

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P053-3

1 the expectation was a third of the money would come from the
2 federal government, and that private enterprise would pony
3 up the other third, for a total of 33 billion dollars.

4 This project is now estimated at 67 billion
5 dollars. The federal government has not ponied up a third
6 of the 33 billion much less a third of the 67 billion. The
7 state hasn't borrowed its third and there is no private
8 investment. So this project cannot be completed as I
9 understand it. The benefits will not come but the damage
10 will if we rush to spend the money just to spend the money.

P053-4

11 We request, the same request, that you work with
12 our local officials, that you communicate with our people
13 here in this county, and that you extend the review period
14 for this EIR which continues the no build benefits to six
15 months, since really even if you build it, it's a no build
16 because you don't have the money to complete the project.

17 Thank you.

18 THE FACILITATOR: Thank you, Frank.

19 Glenda and then Anne Gaspar and Steve Gaspar.

20 SPEAKER DWYER: Hi, my name is Glenda Dwyer. I'm
21 up here again. And since I have a full three minutes and
22 only a small portion, I just want to make a comment on the
23 little study lesson that was up here a little bit ago.

24 I didn't really understand what he was saying but I
25 thought he was telling us that they could better make use of

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Response to Submission P053 (Frank Oliveira, Citizens for California High-Speed Rail Accountability (CCHSRA), September 21, 2011)

P053-1

Refer to Standard Response FB-Response-GENERAL-05.

As indicated in Chapter 2.0 of the EIR/EIS, the Kings/Tulare Regional Station is being considered for the project. A decision has not been made as to whether this station will be added to the system.

P053-2

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

P053-3

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

P053-4

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

Submission P054 (Heather Oliveira, September 21, 2011)

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1 You have heard more than enough complaints in this
2 community, and I think tomorrow you'll probably get some
3 more. Bottom line is we want to be respected, and you're
4 not respecting us. And I have nothing against any one of
5 you up there but you all are getting too much money for
6 doing nothing. Thank you.

7 THE FACILITATOR: Pamela Leal.

8 SPEAKER LEAL: My first comment was to educate the
9 public on what we found out in the EIR. This comment is a
10 personal comment.

11 I was just speaking to the consultant in the room.
12 Supposedly there's a heavy maintenance facility that is
13 proposed in my backyard, 12566 Seventh Avenue, and I just
14 found out this lists as an impact place for me, Jeff, it's
15 running 24 hours a day. Explain to me how I'm supposed to
16 sleep, Jeff. Thanks.

17 MR. ABERCROMBIE: We have no cards at this time so
18 we will take a fifteen minute break -- ten minute break.

19 (BREAK)

20 THE FACILITATOR: We have, in order, Heather
21 Oliveira, Joe Machado, and Mark Muradian.

22 SPEAKER OLIVEIRA: Okay. Boys and girls, Mrs.
23 Oliveira is going to speak again so you need to take your
24 seat.

25 Back in June I asked your panel at our -- at the

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P054-1

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1 Kings County Fairgrounds to name for me the number of ag
2 specialists that were hired during the research phase of the
3 EIR, and to date I've received no list of names of ag
4 engineers or ag scientists. It's clear to the farming and
5 agricultural community that no expert in ag participated in
6 the EIR study. No ag engineer would transect land leaving
7 wells separated from their pipe lanes. No ag specialist
8 would devastate trees, lines, and crop land without
9 measuring the number of jobs lost forever. No ag specialist
10 could sign the death of million dollar dairies, and no
11 agricultural scientist would hasten the loss of American
12 farmland and ensure more imported foods on our tables.

13 Leaving ag interest out is imposing enormous flaws
14 in the EIR. Extend the review, go back and address ag
15 issues, and do it right. Thanks.

16 THE FACILITATOR: Thank you.

17 Joe Machado.

18 SPEAKER MACHADO: Joe Machado. I want to just give
19 you some facts of the dairy industry in California and the
20 first few dairies in the Corcoran bypass that are impacted,
21 there's probably -- well, all four of us are here in the
22 room tonight.

23 The first four dairies that the train hits on the
24 Corcoran bypass, we employ 112 people. We have 19,700 head
25 on our facility, between the four facilities. We produce

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Response to Submission P054 (Heather Oliveira, September 21, 2011)

P054-1

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

See Volume I, Section 3.14.3 for the methodology used to determine the acres of affected farmland.

Submission P055 (Mike Olmos, City of Visalia, September 21, 2011)

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1 But when you took that rail and you curved it to
2 the west and back to the east and curved it back to the west
3 again, you took out 8700 acres of farm ground. Not total.
4 It's 600 acres of actual ground. But when you affect a
5 piece of ground -- it's a square. You take the middle out
6 of it, you just turned it into a garden. That's not a farm
7 anymore. When you go through a corral and an alfalfa field,
8 you've eliminated that dairy.

9 And Kings County is an ag community and this is
10 where we get our income from, so we're going to lose revenue
11 from that, plus you're going to hurt our people that farm.
12 And I just hope that from now you really listen to us and
13 take it to heart what we have to say. Thank you.

14 MR. ABERCROMBIE: Thank you, Doug. We also have
15 assistant city manager Mike Olmos from the city of Visalia.

16 MR. OLMOS: Thank you. I'm Mike Olmos, I'm the
17 assistant city manager for the city of Visalia. I'm here
18 representing our city and our mayor, Bob Link.

19 We have followed the high-speed rail process for
20 years, since the inception of the high-speed rail. We have
21 tried to stay engaged in the process, tried to participate
22 with the staff, and appreciate the cooperation that we've
23 received in our efforts to engage with you.

24 We've had discussions with the FRA director and the
25 High-Speed Rail Authority during the determination of the

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P055-1

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1 alignment, and we were hopeful that the UP alignment would
2 be fixed that would be closer to our area in Tulare County.
3 We now understand that the EIR has not picked that
4 alignment, and we're going to recommend that again to set
5 the alignment as a preferred route.

6 While we had hoped for the UP alignment, Visalia
7 and other entities in Tulare County are very concerned
8 wherever the high-speed rail is built that a regionally
9 accessible station be provided. The station is greatly
10 needed and fully justified for Tulare County and the Kings
11 County region. For that end we're pleased that you're still
12 looking at a station for our region. Provision of that
13 station is a high priority for the cities on the east side
14 of the Valley.

15 The two-county region that you're in now, which I'm
16 sure you've driven around it and I'm sure you've seen it's
17 rural. However, you need to look past that and understand
18 that there are eleven cities in the two-county area. There
19 are currently 650,000 people that live in the two counties.
20 The population for the two-county area by the year 3030 is
21 going to be about a million people. By the year 3050,
22 Tulare County will have a million people by itself. There
23 is a significant buyer potential there. We understand that
24 the Amtrak station in this area is highly used and we
25 believe that the ridership alone and the population

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P055-1

P055-2

Submission P055 (Mike Olmos, City of Visalia, September 21, 2011) - Continued

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1 projections that exist justify the need for a future
2 station.
3 Many of our residents are very poor. Approximately
4 23 percent of the households in Tulare County are classified
5 as below poverty level in 2009. That compares to the
6 California average in that year of 14.2 percent.
7 Our region also experienced double negative
8 statistics that are much more difficult and challenging as
9 compared to the state and the major urban areas.
10 We have high quantity of unemployment. Not just
11 with this recession. We have high quantity of unemployment
12 even in the good times. We have low education levels. We
13 have high student dropout rates. The list goes on and on.
14 There are many demographic problems that we deal with as a
15 rural area.
16 While this part of the state is dead center in the
17 middle of the state, the South Valley is almost in the
18 center of our state, we remain remote from the major urban
19 areas, and that is due to the distance from here to northern
20 California, to southern California, to Sacramento, and the
21 lack of transportation access. The highways no longer
22 provide reasonable access for us. It's very difficult to
23 get to the urban centers that provide to us. This makes it
24 very difficult for our residents to access adequate medical
25 care, higher education, employment opportunities, and other
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1 benefits enjoyed by the residents of southern and northern
2 California.
3 We have many local businesses in all types of
4 industries including the various strong agricultural basis.
5 They too would benefit from the opportunities provided by an
6 efficient act.
7 We recognize the benefits the high-speed train
8 system will provide. We're also hopeful that the issues in
9 Kings County on the alignment can be resolved in a manner
10 acceptable to the people and the farmers in Kings County.
11 However, in addressing those issues, if the high-speed rail
12 system is built, Visalia believes very strongly that the
13 residents of the Tulare and Kings region deserve the same
14 access opportunities as the other major regions of the
15 state. To deprive our area of this opportunity by not
16 providing a regionally accessible station would be a great
17 injustice to the struggling families and businesses of our
18 region.
19 Thank you very much for your time.
20 MR. ABERCROMBIE: Thank you. We also have Hanford
21 mayor Dan Chin.
22 Are there any other elected officials or
23 dignitaries that are here tonight that we've missed? Okay.
24 All right. We will turn to the major content of
25 our hearing and that is the oral comments. These will be
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P055-3

Response to Submission P055 (Mike Olmos, City of Visalia, September 21, 2011)

P055-1

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

P055-2

This comment expresses support for the Kings/Tulare Regional Station and does not raise any environmental issues.

P055-3

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

Submission P056 (Glen Parsons, September 21, 2011)

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1 I want to thank you for uniting this community in a way that
2 they have never been united before, and I thank you for that
3 because we have only just begun to fight, it's not over.
4 Thank you.
5 THE FACILITATOR: Dr. Glenn Parsons. And then
6 Cynthia Sterling.
7 SPEAKER PARSONS: I'm Doctor Glenn Parsons, and
8 fourth generation Kings County Hanford resident. I have a
9 little bit to say.
10 I have graduate degrees in economics, international
11 finance, and education from Thunderbird Graduate School in
12 Arizona, University of Oregon, and University of Southern
13 California, a couple of good football teams.
14 I come here because I'm concerned. I don't trust
15 you. I don't trust my government. That's not being
16 antigovernment, that's being a citizen of the United States.
17 I don't trust my elected officials, and I want to keep an
18 eye on them and what they do with my money because, frankly,
19 they're the only people that can legally take it.
20 I have votes to cast beyond the votes that I give
21 to my elected officials. See, in my hand is a dollar bill.
22 That's a vote I cast every day when I choose to buy
23 something. And I buy milk and food from my neighbors here
24 in Kings County and I support them voluntarily.
25 I have real concerns about the elections for

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P056-1

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1 high-speed rail because those often involved people choosing
2 to spend my money and other people's money, and that's often
3 a pretty easy decision to make, but that money is not taken
4 from me voluntarily when I choose something that I want to
5 get. People can come and take this from me.
6 The high-speed rail project -- you know, I invest
7 in things to make money and wealth for my retirement and for
8 my family, and I know there's bonds issued for these things.
9 But it's not about high-speed rail making money, frankly.
10 If the government can make money and lessen my tax burden
11 and maybe these people behind me so that they saw that their
12 land went to something that would better their lives, they
13 might be more willing to support it.
14 I want things that I can invest in. If the
15 government is going to make money off of this and lower my
16 tax rate, that might be something to consider, but I'm not
17 convinced. I've seen too many good projects and bad
18 projects come from the government. And I think about
19 driving down to USC and then looking at that canal system in
20 LA that I'm sure cost a whole lot of money and ain't doing,
21 "ain't," for emphasis, by the way, much good.
22 So I come here with great concern. I don't like my
23 neighbors' property being taken from them. I like voluntary
24 transactions.
25 THE FACILITATOR: Thank you.

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Response to Submission P056 (Glen Parsons, September 21, 2011)

P056-1

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

Submission P057 (Alane Pearce, September 21, 2011)

Fresno to Bakersfield High Speed Train Section

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

Alane Pearce
278 5th Ave
Corcoran, CA 93212
559-381-6299
Alane_pearce@hotmail.com

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

In the EIR report it shows the acceptable levels of pollutants during construction. What I am concerned is that it has not been clearly addressed on how you would combat the spread of Valley Fever or coccidioides immitis during this construction period or while in operation to protect the thousands of workers or surrounding populations.

Coccidioides immitis (Valley Fever) is a fungus that produces spores that can be inhaled when disturbed in the soil. The spores are naturally found in the soil in the Central Valley. This will be the greatest soil movement that the Central Valley has ever seen. You will have an increase in spore release because of that movement.

The average annual incidence rates for the surveillance period were highest in Kern County (155 per 100,000), Kings County (70.6 per 100,000).

Epidemiologic summary of Coccidioidomycosis in California, 2001-2008 Center for infectious diseases – division of communicable disease control infectious diseases branch – surveillance and statistics section <http://www.cdph.ca.gov/data/statistics/Documents/cocci-episummary.pdf>

For this reason, it is not possible for the DEIR/S to accurately and adequately describe the project's impacts on environmental land use and therefore to identify feasible mitigation measures. A revised DEIR/S must be prepared to address these omissions and re-circulated for a 90 – day public comment period.

P057-1

Response to Submission P057 (Alane Pearce, September 21, 2011)

P057-1

Although Valley Fever fungi are commonly found in the soil of the Central Valley and can be stirred into the air by anything that disrupts the soil, the potential for an 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 from HST-induced airflow were evaluated in the EIR/EIS. As discussed in Section 3.3.6.3 of the Revised DEIR/Supplemental DEIS, in Appendix 3.3-A of the Revised DEIR/Supplemental DEIS, and in Appendix D of the Air Quality Technical Report (Authority and FRA 2012e), as the 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 the 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. In addition, the HST would typically travel along areas with less residential land use. When the HST travels in populated or urban areas, the sound walls installed in these areas and near stations for noise control would retain a portion of the dust emissions within the project right-of-way. Generally, PM2.5 emissions are a greater health concern than PM10 emissions. As indicated by the emission data, only a small portion of the fugitive dust would be fine particles (PM2.5). (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 for construction activities will further reduce fugitive-dust emissions to a less-than-significant impact. Valley Fever spores would be released only when the soil is disturbed; however, because of the minimization measures, fugitive-dust disturbance during construction will be minimal. Therefore, impacts from Valley Fever spores during construction would be less than significant.

Submission P058 (Darcy Pearce, Citizens for California High Speed Rail Accountability (CCHSRA),
September 21, 2011)



CALIFORNIA
High-Speed Rail Authority

09-21-11P04:30 RCVD

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 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: Darcy Pearce
Organization/Organización: CCHSRA
Address/Domicilio: 278 5th Ave
Phone Number/Número de Teléfono: (559)631-0411
City, State, Zip Code/Ciudad, Estado, Código Postal: Corcoran, CA, 93212
E-mail Address/Correo Electrónico: darcy.pearce4@gmail.com
(Use additional pages if needed/Usar paginas adicionales si es necesario)

P058-1

The DEIRIS fails to describe the project's impact on land use. The DEIRIS finds that project impacts will be less than significant when taking into consideration the total percent of land impacted. To the contrary, land use impacts will be significant. The DEIRIS underestimates land use impacts because:
The DEIRIS bases impact on an unrealistically small project footprint - the footprint will be considerably larger due to noise, vibration, and disturbing existing land suitable for animal habitation. Currently existing animals would be forced to relocate if their homes were changed due to construction crews and proposed rail path.
For this reason it is not possible for the DEIRIS to accurately and adequately describe the project's impact on land use and therefore to identify feasible mitigation measures. A revised DEIRIS must be prepared to address these omissions and recirculated for a 90-day public comment period.



CALIFORNIA
High-Speed Rail Authority



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

Response to Submission P058 (Darcy Pearce, Citizens for California High Speed Rail Accountability (CCHSRA), September 21, 2011)

P058-1

Refer to Standard Response FB-Response-GENERAL-07 and FB-Response-LU-03.

The Authority and FRA have revised the project footprint in the Revised DEIR/Supplemental DEIS as a result of continuing project design, comments received on the Draft EIR/EIS, and additional consultation with public agencies. The impacts are described in Section 3.13, Station Planning, Land Use and Development.

Submission P059 (Diana Peck, Kings County Farm Bureau, September 21, 2011)

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1 forward, I know that you guys are getting a lot of negative
2 press and I wanted to share a letter with you that was sent
3 to me three days ago from the Authority. It was dated
4 September 16th and it asks permission to access my property,
5 be it with engineers, hydraulics -- who else wanted to be on
6 my property, anthropologists, in order to gather information
7 to be used to determine the best location for the project
8 and steps necessary to mitigate its economical impacts. Uh,
9 don't you guys have an EIR out, or was that just a fluff
10 piece?
11 I mean, how can anyone send me a letter saying that
12 they want to mitigate the best possible route when they have
13 a document that they wanted people to do and 45 days to
14 review it --
15 THE FACILITATOR: Joe.
16 SPEAKER MACHADO: -- 60 days, and now we're asking
17 120 days, and that justifies for what, this document,
18 because it's fluffed. If you have a job and you're asking
19 me to access my property, sobeit.
20 THE FACILITATOR: Diana Peck.
21 SPEAKER PECK: Can I just have one second to get
22 organized.
23 Hi, my name is Diana Peck, I'm with the Kings
24 County Farm Bureau, and many of you I already recognize from
25 past meetings.

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1 I just want to say that I've been representing
2 farmers and ranchers of Kings County for about three years
3 now and about a year ago we began attending meetings to
4 share with you the impacts that we were concerned with the
5 most.
6 You ignored our comments. And I don't care what
7 the talking points are from your supporters or from your
8 agency, we have to quit digressing from the facts and trying
9 to cover them up with talking points. The fact is our
10 comments were ignored. And so we approached our local
11 government to represent us as a local official because
12 underneath the law you -- your agency is required to consult
13 with them and coordinate with them on this project and the
14 impacts it causes to our community. You refused to do that
15 as Supervisor Verboon has stated.
16 I know when he mentioned his comment that you
17 refused to meet with the board there was some looks of
18 confusion up here at the top. I mean, I would like to know,
19 would any of you like a copy of the e-mail from the legal
20 counsel at FRA who refused the meeting, or do you not need
21 this. Okay. So I'm assuming that you already know that
22 that exists.
23 So they did refuse to meet with them and I think
24 your agreement is that you don't want to do that because
25 those meetings are on the record, they're recorded, and you

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Submission P059 (Diana Peck, Kings County Farm Bureau, September 21, 2011) - Continued

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1 cannot speak candidly at those meetings, and I would just
2 like to know what are you trying to hide because you should
3 be able to speak candidly about a project that is being
4 conducted properly and that it's complying with every law
5 that is out there. There should be nothing to hide that you
6 can speak in public, in a recorded meeting with the local
7 officials like they have asked you to do because we know
8 what happens when you don't.

9 You have had support in the cities of Fresno,
10 Bakersfield, and just this week the City of Bakersfield has
11 written a report, a scaping a report on your document, and I
12 quote, they called your document irresponsible failure.
13 They say it was poorly constructed, technically
14 undecipherable to most people, and here's the part that
15 disturbs us, dismissive of comments made by city staff in
16 meetings with representatives of the Rail Authority. This
17 is the reason we're asking for official recorded meetings
18 with our local government so that this doesn't happen here.
19 Okay.

20 I know I'm out of time because I have so much I
21 would like to ask you and share with you about what we've
22 uncovered. I know most of it is fact to you. But just as
23 Mr. Olmos, city manager from Visalia, said, the Valley was
24 supportive of UP-99 alignment. Some of your talking points
25 that I read is that you dismissed that alignment because

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1 there were too many curves in that alignment. I would like
2 to know where in the 05 document it states that because I
3 haven't had a chance to peruse the entire document, so I'd
4 like to know where I can find that.

5 Additionally, you said that that alignment that was
6 dismissed in this one was preferred in the 05 document. If
7 you go to the 05 document, there has been no consultation
8 with Kings County listed. The general plan -- the Kings
9 County general plan wasn't listed as a consulted with
10 document, in the 05 pragmatic EIR --

11 THE FACILITATOR: Kathy.

12 SPEAKER HAMILTON: We can go on and on, but
13 hopefully you and I will have more chance to speak in the
14 future. Thank you.

15 THE FACILITATOR: Brian.

16 SPEAKER STANKE: Good evening, my name is Brian
17 Stanke, I'm chairman and cofounder of Californians for
18 High-Speed Rail.

19 The independent grass roots group of Californians
20 across the state perceive the great benefit that this
21 project would bring and want to see it accomplished soon.

22 There's been several comments here about cost I
23 just want to address first.

24 This is a very expensive project, and before, it
25 was 40 and now it's looking like, in the news, 60 billion

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Response to Submission P059 (Diana Peck, Kings County Farm Bureau, September 21, 2011)

P059-1

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

P059-2

The Authority has held over 20 meetings with City of Bakersfield officials since 2009 on project alternatives in that community. The Authority has made an effort to incorporate the City's ideas into the project design to the maximum extent feasible.

P059-3

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

The Statewide Program EIR/EIS for the California High-Speed Rail Project (Authority and FRA 2005) does not dismiss the SR 99/UPRR corridor because there would be too many curves in an alignment along that corridor. Chapter 6a of the Statewide Program EIR/EIS compares the alternatives carried through that document, which included four general corridors along the SR 99/UPRR and two corridors along the BNSF Railway between Fresno and Bakersfield. These alternatives are compared in Section 6.3 of Chapter 6a based on length, cost, travel time, constructability, travel conditions, noise and vibration impacts, land use compatibility, impacts to communities, neighborhoods, property, and low-income and minority communities, farmland impacts, cultural resources impact, biological resource impacts, including impacts to wetlands, and impacts to 4(f) and 6(f) properties. Based on that comparison, the BNSF corridor between downtown Fresno and a Truxtun Avenue station in Bakersfield was selected as the preferred corridor for the Fresno to Bakersfield section of the HST system.

P059-4

Refer to Standard Response FB-Response-GENERAL-01, FB-Response-GENERAL-02, FB-Response-GENERAL-08.

The Authority and FRA recognize the concerns of Kings County representatives and community members, and we wish to maintain an open dialogue about the project. The Authority welcomes the opportunity to meet with landowners and stakeholders. In addition, project-level information has been shared at public meetings, made available at the Kings County project office, and provided through mailings, e-mail communication,

P059-4

outreach materials, and on the Internet.

Submission P060 (Ruben Perez, September 21, 2011)

This transcript was prepared for you by:
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1 my husband and others have, or, three, keep us healthy
2 enough, mentally and physically, to fight this ridiculous,
3 insane pipe dream of yours.
4 We want to make educated, logical, and informed
5 comments, unlike the information you have in this
6 environmental impact report. We want 180 days.
7 THE FACILITATOR: Thank you.
8 Next up we have Ruben Perez and Frank Oliveira,
9 Glenda Dwyer.
10 SPEAKER PEREZ: Hi, my name is Ruben Perez and I'm
11 currently serving as the San Joaquin Regional FFA president
12 but I only represent the honest opinions and concerns of
13 myself.
14 I've always considered myself to be a very forward
15 thinking individual, who at the same time being ecologically
16 conscious. So when I initially heard about this project I
17 actually thought it sounded like a great idea. It was a way
18 to reduce some of the pollution while at the same time
19 decongesting our roads.
20 Well, as I more and more actually started to
21 research this project the more and more I started to
22 actually find out that this project wasn't all that it
23 seemed to be.
24 This project claims to be forward thinking but you
25 have to take into consideration that California is often

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P060-1

1 regarded to as a bread basket of the world, and with the
2 route of this project taking thousands and thousands of
3 acres of prime farmland out of production, I don't see us
4 keeping that title for long.
5 And you also have to take into account California
6 produces over half of the country's fruits and vegetables,
7 but after this train is in use, won't it just encourage more
8 people to want to live in the Valley where living is cheaper
9 but still work in some of the larger cities, so won't this
10 just intensify the urban sprawl, which in turn loses even
11 more agricultural land? So with this forward-thinking
12 project, I don't think we'll be able to keep those titles as
13 well.
14 This project also claims to be environmentally
15 friendly, but you have to take into consideration that this
16 train will use a lot of electricity. It says that it will
17 use alternate forms of electricity but this train will have
18 to tap into our local grids which means more brownouts for
19 us and possibly even blackouts.
20 I think this train is a good idea, but can I
21 honestly say that this project will be more of a benefit
22 than a harm? Can I honestly say that this project will be
23 the solution to all of our problems? I can honestly say
24 that it won't. Thank you.
25

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P060-2

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Response to Submission P060 (Ruben Perez, September 21, 2011)

P060-1

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

P060-2

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

Submission P061 (Beverly Rodriguez, September 21, 2011)

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

1 drive because the high-speed rail is supposedly going right
2 behind my house. I will have to drive four to five miles
3 out of my way to get back on track to go to high school.
4 That's more gas, more money out of my pocket with high taxes
5 already, and that means more pollution in the air. Isn't
6 that what you're trying to get away from, is more pollution?
7 So thank you for the time, and, again, I'm the
8 president of the Hanford FFA and I am strongly discouraging
9 the high-speed rail.

10 THE FACILITATOR: Thank you, Megan.
11 Beverly.

12 SPEAKER RODRIGUEZ: Hello, what I have to say --
13 THE FACILITATOR: State your name, please.
14 SPEAKER RODRIGUEZ: Beverly Rodriguez.

15 Okay. I'm hoping what I say is applicable to what
16 this venue is. I just know that the State of California has
17 their initiative process and in proposition 1A initiative
18 was a one size fits all, and so what I did was looked to see
19 what the voting block was and I saw that the whole western
20 side of California agreed with the high-speed rail, but when
21 I looked at the eastern side of California it was really
22 against it. I will say that Kern County, they passed it, it
23 was 50.8, so it barely passed. Fresno passed it by 54.9,
24 and it is somewhat more. But what I notice is that Tulare
25 County, 55.4 said no. Kings County, 52.5 said no, Madera

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This transcript was prepared for you by:
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1 County 57.3 said no, and I really think that there will be a
2 fight to put this along in this particular area. So I would
3 hope that you take that into consideration. That's it.

4 THE FACILITATOR: Thank you, Beverly.
5 Ross Browning.

6 SPEAKER BROWNING: Good afternoon. My name is Ross
7 Browning and I'm a resident of Laton, California.
8 I've been sitting there changing what I was going
9 to say to you four, or five, six times because you keep
10 hearing it, I know that you've heard it before, you're going
11 to hear it again and again, but there's no point for me to
12 say it. So I figure, well, I'm going to take my time and
13 try to get across exactly what a billion dollars is.

14 Now, this project is more than a billion dollars,
15 but let's just talk about what a billion dollars is. We've
16 never had it in our hands, we've never seen one, we'll never
17 ever have that much money in our life, we don't know what it
18 can buy, what it can do, we don't know what the benefits it
19 can do, we don't know what the damage it can do -- well, we
20 have a pretty good idea about the damage.

21 But a billion dollars. If I say that one dollar
22 equals a minute, so if I have a billion dollars I have now a
23 billion minutes. What does that mean. That's
24 166,666 hours, or I'm going to round these up, there's no
25 point in playing with the decimals, or 6,944 days, or

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Response to Submission P061 (Beverly Rodriguez, September 21, 2011)

P061-1

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

Submission P062 (Paul Rohrbough, September 21, 2011)

This transcript was prepared for you by:
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1 Authority must understand that a 60-day review period of a
2 30,000 page EIR document is nothing near what we need to
3 review this document. I'm requesting here today a six-month
4 review period in order to allow me a full understanding of
5 the impacts to not only my dairy but to those of the Valley
6 segment. I have a thirty million dollar dairy that
7 high-speed rail is dissecting and I don't think six months
8 is too much to ask for.

9 Another issue that I have with the HSRA is that
10 they are not giving us opportunities -- appropriate
11 consideration here in Kings County. I was one of sixteen
12 that attended the Authority board meeting in July in
13 Bakersfield and had turned in a comment card for agenda item
14 one and was not allowed to talk by Chairman Tom Umberg. It
15 was clearly a violation of the environment policy act.

16 And lastly, I make a demand of the High-Speed Rail
17 Authority and Federal Railroad Administration to work
18 directly with our local elected officials and stop ignoring
19 our community.

20 THE FACILITATOR: Thank you.

21 Paul Rohizbough.

22 SPEAKER ROHIZBOUGH: My name is Paul Rohizbough,
23 I'm a Hanford resident, I'm a retired firefighter, I'm a
24 husband, parent, homeowner, and a taxpayer.

25 I'm not a native Californian. I remember when I

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1 came to California 44 years ago I was so excited. I was
2 born in West Virginia. Growing up in West Virginia, I went
3 to school, and from my studies, I remember reading about
4 California. I believed that California was a futuristic
5 place for tall buildings, freeways, and cars. Back then I
6 believed that by the year 2000 we would all be riding around
7 in jet packs and flying cars. I remember seeing
8 publications with the Monorail train, like the one at
9 Disneyland, transporting people from place to place. As a
10 child I was excited to live in such a place. I remember I
11 was also -- it was also a time when banks, large companies,
12 and nations were considered too big to fail.

13 It is 2011 and I still do not ride on a jet pack
14 and a flying car. As a homeowner, I know how to stay within
15 a household budget. You all -- all you have to do is read
16 the newspaper or watch the evening news to see that
17 Washington and Sacramento find this impossible to do. As a
18 husband and a parent I know the pressure and difficult
19 choices which must be made to stay financially sound. I
20 know what I can afford and I know what I cannot. This is
21 why I am here today. All of us in this room are taxpayers.
22 I am here to say that I feel we cannot afford a project like
23 this. Washington is broke, the State of California is
24 broke, and in speaking tonight, maybe some of the people in
25 this room -- the taxpayer public is broke.

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Submission P062 (Paul Rohrbough, September 21, 2011) - Continued

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Nisbett Lucas Reporting & Videography

P062-1

1 Reading the newspaper and watching the news on
2 television about how cities and states are having to tighten
3 their belts, hoping for financial help from the government
4 which is broke. Cities and towns are laying off police,
5 firefighters, and teachers, and releasing prisoners.

6 We have to -- we are in for some tough times ahead.
7 Financial common sense must be the rule. I do not know how
8 much money the High-Speed Rail Authority has thrown in the
9 pot but I'm sure it is not the millions or billions this
10 project is going to need.

11 Californians, the nation's -- California, and the
12 nation, for that matter, was built -- I believe my taxpayer
13 dollars would be better invested repairing the
14 infrastructure, repairing and maintaining the highways and
15 roads, constructing new bridges, and replacing dangerous old
16 ones, and for the San Joaquin Valley water storage
17 capacities for the agriculture. If we do all these things,
18 it might be a little bit easier for me to understand how a
19 high-speed rail will work, but we don't.

P062-2

20 And if I was going to build it, I'd build it along
21 the 99, I sure won't build it along the Valley.

22 As a taxpaying resident we demand action from
23 Washington -- Sacramento. The taxpayers are sick and tired
24 of wasteful spending of money that we do not have to
25 spend --

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1 THE FACILITATOR: Paul.
2 Thank you.

3 Next we have Charlene. Then we have Joe Machado,
4 and after that Diana Peck.

5 Please state your name.

6 SPEAKER HOOK: Charlene Hook, 316 Sixth Avenue in
7 Corcoran.

8 It looks the break did some good for you, you're
9 actually awake.

10 Wasn't it prop 1A that the voters voted for that
11 stated "existing transportation corridor"? I would like to
12 know what happened.

13 The routes you chose are devastating and
14 disruptive. We cannot get any questions answered, this
15 whole thing has been very frustrating. All I want to know
16 is a route and what I have to plan for then. I'm not a last
17 minute person, I need to plan this stuff. I have been ill
18 since I found out what my home, the farmers, and the
19 dairymen are going to have to face, if any.

20 I have paperwork to submit tonight, I hope you will
21 read it and respond. It includes a petition with almost 500
22 signatures with people that agree with us in Kings County,
23 up and down, that this is absurd.

24 If this was any of your land, home, or whatever,
25 wouldn't you be standing up here by me? Or you'd be holding

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Response to Submission P062 (Paul Rohrbough, September 21, 2011)

P062-1

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

P062-2

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

Submission P063 (Allen Scott, September 21, 2011)

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

1 When the three minutes is up, it will flash. If you needed
2 more than three minutes, you can resubmit a comment card and
3 I'll put it into the rotation here.
4 If you could remember to speak slowly and clearly
5 for our court reporter, she's over here taking a record of
6 tonight's meeting. State your name when you come up to the
7 podium, that would be great.
8 Next up we have Alan Scott. And after that we have
9 Glenda Doyer and after that Greg Gatzka.
10 Is Allen still here?
11 SPEAKER SCOTT: Good evening, Allen Scott, city of
12 Hanford resident since 1974.
13 I'm not in the alignment, that doesn't mean I'm not
14 mad. And I was a little upset a little while ago when I was
15 told that somebody was sleeping up there, anyways, so I
16 guess it doesn't make a difference to him. I'll try to do
17 it and hope you stay awake.
18 Let me just say this, in private industry, which I
19 did 27 years of in single management, if someone brought a
20 document to me that was 30,000 pages long, you'd be gone.
21 No one in private industry would accept a 30,000-page
22 document.
23 For my tax money to go into 30,000 pages and then I
24 start hearing things about, no, it's not there, didn't
25 answer it, didn't talk about it, never saw anything about

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1 it, not sure what they're talking about, and it goes on and
2 on and on, that really infuriates me because one of the
3 things in private industry that we pride ourselves on is
4 called "due diligence," we communicated to both parties. We
5 asked both parties what was going on, what was needed, what
6 are some of your issues, what are some of -- your words
7 "mitigation," what are some of the your alternatives, to use
8 your words, how do we get rid of some of the
9 misunderstanding, which you'll see was in the paper today
10 about the financial report that was issued by the three
11 people from Stanford and 67 pages that said the whole thing,
12 and you took another two hundred -- 29,000 more pages to
13 say, what, I don't know.
14 I believe the Sierra Club in Fresno yesterday said
15 it right, it needs six months. Flat out six months. People
16 have said that you got 30,000 pages. I started reading it
17 and then I get to the second page I say, well, I give up,
18 I've got better things to do than read this thing.
19 The Boswell Company says they want 180 days, we
20 support that 180 days.
21 Further, I believe that lines one of two of the
22 EIR/EIS may have some very serious issues with CEQA and
23 NEPA, and, again, with the due diligence that wasn't done.
24 And I think in this meeting today you have heard more than
25 one comment where there may be some issues with that, and I

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Submission P063 (Allen Scott, September 21, 2011) - Continued

This transcript was prepared for you by:
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P063-1

1 think that what's going to happen is more than likely we're
2 going to start paying lawyers someplace along the line and
3 we're going get some oversight.
4 Bottom line is, let me say this, California cities
5 and counties are in financial despair. The State of
6 California and our federal government is broke. There is no
7 money so why are we here tonight talking about a system
8 that's only going to build 114 miles of rail.
9 I'll probably talk later. Thank you.
10 THE FACILITATOR: Glenda.
11 SPEAKER DOYER: Hi, my name is Glenda Doyer, I live
12 here in Hanford. I represent not only this wonderful county
13 but the Kings County Tea Party. We are a chapter of Central
14 Tea Party and we met you people yesterday in Fresno, and I
15 think I see some of the same ties that were there yesterday,
16 but I have the same shirt on, so -- no, not you.
17 On your Web site you asked for all of us to
18 input -- give you our input. Then in the second paragraph
19 you stated, and, I quote, your input will help us plan,
20 design, build the high-speed rail system that will make
21 California economy more competitive in the long term.
22 Well, I agree with that statement but this is --
23 there's no place on here that this is what you say. So
24 according to your statement you don't plan on anybody
25 opposing you. You reject any other viewpoint other than the

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Response to Submission P063 (Allen Scott, September 21, 2011)

P063-1

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

Submission P064 (Allen Scott, September 21, 2011)

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

1 increasing rail line.

2 The train has been a means of transportation for

3 the farm labor to move up and down the state, caring for the

4 fields that have made our state, California, recognized as

5 the richest in the nation for agriculture. This all at the

6 expense and production of our farmers that have toiled so

7 hard on these lands.

8 Please work with the people in a way that let them

9 know that we are still included in this wonderful

10 opportunities and prosperity.

11 Thank you for your time.

12 THE FACILITATOR: Thank you, Cynthia.

13 Allen Scott.

14 SPEAKER SCOTT: I'm going to be a little bit more

15 quieter.

16 The city council representative that was just up

17 here just a minute ago and someone previously said something

18 that resonated, but more importantly to that is that I saw

19 something today. And I may get a little emotional, but my

20 county is in good shape because of about five or six young

21 men and ladies that came here and put you people in your

22 place with dignity and honesty and with facts.

23 And I am very happy to be a resident of this county

24 because when I was in Fresno last night, you guys got a cake

25 walk of garbage put down your throat by all the people that

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P064-1

This transcript was prepared for you by:
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1 love this system. Tonight you have heard more than once the

2 reasons you don't belong here, you've heard more than once

3 that this city -- this state is broke, that in this county

4 you screwed up.

5 There's about 1.5 percent of this county here when

6 the crowd was a little bit bigger, Fresno, maybe ten. From

7 what I understand, when you guys left at eight o'clock at

8 night, great representation, absolutely great.

9 This is where I live, and this is where I will die.

10 I'm going to tell you something, you're not going

11 to put any rail that hurts my community. You're not doing

12 this by the book, you're not following the rules. The

13 bottom line, very simply, and people have told you this, you

14 are in violation of everything under the sun.

15 And, again, I say, if it took 30,000 pages to write

16 your document, there is something missing. When the

17 financial report from the three people from Stanford said

18 that in 67 pages they have got it right, and then the paper

19 says today that Rachel Wall says there's a misunderstanding,

20 well, that's the same thing that Vanarck says when they talk

21 about the alternative. Great words, great -- you know,

22 scams, it's a big scam.

23 Honesty is what we expect of our elected

24 representatives, honesty is what we expect of the committees

25 and the authorities they appoint down the way.

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Response to Submission P064 (Allen Scott, September 21, 2011)

P064-1

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

Submission P065 (Brian Stanke, Californians for High-Speed Rail, September 21, 2011)

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

1 there were too many curves in that alignment. I would like
2 to know where in the 05 document it states that because I
3 haven't had a chance to peruse the entire document, so I'd
4 like to know where I can find that.
5 Additionally, you said that that alignment that was
6 dismissed in this one was preferred in the 05 document. If
7 you go to the 05 document, there has been no consultation
8 with Kings County listed. The general plan -- the Kings
9 County general plan wasn't listed as a consulted with
10 document, in the 05 pragmatic EIR --
11 THE FACILITATOR: Kathy.
12 SPEAKER HAMILTON: We can go on and on, but
13 hopefully you and I will have more chance to speak in the
14 future. Thank you.
15 THE FACILITATOR: Brian.
16 SPEAKER STANKE: Good evening, my name is Brian
17 Stanke, I'm chairman and cofounder of Californians for
18 High-Speed Rail.
19 The independent grass roots group of Californians
20 across the state perceive the great benefit that this
21 project would bring and want to see it accomplished soon.
22 There's been several comments here about cost I
23 just want to address first.
24 This is a very expensive project, and before, it
25 was 40 and now it's looking like, in the news, 60 billion

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Nisbett Lucas Reporting & Videography

1 dollars. But the cost of not doing this is far greater,
2 over a hundred billion dollars if we're going to expand on
3 the highways and all the airports, and building new
4 airports.
5 In addition to that, to the cost factor, there is
6 far greater impacts. Adding six more lanes to 99, to 5, to
7 the other freeways up and down California will take far more
8 homes, take far more farmland, disrupt far more lives, and
9 cause far more pollution than this train, which will be
10 electrically powered, and not creating pollution.
11 Speaking of farmland. We as Californian residents
12 across this state are concerned about preserving farmland.
13 Over -- as I believe the farm bureau document recently put
14 out stated over a hundred thousand acres a year of farmland
15 that are lost to development forever.
16 That brings the big question, how do we as a state,
17 as local and regional governments, how do we address this
18 problem, this permanent loss of farmland. The EIR actually
19 states that if California implemented the vision for
20 California that was undertaken by the state and High-Speed
21 Rail Authority, we can save over 2.3 million acres of land
22 across the state, much of that farmland. It discloses this
23 and the impacts of the high-speed rail project directly but
24 it does not commit the federal, state and local governments
25 to actually implement the vision in California. We need to

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Submission P065 (Brian Stanke, Californians for High-Speed Rail, September 21, 2011) - Continued

This transcript was prepared for you by:
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1 do better. We need to be proactive in implementing that
2 plan to make sure that we reduce significantly, if we don't
3 eliminate, that 100,000 acres per year loss across the
4 state.

5 If we do that, we can achieve those savings but
6 that vision California, as its basis and anchor, requires
7 that we move forward with high-speed rail because it is
8 high-speed rail that provides that impetus and the anchor to
9 the Central Valley to allow starter growth. And that is
10 another reason that we support high-speed rail and moving
11 forward and building it quickly in the next year. Thank
12 you.

13 THE FACILITATOR: Kathy Hamilton. And then Pamela
14 Leal and Richard Williams.

15 SPEAKER HAMILTON: Hi, my name is Kathy Hamilton,
16 I'm from the Bay Area with the Community Coalition on
17 High-Speed Rail.

18 I just would like to make an impromptu comment
19 after listening to Mr. Stanke that the cost of doing nothing
20 is the same as cost of doing something because high-speed
21 rail will not be ridden by many people across the state
22 because it will be unaffordable, yet all of the people in
23 the state will have to pay for it, so there will be no
24 savings.

25 The Senate Transportation Appropriations Committee

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Response to Submission P065 (Brian Stanke, Californians for High-Speed Rail, September 21, 2011)

P065-1

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

Submission P066 (Cynthia Sterling, San Joaquin Valley Construction Group Limited Liability Corporation, et al., September 21, 2011)

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

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Nisbett Lucas Reporting & Videography

P066-1

1 Cynthia.

2 SPEAKER STERLING: Good evening, I'm Cynthia

3 Sterling, representing the San Joaquin Valley Construction

4 Group Limited Liability Corporation, the San Joaquin Valley

5 Black Minority Contractors Association, Morgan Business

6 Innovations, Limited Liability Corporation, Associated

7 Professional and Contractors, a PAC.

8 I am here to restate the importance of transparency

9 and inclusion of stake holders. That includes all citizens

10 of California, especially those with the direct interest in

11 the 800 mile route that will be -- that will directly affect

12 those living and working in the direct path of the build

13 out. It is important that this social economics and

14 environmental justice community, residents, businesses, all

15 stake holders within the San Joaquin Valley, that they may

16 be heard and considered appropriately.

17 Your responses should have an appearance letter

18 that is language sensitive and look like the fabric of the

19 ethnic diversities of California. Some of the issues that

20 are still questionable and of concern in the Valley are the

21 environmental health possibilities. Impact on citizens of

22 the concern, especially the low income and minority

23 communities, farming community, the Williamson Act

24 compliance, farm acquisitions, and farming operations,

25 historic buildings, parks, and public areas. What will be

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1 the impact to the Native American on tribal land,

2 transportation impacts on an already aged system and

3 infrastructure, the list goes on.

4 The agencies I've listened to tonight and others

5 want to be of service to you in helping to mitigate these

6 concerns that should have been addressed earlier.

7 California has some of the highest unemployment in the

8 nation. The opportunity is beyond words for stabilizing the

9 great debts people are feeling by coming together on this

10 problem that can be addressed by a little inclusiveness.

11 Please reach out to those of us that want to help

12 be a part of the solution and not a continued part of the

13 problems.

14 Just a note, the rail line has always been the

15 connector to so much history here in California. Especially

16 during World War II, it was the many different diverse

17 ethnic groups that built the rail, but it also had some

18 negative consequences that did become positive. During

19 World War II it was the system that carried the Japanese

20 Americans to the camps, but it was also the rails that

21 brought them out.

22 It was the form of transportation for the freed

23 slaves after the Civil War allowing them to travel to a new

24 land and an opportunity to be a part of the American dream,

25 building and being productive as employees on the newly

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Submission P066 (Cynthia Sterling, San Joaquin Valley Construction Group Limited Liability Corporation, et al., September 21, 2011) - Continued

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

1 increasing rail line.

2 The train has been a means of transportation for
3 the farm labor to move up and down the state, caring for the
4 fields that have made our state, California, recognized as
5 the richest in the nation for agriculture. This all at the
6 expense and production of our farmers that have toiled so
7 hard on these lands.

8 Please work with the people in a way that let them
9 know that we are still included in this wonderful
10 opportunities and prosperity.

11 Thank you for your time.

12 THE FACILITATOR: Thank you, Cynthia.

13 Allen Scott.

14 SPEAKER SCOTT: I'm going to be a little bit more
15 quieter.

16 The city council representative that was just up
17 here just a minute ago and someone previously said something
18 that resonated, but more importantly to that is that I saw
19 something today. And I may get a little emotional, but my
20 county is in good shape because of about five or six young
21 men and ladies that came here and put you people in your
22 place with dignity and honesty and with facts.

23 And I am very happy to be a resident of this county
24 because when I was in Fresno last night, you guys got a cake
25 walk of garbage put down your throat by all the people that

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Response to Submission P066 (Cynthia Sterling, San Joaquin Valley Construction Group Limited Liability Corporation, et al., September 21, 2011)

P066-1

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

Submission P067 (Karen J. Stout, Citizens for California High Speed Rail Accountability
(CCHSRA), September 21, 2011)

This transcript was prepared for you by:
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1 THE FACILITATOR: Leonard.
2 SPEAKER DIAS: I'm almost done. I deserve a little
3 bit more time since I haven't been talked to as a district.
4 The California schools to build -- take the 1.9
5 from the kids of California to build a train that has far
6 exceeded the cost estimates that we were sold to -- that was
7 sold to California voters, will go through prime farmland,
8 and ruin Kings County major industry, agriculture. And when
9 there's no clear idea where the rest of the money will come
10 from to complete this project, this doesn't sound like the
11 Authority or the state are being very good stewards of the
12 public funds. Again, we ask for six months to review.
13 Thank you.
14 THE FACILITATOR: Thank you.
15 SPEAKER STOUT: Good afternoon, my name is Karen J.
16 Stout and I'm a resident and farmer in Kings County.
17 I'd like to address the ag land section 3.14 in
18 volume one. On the very first page it says that -- under
19 the federal, it says that the Farm Land Protection Policy
20 Act of 1981 purpose is to, quote, minimize the extent to
21 which federal programs contribute to unnecessary conversion
22 of farmland to nonagricultural uses, end quote.
23 And since federal dollars will be needed and used
24 on your project, your project falls under NEPA, the National
25 Environmental Policy Act.

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1 Going back to the Federal Farm Land Protection
2 Policy Act, the document delineates four types of important
3 farmland classifications. In looking at the figures on 314,
4 1 through 5, you have very pretty maps there that anyone can
5 see that along your high-speed train routes there is mostly
6 prime farmlands and farmlands of statewide importance.
7 These two kinds are the most productive. It is most
8 important for our state and federal legislatures to realize
9 this. Also, anyone involved in a poll with CEQA, the
10 California Environmental Policy Act or NEPA, the National
11 Environmental Policy Act, needs to know the significance of
12 these quality farmlands.
13 The Central San Joaquin Valley is known as the
14 bread basket of the world. Land here is unreplaceable. You
15 cannot give me land along I-5 that can produce the amount
16 and quality of product that my same amount of acreage here
17 can.
18 I have almost 80 acres of prime farmland that grows
19 walnuts. It is because of the soil quality, the growing
20 season, and the dependable water supply here that occurs
21 nowhere else in the state or the country that we can supply
22 the world with citrus, nuts, fruits, vegetables, feed,
23 fiber, and oil, seed, crops, so why did you choose this
24 unique land to interrupt and damage efficient farming and
25 dairy operations? Twelve dairies are impacted just in Kings

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P067-1

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Submission P067 (Karen J. Stout, Citizens for California High Speed Rail Accountability (CCHSRA), September 21, 2011) - Continued

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P067-2

1 County. For miles along I-5 one can see grazing land.
2 Grazing land is not even one of the four important farmland
3 classifications. Why haven't you done an EIR/EIS on an I-5
4 route with just as much detail so you and others can make a
5 legitimate comparison?

6 I'd like to quote one of NEPA's goals. Quote, to
7 promote efforts that will prevent and eliminate damage to
8 the environment and biosphere and stimulate human health and
9 welfare, end quote.

10 Kings County ag producing land and dairies are
11 vital for our state's gross product and for the nation's
12 GNP. Our county certainly fulfills the goal of stimulating
13 human health and welfare. NEPA needs to protect us, from
14 preventing and eliminating damage to our worldwide
15 enterprises.

16 THE FACILITATOR: Thank you, Karen.

17 SPEAKER STOUT: We feed the world.

18 MR. ABERCROMBIE: I'd like to interrupt for just a
19 moment. Assemblyman David Valadao has joined us and I
20 understand he has something he would like to say as well.

21 ASSEMBLYMAN VALADAO: I honestly haven't come with
22 a prepared statement for you guys. We're working on the
23 letter, we'll be getting it to you shortly. But I just want
24 to support all of my constituents here that are coming here
25 complaining about this.

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Response to Submission P067 (Karen J. Stout, Citizens for California High Speed Rail Accountability (CCHSRA), September 21, 2011)

P067-1

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

P067-2

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

Submission P068 (Karen J. Stout, Citizens for California High Speed Rail Accountability
(CCHSRA), September 21, 2011)

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

1 there isn't hardly any land to grow anything. Dairies are
2 relocating from southern California, south of Tehachapi,
3 into the San Joaquin Valley because they're being forced out
4 by urban encroachment. They have freeways, they don't have
5 a high-speed train there yet, but they have freeways, and
6 they have other public transits, and still it's squeezing
7 out the ability to produce food.

8 Further east in LA, as you travel south of Indio, I
9 think it's State Route 111, goes along the west side of
10 Salton Sea, you'll come across a city that's not there. It
11 has graded streets, it has foundations poured, but there's
12 absolutely nothing there. It's neither desert nor farmland
13 but somebody had a great idea at one point in time.

14 People need food and people need water. Maybe
15 high-speed rail can bring in enough voters to turn the Delta
16 pumps back on, or maybe enough voters to realize that we
17 would be more wise to spend our money in creating more
18 infrastructure to capture the water that nature provides us.

19 THE FACILITATOR: Mr. Niswander, your time is up.
20 SPEAKER NISWANDER: Thank you.

21 The rest of my comments will be in writing.

22 THE FACILITATOR: Thank you very much.

23 Karen Stout. Then I have Donna Marshall and
24 Maureen Fukuda.

25 SPEAKER STOUT: My name is Karen J. Stout. I did

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1 put "second" on my card there so this is my turn again, I
2 guess.

P068-1 | 3 It has been stated that the Authority feels that
4 going through agricultural land is cheaper and easier, is
5 this true? I've added up the important farmland permanently
6 converted to nonagricultural land on your route of least
7 impact which you call the BNSF, the Burlington North Santa
8 Fe, which usually is in fact four or more miles from that
9 track through Kings County.

P068-2 | 10 The converted acres are 2,211 acres in the four
11 counties according to page 31433. Once you add the heavy
12 maintenance facility where the three out of four chance of
13 that facility being chosen, that's another 150 acres of
14 prime farmland that can be added. Then you add the
15 temporarily used or converted acres during construction,
16 that's another 1581, so you're nearly at 4,000 acres of
17 mostly prime and farmland of statewide importance. Again,
18 these are the two best types of farmland.

19 I don't know if this includes the over and the
20 underpasses. Is the accesses of roads and the several
21 different types of stations you have there on your pad? Do
22 these figures include these additional non ag uses? I don't
23 believe they do. So 4,000 acres is still not everything.

P068-3 | 24 And these temporarily used acres, will they be
25 partially returned or totally returned to ag? How many

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Submission P068 (Karen J. Stout, Citizens for California High Speed Rail Accountability (CCHSRA), September 21, 2011) - Continued

This transcript was prepared for you by:
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P068-3

1 years of construction are they looking at, ten, fifteen,
2 more? They will be converted acres until they have been
3 released. You may decide that you need these acres for
4 something else by that time. These figures do not even
5 include any of the collateral damage, maybe somebody else
6 can address the collateral damage.

P068-4

7 The central San Joaquin Valley is too productive,
8 too important to be chopped up and left in small unsalable
9 pieces with irreversible damage. Surely the I-5 corridor is
10 a reasonably feasible alternative.

11 THE FACILITATOR: Thank you.

12 Donna.

13 SPEAKER MARSHALL: I'm Donna Marshall, and right
14 now I'm kind of upset because I kind of feel like you guys
15 are falling asleep again. But as a resident of Tulare
16 County, I cannot believe that this poorly guided train wreck
17 is still planning to break ground here in the Central Valley
18 next year. Can't you see that Kings County doesn't want
19 you, we don't like you? And point blank, we don't.

20 There's a lot of problems with the Rail Authority
21 and the project in general. For starters, I don't see how
22 60 days to review a 30,000 page document is a reasonable
23 amount of time. We're busy. We're farmers, we're dairymen,
24 we're busy working, we're feeding our county, we're feeding
25 our state, we're feeding the world, we're feeding the

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Response to Submission P068 (Karen J. Stout, Citizens for California High Speed Rail Accountability (CCHSRA), September 21, 2011)

P068-1

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

P068-2

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

See Volume I, Section 3.14, Impact AG#4 for information on the permanent conversion of agricultural land, and see Mitigation Measure AG-1 in Volume I, Section 3.14, for measures to preserve the total amount of prime farmland.

P068-3

See Volume I, Section 3.14.5.3 for information on the construction period impacts on agricultural lands.

P068-4

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

Submission P069 (Paul Stuber, September 21, 2011)

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1 about the displacement of students, but doesn't state
2 specifically how that would impact districts. How many
3 students will, for instance, Kit Carson lose because of the
4 high-speed rail. How many students will go to Hanford El
5 because they will move into that district. Those are really
6 important issues, they're not simple revenue limits, it
7 impacts the financial and also budget and facility issues.

8 So we thank you for your consideration and we'll
9 work and answer any questions the Authority may have to
10 answer those issues. Thanks.

11 THE FACILITATOR: Thank you, Steven.
12 State your name.

13 SPEAKER STUBER: My name is Paul Stuber, I've been
14 before the Board a couple of times already. I want to make
15 sure that my voice is heard.

16 I have a farm and right now there's a little
17 uncertainty, depending on which route north of Corcoran that
18 is chosen, and it's going to cut off either 80 or 100 acres
19 off from access, and it's a half mile trip back there.

20 I estimated, between irrigation and inspection and
21 other husbandry operations, we make about 1200 trips a year
22 back there, and if we don't have some kind of access, it's a
23 seventeen mile round trip and I don't know if that's going
24 to be -- I don't think that was considered on this economic
25 impact report, but it's a definite cost.

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P069-1

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1 And not only that, the environmental on mileage
2 that's -- I don't know how much, you know, this train is
3 going to save as far as clean air, but that's going to make
4 a big impact on our mileage.

5 And so we just need to know what's going to happen
6 and what we -- if we can have some kind of access back
7 there. We're surrounded by Cross Creek, the BNSF route, and
8 we also have to get a mile right-of-way from our neighbor
9 from the north. And so it's just going to be impossible to
10 get back there if we don't have some kind of access.

11 So I hope that we will hear something soon. It's
12 hard to make decisions, it's hard to keep going on and on,
13 and we got, you know, we got crops to consider, when's this
14 going to happen, what's going to happen.

15 And I want to go on record right here as one of the
16 guys that will give you a hundred full strip free of charge
17 right along the BNSF route, no charge. You just take it.
18 You will save me thousands of dollars, not only me, but my
19 grandchildren and my great grandchildren. Thank you. Thank
20 you.

21 THE FACILITATOR: Thank you. Next up we have
22 Barbara Stuber. And after that, Steve Carpentieri and John
23 Hutson.

24 SPEAKER STUBER: My name is Barbara Stuber. That
25 was my husband just talking. Thank you for letting me voice

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P069-2

P069-3

Response to Submission P069 (Paul Stuber, September 21, 2011)

P069-1

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

P069-2

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

P069-3

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

Submission P070 (Barbara Stuber, September 21, 2011)

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

1 And not only that, the environmental on mileage
2 that's -- I don't know how much, you know, this train is
3 going to save as far as clean air, but that's going to make
4 a big impact on our mileage.
5 And so we just need to know what's going to happen
6 and what we -- if we can have some kind of access back
7 there. We're surrounded by Cross Creek, the BNSF route, and
8 we also have to get a mile right-of-way from our neighbor
9 from the north. And so it's just going to be impossible to
10 get back there if we don't have some kind of access.
11 So I hope that we will hear something soon. It's
12 hard to make decisions, it's hard to keep going on and on,
13 and we got, you know, we got crops to consider, when's this
14 going to happen, what's going to happen.
15 And I want to go on record right here as one of the
16 guys that will give you a hundred full strip free of charge
17 right along the BNSF route, no charge. You just take it.
18 You will save me thousands of dollars, not only me, but my
19 grandchildren and my great grandchildren. Thank you. Thank
20 you.
21 THE FACILITATOR: Thank you. Next up we have
22 Barbara Stuber. And after that, Steve Carpentieri and John
23 Hutson.
24 SPEAKER STUBER: My name is Barbara Stuber. That
25 was my husband just talking. Thank you for letting me voice

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1 my concerns.
2 For 62 years my family has been farming the land
3 that the High-Speed Rail Authority plans to cut into two
4 pieces. After 62 years of improving the land and providing
5 food and fiber for U.S. citizens and the world, we should
6 have some authority also.
7 There will be no access to the back part of the
8 property, as P.G. said, if the rail goes as it's planned at
9 this time. Has the High-Speed Rail Authority taken into
10 consideration in their cost analysis all of the accesses
11 they are going to have to make to isolate parcels -- to
12 isolated parcels of land? These accesses should be
13 convenient to the farmer and their equipment. They should
14 not have to go miles and miles out of their way on public
15 highways to reach the access roads. I'm sure the public
16 highways are not going appreciate more tractors on their
17 roads either.
18 Take the high-speed rail out of California fertile
19 farm and dairy lands. Keep our life-sustaining jobs of
20 providing milk and other foods and fiber for our families
21 and for the generations to come. Thank you.
22 THE FACILITATOR: Thank you, Barbara. Steve.
23 SPEAKER CARPENTIERI: Hello, my name is Steve
24 Carpentieri, and I don't represent any farming interest or
25 politicians. I have a house here in Hanford.

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Response to Submission P070 (Barbara Stuber, September 21, 2011)

P070-1

Refer to Standard Response FB-Response-AG-02, FB-Response-AG-03.

P070-2

Refer to Standard Response FB-Response-S&S-01 and FB-Response-AG-02.

Submission P071 (Helen Sullivan, September 21, 2011)

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1 If you'd like to submit the rest as a written comment, you
2 may do so.

3 SPEAKER LANGIANO: I will be submitting it in
4 writing because I think that we're not putting enough focus
5 on the agriculture, the land, and food that's created for
6 the world.

7 MR. ABERCROMBIE: Thank you.

8 SPEAKER LANGIANO: On the water and land. Thank
9 you.

10 THE FACILITATOR: Helen. And then Wayne Amundson
11 after that.

12 SPEAKER SULLIVAN: Good afternoon. My name is
13 Helen Sullivan and I'm here today to request that you extend
14 the comment period on the Draft EIR to six months. In
15 dealing with the people and the elected officials in Kings
16 County, the Rail Authority and it's entire paid consultants
17 have been evasive, dismissive, disrespectful, and in several
18 instances downright dishonest.

19 Now, you give us 60 days to comment on the 30,000
20 page document in which you feel you have somewhat vaguely
21 justified putting your train right through the heart of our
22 county.

23 The collateral damage caused by running this train
24 through our county is enormous. It shakes our delicately
25 balanced socioeconomic structure to its foundation. It

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1 touches and very likely will damage every aspect of our
2 lives.

3 Then you once again dismiss the importance of the
4 potential damage by saying here, spend every waking moment
5 for the next 60 days, ignore your businesses, ignore your
6 families, and all else, and pour over at least 500 pages a
7 day and give us an intelligent comment on this. I don't
8 think that's possible. I don't think we can get through it
9 in that amount of time.

10 I'm sorry to say, this is not the way to treat the
11 people who will be most damaged by your train. You owe us a
12 proper amount of time to disseminate and digest the EIR, and
13 the proper amount of time for that is six months, at least.
14 Thank you.

15 THE FACILITATOR: Thanks, Helen.

16 Wayne. After that we have Richard Williams. And
17 Pamela Leal.

18 SPEAKER AMUNDSON: Good afternoon. I'm Wayne
19 Amundson with the Operating Engineers Local 3.

20 My organization represents the workers and plans
21 that will be driving machines, operating the equipment that
22 will build this big project.

23 We all know too well how high our unemployment
24 rates are in the Valley. The timing of this project
25 couldn't be better. We need these jobs. High-speed rail is

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Response to Submission P071 (Helen Sullivan, September 21, 2011)

P071-1

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

P071-2

Refer to Standard Response FB-Response-GENERAL-04, FB-Response-GENERAL-14,
FB-Response-SO-04.

P071-3

Refer to Standard Response FB-Response-GENERAL-07, FB-Response-GENERAL-27.

Submission P072 (Gordon Tessman, September 21, 2011)

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

1 I have two requests. The first is to please fully
2 consider extending our comment and review period to 180
3 days.
4 The second is to propose -- the second is to
5 properly address correspondence sent to us. My name is not
6 just "owner/occupant," it is legally Shelli Andranigian.
7 Thank you.
8 THE FACILITATOR: Thank you.
9 Gordon Tessman. Then Maddy Wisecarver and after
10 that Mary Jane Fagundes.
11 Please state your name.
12 SPEAKER TESSMAN: Hi there, my name is Gordon
13 Tessman and I'm a resident of Kings County.
14 I don't know why you're here and I wish we didn't
15 have to deal with this. High-speed rail is a travesty.
16 It's not something that we want, not something that we need,
17 it's not something that we can afford, we've got no place to
18 put it.
19 If we were to plan a 3,000 cow dairy in downtown
20 San Francisco, how long do you think you'll have the EIR
21 reports reviewed before it was shot down in flames.
22 This is a travesty upon this area. You are taking
23 all of these people's way of life and trying to change it
24 through your social engineering and it's just flat out
25 wrong. You can all sit up here and scowl or do whatever it

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P072-1

1 is that you do but this is a very, very, very bad idea.
2 As a thinking individual, if I see a child out in
3 the road getting ready to get hit by a car and killed, I'm
4 going to grab him and pull him back. That's what all these
5 people here are trying to do, is saying pull it back, it's
6 not something we want, not something we need.
7 You're changing people's lives. It's not your job
8 to do social engineering. You've changed the plan from what
9 was originally proposed to go down a corridor that was
10 either I-5 or the 99, that's not in the plan now. I don't
11 understand why it's so important to have something that we
12 absolutely cannot afford to bankrupt this already bankrupt
13 state and continue on.
14 Again, it's something we don't want, don't need,
15 got no place to put it. Thank you.
16 THE FACILITATOR: Thank you.
17 Maddy Wisecarver.
18 SPEAKER WISECARVER: Hello, my name is Maddy
19 Wisecarver, and I'm a Hanford High student.
20 I have a few questions. Why are we spending all of
21 our money on the high-speed rail rather than we can improve
22 other ways of transportation, such as highways that need
23 repair. Or even better, as a taxpayer, why should we give
24 our money to the high-speed rail, but instead have it go
25 toward the use of public education and college education.

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Response to Submission P072 (Gordon Tessman, September 21, 2011)

P072-1

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

Submission P073 (John Tos, September 21, 2011)

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

1 satisfied with the present rail system we have.
2 My wife and I have used it so much we go on a first
3 name basis with station personnel and the conductors. The
4 only improvement I'd like to see on that is to dig a tunnel
5 through the Sierra Madre Mountains so that we don't have to
6 get off the train, we can take the train all the way to the
7 Amtrak. And if you think it's a hard thing to do,
8 Switzerland just made a tunnel like that and they didn't
9 have any problems, and I think we can do this too. And also
10 I can ride a train from here to Hanford for under \$3 --
11 here to Fresno for only \$3, could you beat that?
12 THE FACILITATOR: Thank you, John.
13 SPEAKER TOS: Thank you. My name is John Tos, our
14 family has been farming in Kings County for well over 100
15 years. The train is going to impact us in six different
16 parcels, three of the parcels we own, three of the parcels
17 we have long term 25-year rents. No one has addressed
18 long-term rents on parcels, you need to do that.
19 In our particular area this is our headquarters.
20 I've figured out that we will be driving an additional
21 150,000 miles a year because Ninth Avenue, Volkner Avenue,
22 Excelsior Avenue, all that is going to be impacted, that's
23 going to cost us \$75,000 more a year. Can you think of the
24 carbon footprint that's going to cost?
25 Whenever a foreign force comes in here as an

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P073-2
P073-3

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This transcript was prepared for you by:
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1 unwanted guest forcing themselves on an unwilling partner,
2 you know what that's called, that's called "rape," and every
3 one of us in the Valley here that being is impacted, that's
4 exactly how we feel.
5 I've been going to these meetings for a year and a
6 half now. I know some of you by first name. Every time I
7 go it's about jobs, 90 percent of the time it's people that
8 are for this because of jobs, and I too think we need jobs,
9 but we need to spend it in an area that's important, that's
10 worthwhile, such as the infrastructure of California, roads,
11 highways, bridges. Bridges in California, 20 percent are
12 going to be red tagged in ten years as unsafe to travel. We
13 need to be doing something about that.
14 This fall, this next election, we're going to have
15 a 12 billion dollar project on the ballot for water. We
16 need lakes and dams and reservoirs, up above ground storage,
17 underground storage, we need all that. We have plenty of
18 jobs in California, we need to redirect the money to
19 worthwhile projects.
20 I have a couple of suggestions. If you're going to
21 force it here on us go underground, please. In Europe they
22 go underground, they pop up every hundred miles. You can do
23 that here. You can pop up in Fresno and you can pop up in
24 Bakersfield, and that way you will leave us alone.
25 Interstate 5 was put in to transfer people from LA

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P073-4
P073-5

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Submission P073 (John Tos, September 21, 2011) - Continued

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

P073-5

1 to San Francisco and back and forth, that ground has already
2 been bought. Why don't you put the railroad over there on
3 I-5. You don't even have to buy more property. Elevate it
4 thirty, forty feet and you have your railway there.

5 In conclusion, I support what Jeff -- Congressman
6 Jeff Denham had said, that he said this project could be a
7 go under three circumstances. Number one, it's got to be
8 completely financed before a shovel is put in the ground.
9 It has to be self-sustaining once it's done, no government
10 subsidies, and it cannot take any prime farmland out of
11 production. If you can do that, we'll be behind you. Thank
12 you.

13 THE FACILITATOR: Thank you.

14 I think we're going to take a short break.
15 Fifteen minutes.

16 MR. ABERCROMBIE: At this time we're going to take
17 a short break, fifteen minutes, and then we'll resume.

18 (BREAK)

19 MR. ABERCROMBIE: All right. Good evening, I'm
20 Jeff Abercrombie, the Central Valley area program manager
21 for the High-Speed Rail Authority, and we are conducting a
22 public hearing to receive your comments on the environmental
23 analysis alternative impact and mitigation measures
24 presented in the Merced to Fresno, Fresno to Bakersfield
25 Draft Environmental Impact Statement and Reports. And I'm

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Response to Submission P073 (John Tos, September 21, 2011)

P073-1

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

Fair market value will be paid for all land acquired. Fair market value is defined as the price at which the property would change hands between a willing buyer and a willing seller, neither being under any compulsion to buy or to sell and both having reasonable knowledge of relevant facts. This takes into account the value of the land, the improvements on the land, as well as the future income the land and improvements can generate. The Authority will fairly compensate land owners for loss or disruptions to their operations during the right-of-way acquisition process. This will be done on a case-by-case basis, with the actual amount of compensation dependent upon the characteristics of the operation involved and the necessary permits.

The appraiser will note tenant-owned improvements based on input from the property owner and tenant. The acquisition agent will then provide a list of improvements owned by the tenant in an "offset statement" to aid in determining the lessee's portion of just compensation.

P073-2

Refer to Standard Response FB-Response-AG-02, FB-Response-AQ-03, FB-Response-TR-02.

P073-3

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

P073-4

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

P073-5

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

Submission P074 (David Valadao, California State Assembly, 30th Assembly District, September 21, 2011)

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

1 County. For miles along I-5 one can see grazing land.
2 Grazing land is not even one of the four important farmland
3 classifications. Why haven't you done an EIR/EIS on an I-5
4 route with just as much detail so you and others can make a
5 legitimate comparison?
6 I'd like to quote one of NEPAs goals. Quote, to
7 promote efforts that will prevent and eliminate damage to
8 the environment and biosphere and stimulate human health and
9 welfare, end quote.
10 Kings County ag producing land and dairies are
11 vital for our state's gross product and for the nation's
12 GNP. Our county certainly fulfills the goal of stimulating
13 human health and welfare. NEPA needs to protect us, from
14 preventing and eliminating damage to our worldwide
15 enterprises.
16 THE FACILITATOR: Thank you, Karen.
17 SPEAKER STOUT: We feed the world.
18 MR. ABERCROMBIE: I'd like to interrupt for just a
19 moment. Assemblyman David Valadao has joined us and I
20 understand he has something he would like to say as well.
21 ASSEMBLYMAN VALADAO: I honestly haven't come with
22 a prepared statement for you guys. We're working on the
23 letter, we'll be getting it to you shortly. But I just want
24 to support all of my constituents here that are coming here
25 complaining about this.

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P074-1

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

1 When I decided to run for office last year, a
2 couple years back, I really wasn't paying much attention to
3 this high-speed rail. I knew it was something we couldn't
4 afford. I didn't think we were actually dumb enough to move
5 forward with it, and so I was wrong. Now we're stuck in
6 this mess and this report comes out and it kind of reminds
7 me of a lot of stuff I see in Sacramento, a lot of talk, a
8 lot of wasted pages being jammed down our throat, and not
9 enough time to actually look and see what's there, not much
10 substance to it.
11 We really need to slow this project down, take time
12 to listen to these people and understand what they're doing,
13 what they're going through, and look at the project overall.
14 I mean as far as high-speed rail in general, I don't really
15 hate the idea, I know that someday, somewhere, it's probably
16 a good idea, but this rushing it, the way we're doing it,
17 we're just asking for disaster, something even that my kids
18 or grandkids are going to have to worry about and pay for
19 someday in the future.
20 And, again, take your time with this, give us the
21 time we need to look through this, come up with a good
22 decision, and we'll see how we go from there. Thank you.
23 THE FACILITATOR: Thank you.
24 Phyllis Browning.
25 SPEAKER IN CROWD: Are you calling for Phyllis

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Response to Submission P074 (David Valadao, California State Assembly, 30th Assembly District,
September 21, 2011)

P074-1

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

California has been planning a high-speed train (HST) System since the formation of the High-Speed Rail Authority (Authority) in 1996. When completed, the nearly 800-mile train system would provide new passenger rail service to more than 90% of the state's population. More than 200 weekday trains would serve the statewide intercity travel market. The HST System would be similar to electrically powered systems now in operation in Europe and Japan, capable of up to 220-mile-per-hour (mph) operating speeds, with state-of-the-art safety, signaling, and automatic train control systems. Phase 1 of the HST System would connect and serve the major metropolitan areas of California, extending from San Francisco to the Los Angeles Basin. Phase 2 would add connections from Sacramento in the north to San Diego in the south.

The approximately 114-mile-long Fresno to Bakersfield Section is an essential part of this system. The Fresno to Bakersfield Section would provide Bakersfield and Fresno access to a new transportation mode and would contribute to increased mobility throughout California.

Submission P075 (Doug Verboon, Kings County Board of Supervisors, September 21, 2011)

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

1 Valley is listened to, respected, and takes seriously their
2 thoughts and concerns.
3 "California's high-speed rail system will succeed
4 only if we do it right. With unemployment in the San
5 Joaquin Valley well into the double digits, we need
6 high-speed rail now more than ever. This transformative
7 project will connect the economic powerhouses of California,
8 modernize our transportation system, and create hundreds of
9 thousands of jobs, both in the construction phase and
10 afterward.
11 "High-speed rail will be a true game changer for
12 this Valley and California, and your participation today
13 will help make that a reality."
14 The Congressman also wanted me to get it on the
15 record that over two weeks ago he submitted a letter to the
16 Authority requesting an extension of 30 days to the 60-day
17 public comment period to a full 90. He still stands
18 steadfast on that. As well as there's a continual open
19 invitation to all Authority board members, specifically
20 Chairman Umberg, to come visit Kings County and meet those
21 who are being impacted. Thank you for having us today.
22 MR. ABERCROMBIE: Thank you.
23 We also have Kings County Supervisor Doug Verboon.
24 Did you want to say something?
25 MR. VERBOON: Thank you. Thanks for coming. My

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

1 name is Doug Verboon, Kings County Board of Supervisors.
2 We have been working with high-speed rail, or
3 trying to work with high-speed rail, since January, trying
4 to come together with a solution on how we can work together
5 with the coordination process. And over the time we've met,
6 high-speed rail refused to accept us as a public entity. I
7 got a letter from the SS -- the Federal Rail Administration
8 saying that they do not want to meet the board.
9 And, you know, I'm a farmer, I was on the school
10 board for sixteen years, and I've done well with my
11 businesses, and I wanted to give something back to my
12 community. And it makes it real difficult when you run for
13 public office and you win and your only goal is to accept
14 the words of wisdom of the people and listen to them and try
15 to help them out in the government process, and the people
16 that you're talking to don't recognize you as a person, they
17 don't recognize you as a board.
18 All we want to do is work with the High-Speed Rail
19 Authority together to fix the alignment through Kings
20 County. We've never opposed the alignment, we only wanted
21 to work together with you people, and we were told we didn't
22 exist.
23 You guys identified dairies as corrals, you
24 identify a farm as a piece of dirt. A dairy is more than a
25 corral. It's like saying Orchard Supply Hardware is a store

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P075-1

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Submission P075 (Doug Verboon, Kings County Board of Supervisors, September 21, 2011) -
Continued

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

1 without a parking lot. You need to identify everything.
2 We were there to help you through the process. I
3 heard earlier that you wanted to listen to the people and
4 make this come together and work toward the future, and how
5 can you work toward the future if you refuse to listen to
6 the people.
7 We got a letter yesterday from the FRA saying that
8 they wanted to meet with our individual department heads but
9 not the board. You know, we're the leaders of our county.
10 We're the five representatives of the people. The people
11 voted us into office so that we can listen to them. We're
12 the link to the government, and you refused to talk to us.
13 How dare you.
14 You know, I met with Mr. Abercrombie, we've talked,
15 and I think he understands my vision, I think his hands are
16 tied.
17 We haven't opposed the high-speed rail, we just
18 oppose the alignment. We want a chance to work with you to
19 get it lined up to where it best fits the needs of our
20 county.
21 We have 28 miles across our county that the rail
22 can go across. I think you've taken 30 of them because you
23 don't know how to go in a straight line. We've had farmers
24 offer, if you go on the edge of my property, I'll give you
25 the ground, but please don't go through the middle of my

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1 field. We've had dairymen offer the same thing, and you
2 refused to work with us. This is going to come to an end.
3 I'm a farmer. I've been a farmer my entire life.
4 This is our harvest time, this is our pay day, this time of
5 year, September, October, we all work for this day. I took
6 time out of my day today to come here and talk to you just
7 like these people here. You need to listen to them, you
8 need to take note of what they have to say.
9 I'm not losing my house, I'm not losing my farm,
10 but I would like you to listen to me. I stand up for these
11 people, and I want you to listen to them and listen to them
12 carefully.
13 We don't oppose the rail but right now there's a
14 petition going around from the community for our county to
15 oppose the rail. And I'm going to listen to my people. If
16 they bring that petition to me saying that we want the Kings
17 County to oppose the rail system, we will do so, but right
18 now we wanted to work with you and you refused to listen to
19 us and it's just enough is enough. You've gotten us all
20 frustrated.
21 Like I said, I'm not losing ground. Two years ago
22 or fifteen months ago the rail was going through my ranch,
23 and I could not come up with an argument to go against it
24 because it was on the property line. I lost a hundred feet.
25 It wasn't a problem.

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Submission P075 (Doug Verboon, Kings County Board of Supervisors, September 21, 2011) -
Continued

This transcript was prepared for you by:
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P075-2

1 But when you took that rail and you curved it to
2 the west and back to the east and curved it back to the west
3 again, you took out 8700 acres of farm ground. Not total.
4 It's 600 acres of actual ground. But when you affect a
5 piece of ground -- it's a square. You take the middle out
6 of it, you just turned it into a garden. That's not a farm
7 anymore. When you go through a corral and an alfalfa field,
8 you've eliminated that dairy.

P075-3

9 And Kings County is an ag community and this is
10 where we get our income from, so we're going to lose revenue
11 from that, plus you're going to hurt our people that farm.
12 And I just hope that from now you really listen to us and
13 take it to heart what we have to say. Thank you.

14 MR. ABERCROMBIE: Thank you, Doug. We also have
15 assistant city manager Mike Olmos from the city of Visalia.

16 MR. OLMOS: Thank you. I'm Mike Olmos, I'm the
17 assistant city manager for the city of Visalia. I'm here
18 representing our city and our mayor, Bob Link.

19 We have followed the high-speed rail process for
20 years, since the inception of the high-speed rail. We have
21 tried to stay engaged in the process, tried to participate
22 with the staff, and appreciate the cooperation that we've
23 received in our efforts to engage with you.

24 We've had discussions with the FRA director and the
25 High-Speed Rail Authority during the determination of the

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Response to Submission P075 (Doug Verboon, Kings County Board of Supervisors, September 21, 2011)

P075-1

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

The Authority and FRA recognize the concerns of Kings County representatives and community members, and we wish to maintain an open dialogue about the project. The Authority welcomes the opportunity to meet with landowners and stakeholders. In addition, project-level information has been shared at public meetings, made available at the Kings County project office, and provided through mailings, e-mail communication, outreach materials, and on the internet.

P075-2

Refer to Standard Response FB-Response-AG-02, FB-Response-AG-03, FB-Response-AG-06.

Also see the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12, Impact SO #16, and Volume II, Appendix 3.14-B, for impacts on animal operations.

P075-3

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

See the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12, Impact SO #16, for impacts on agricultural businesses.

Submission P076 (Richard Williams, September 21, 2011)

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

1 the only big guns as far as job generating coming up right
2 now.

3 Based on these benefits, we strongly support the
4 high-speed rail and look forward to working with you any way
5 we can to help its proceeding further. Thank you.

6 THE FACILITATOR: Thank you.

7 Richard Williams.

8 SPEAKER WILLIAMS: Ladies and gentlemen, I'm
9 Richard Williams. I'm a native Californian, born in Taft.
10 Spent nine and a half years in the Navy in one of the most
11 desolate parts of California, China Lake, so I know what
12 desolate is.

13 The high-speed rail, I've read briefly some of the
14 proposals, it's a term from a movie, "If you build it, they
15 will come." I don't see anything in here about upgrade of
16 electrical infrastructure right now. This is driven by
17 electricity. Are we expecting to have a rolling brownout
18 every time a train passes by a municipality? That's jobs
19 right there. That's jobs that money can pay for right now
20 to upgrade the infrastructure that is going to be required
21 to make this happen no matter what move it takes.

22 I am not here either for or against the rail right
23 now but I have some questions. Who mandated a
24 two-and-a-half hour trip, federal, state, voters, who?
25 Nothing should be mandated. You can have targets, you can

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P076-1

P076-2

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

1 proceed to targets. Nothing should be mandated. It's not a
2 dictatorship in this country. One of the reasons the state
3 is right now in the financial problems we're having is
4 because of mandated items that don't come under review.
5 Nothing should be mandated.

6 The other thing, the farmers are the backbone of
7 Kings County. The only other major industry we have is the
8 air base. I'm a veteran, 28 years at the air base. The
9 farmers go under, this county cannot survive under the
10 dwindling military budget. So the Kings County farmers have
11 a valid point and it needs to be heard.

12 Anybody that requests the extension for response to
13 the EIR needs to have 100 percent validity put to their
14 request. Thank you very much.

15 THE FACILITATOR: Thank you.

16 Pamela.

17 SPEAKER LEAL: Pamela Leal, 12566 7th Avenue.

18 Once again I stand here asking for a 60-day
19 extension. California High-Speed Rail Web site states that
20 these hearings are to disclose information and decision
21 makers -- to decision makers and the public. I've spent the
22 better part of five months asking the Authority to get in
23 coordination with our local governments and farm bureau only
24 to hear you still have yet to contact them and mitigate all
25 impacts listed to you.

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Response to Submission P076 (Richard Williams, September 21, 2011)

P076-1

Refer to Standard Response FB-Response-PU&E-01, FB-Response-PU&E-02.

P076-2

Section 2704.09(b)(1) of Assembly Bill 3034 (Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century) specifies a travel time of 2 hours and 40 minutes for the HST between San Francisco and Los Angeles Union Station.

Submission P077 (Richard Williams, September 21, 2011)

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

1 99, which just -- Tulare was just begging for, so that a new
2 corridor will not be created. However, as explained
3 earlier, the Authority has eliminated from consideration any
4 reasonable alternative. The only alternative is in
5 compliance with the above stated federal and state laws and
6 the will of the people who approved the safe, reliable
7 High-Speed Passenger Train Bond Act for the 21st century.
8 I have been reading the EIR report pretty much
9 until 1:00 or 2:00 in the morning every single night and
10 still do not have any of the answers I have been begging for
11 since May. Thank you.
12 THE FACILITATOR: Thank you.
13 Richard.
14 SPEAKER WILLIAMS: Once again, Richard Williams.
15 I just listened to the gentleman talk about the
16 benefits and the reason we need to do this and one of his
17 reasons as he cites is clean air. I want to once again
18 point out that the Clean Air Act is a mandate by the federal
19 government that affects the state government, which affects
20 us. Once again.
21 Now, back to my grid thing again.
22 Electricity is the key to this entire project.
23 We've lost two peaker plants in this area recently because
24 of the oil, coal bashing that's been going on in the EPA, so
25 they're done. We've lost peaker plants here.

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This transcript was prepared for you by:
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P077-1

1 We're -- in the very near future possibly can lose
2 two nuclear plants we have in the State of California with
3 none on line. With the loss of all the electrical plants in
4 the projected future that was covered by the EIR, what do we
5 have to replace that, where is that now. Solar energy is
6 not going to do it because you're going to take more
7 farmland out of production to build solar farms. You can't
8 grow crops underneath a solar panel. Okay.
9 So once again you got to get the infrastructure of
10 the electricity solved first in the state of California
11 before you should even start proceeding on the high-speed
12 rail that ultimately requires electricity to run.
13 The other thing I would like to add, the name is
14 California High-Speed Rail. Where's the train being built,
15 where's the factory that's going to produce this train in
16 the state of California?
17 THE FACILITATOR: Thank you.
18 Next up we have Tim Niswander, Kings County ag
19 Commissioner and Karen Stout and Donna Marshall.
20 Is Tim still here?
21 SPEAKER NISWANDER: Good evening, Tim Niswander,
22 Kings County agricultural Commissioner.
23 Ladies and gentlemen, as regulator authorized to
24 protect your health, environment, and food you eat, I can't
25 afford to take a side on the issue, to support the

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P077-2

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Response to Submission P077 (Richard Williams, September 21, 2011)

P077-1

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

The proposed project is constructing and operating a HST system, and the EIR/EIS evaluates the impacts of implementing such a system. The Authority is not proposing to shut down power plants as part of the HST project, and therefore no such actions were evaluated in the EIR/EIS. See Chapter 2, Alternatives, for a description of the proposed project and various alternatives. Section 3.6, Public Utilities and Energy, comprehensively evaluates the proposed project's electricity demands and impacts on energy sources.

P077-2

No trains are being built at this time. Before the system is operational, the Authority will hire a company to provide high-speed trains for the State of California. It has not been decided where these trains will be manufactured.

Submission P078 (Maddy Wisecarver, Hanford Future Farmers of America, September 21, 2011)

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

1 is that you do but this is a very, very, very bad idea.
2 As a thinking individual, if I see a child out in
3 the road getting ready to get hit by a car and killed, I'm
4 going to grab him and pull him back. That's what all these
5 people here are trying to do, is saying pull it back, it's
6 not something we want, not something we need.
7 You're changing people's lives. It's not your job
8 to do social engineering. You've changed the plan from what
9 was originally proposed to go down a corridor that was
10 either I-5 or the 99, that's not in the plan now. I don't
11 understand why it's so important to have something that we
12 absolutely cannot afford to bankrupt this already bankrupt
13 state and continue on.
14 Again, it's something we don't want, don't need,
15 got no place to put it. Thank you.
16 THE FACILITATOR: Thank you.
17 Maddy Wisecarver.
18 SPEAKER WISECARVER: Hello, my name is Maddy
19 Wisecarver, and I'm a Hanford High student.
20 I have a few questions. Why are we spending all of
21 our money on the high-speed rail rather than we can improve
22 other ways of transportation, such as highways that need
23 repair. Or even better, as a taxpayer, why should we give
24 our money to the high-speed rail, but instead have it go
25 toward the use of public education and college education.

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P078-1

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

1 Studies have shown that students achieve better
2 scholastically with the art and music being offered in the
3 programs which are currently being budget cut.
4 As a senior in high school, the problem is that I
5 have -- like, I'm going to a college, and tuition is so high
6 in the California UCs that now I am better off going to out
7 of state schools rather than staying in the hometown of
8 California.
9 And another comment. There is a water system built
10 for 20 million people, yet 36 million currently are using
11 it. What's going to happen when more people come?
12 First let's improve the education and the water
13 system, then maybe we should talk about the high-speed rail.
14 Thank you.
15 THE FACILITATOR: Thank you.
16 SPEAKER FAGUNDES: My name is Mary Jane Fagundes,
17 my address is 9785 Ponderosa, Hanford, California.
18 I won't talk about snakes slithering on the ground
19 because you are. I won't talk about pigs in a slop
20 devouring all of us because you are.
21 What I will say is this. We want 180 days to
22 review the EIR. How do you expect us to read 30,000 pages
23 and still be able to, one, take care of our homes that you
24 may steal from us, or, two, work the jobs that we may not
25 have after you destroyed the ag land that maintains the jobs

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Response to Submission P078 (Maddy Wisecarver, Hanford Future Farmers of America, September 21, 2011)

P078-1

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