

22 Local Agency Comments

Part 1 of 4

Submission 229 (Rod Pruett, City of Chowchilla, June 11, 2019)



June 11, 2019

California High-Speed Rail Authority
770 L Street, Suite 620 MS-1
Sacramento, CA 95814

Subject: Central Valley Wye Draft Supplemental EIR/EIS Comment Period – Request for Time Extension

Dear High-Speed Rail Authority:

229-25

The City of Chowchilla looks forward to working with the California High-Speed Rail Authority (CHSRA) for the benefit of both the HSR and the people of Chowchilla. However, we will need additional time to review the Draft Supplemental EIR/EIS.

For large projects, many jurisdictions provide review periods longer than the state-required minimum of 45 days. The SEIR is a very large document, which addresses the effects of a project that is of a scale that Chowchilla has never experienced. Particularly for those citizens of Chowchilla who do not ordinarily follow the progress of State-sponsored projects and are unable to easily access media that might inform some, we need additional time. Many people became aware of the project and the preferred alignment, and its potential implications only following the HSR open house last week, which leaves a much smaller window of opportunity to find and read the SEIR.

A thorough review of the SEIR cannot be compromised. After we have had informed dialogue with CHSRA officials, only then will we be able to communicate the relevant comments of concern that CHSRA's preferred alternative will have on the City. Additional information and time are required for a proper review of a project of this size and complexity.

Therefore, I am asking for an additional 30 days to review and comment on the Draft SEIR.

Sincerely,

A handwritten signature in blue ink, appearing to read "Rod C. Pruett".

Rod C. Pruett, CPA
Interim City Administrator & Director of Finance
City of Chowchilla

130 S Second Street, Chowchilla, CA 93610

Telephone: (559) 665-8615 Fax: (559) 665-7418 www.cityofchowchilla.org

Response to Submission 229 (Rod Pruett, City of Chowchilla, June 11, 2019)

229-25

The comment pertains to the initial circulation of the document pursuant to the California Environmental Quality Act (CEQA). The public review period extended for 48 days, from May 3, 2019, until June 20, 2019. The California High-Speed Rail Authority (Authority) declined to extend the comment period but engaged in an ongoing dialogue with the City of Chowchilla subsequent to the close of the CEQA comment period to review in depth the City's concerns.

In addition, the document was circulated for National Environmental Policy Act (NEPA) review on September 13, 2019, for a 45-day comment period ending on October 28, 2019.

Submission 230 (Matthew Treber, Madera County Board of Supervisors, June 12, 2019)



MEMBERS OF THE BOARD
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TOM WHEELER, District No. 5

RHONDA CARGILL, Chief Clerk of the Board

June 11, 2019

Attn: Draft Supplemental EIR/EIS for the Merced to Fresno Project Section
California High-Speed Rail Authority
770 L Street, Suite 620 MS-1
Sacramento, CA 95814

Via Email to: CentralValley.Wye@hsr.ca.gov

Subject: Request for Extension of Time to Comment and for Cooperative Discussions regarding the Central Valley Wye Draft Supplemental EIR/EIS

Dear High-Speed Rail Authority,

230-26 The County of Madera is reviewing the California High-Speed Rail Authority (CHSRA) "*Merced to Fresno Section: Central Valley Wye Draft Supplemental Environmental Impact Report/Environmental Impact Statement*" (dated September 2018) and the April 2019 "EIR Clarifications and Errata," collectively referenced herein as the "DSEIR." CHSRA published the DSEIR on May 3, 2019, with a requirement that comments be submitted by June 20, 2019. **By way of this letter, the County is requesting an extension of time to comment on the DSEIR and is requesting to meet with CHSRA representatives to discuss matters associated with the Central Valley Wye that are of substantial importance to the County.**

The County appreciates CHSRA's efforts and we recognize that environmental review of the HSR components is a complex undertaking. While we have concerns regarding certain aspects of the DSEIR, we are confident that our concerns can be addressed through cooperation with CHSRA in advance of the close of the DSEIR comment period. Therefore, we request that CHSRA extend the comment period for a sufficient duration to allow for cooperative discussions. It is not our intent to cause unnecessary delays in the environmental review process; instead, our request is made with interest in ensuring that the concerns and interests of stakeholders in Madera County are considered and addressed.

Thank you for your consideration of this request. Please feel free to contact Matthew Treber at 559-675-7821 or matthew.treber@maderacounty.com with any questions and to schedule a meeting to discuss our concerns.

Respectfully,


Brett Frazier, Chairman
Madera County Board of Supervisors


Max Rodriguez, Supervisor District 4
Madera County Board of Supervisors



BOARD OF SUPERVISORS
200 West 4th Street • Madera, CA 93637 • 559.675.7700 • madco311.com • maderacounty.com

Response to Submission 230 (Matthew Treber, Madera County Board of Supervisors, June 12, 2019)

230-26

The comment pertains to the initial circulation of the document pursuant to CEQA. The public review period extended for 48 days, from May 3, 2019, until June 20, 2019. The Authority declined to extend the comment period but engaged in an ongoing dialogue with Madera County subsequent to the close of the CEQA comment period to review in depth the County's concerns.

In addition, the document was circulated for NEPA review on September 13, 2019, for a 45-day comment period ending on October 28, 2019.

Submission 234 (Matthew Treber, Madera County (on behalf of Wye Madera County Taskforce), June 17, 2019)



June 14, 2019

Attn: Draft Supplemental EIR/EIS for the Merced to Fresno Project Section
California High-Speed Rail Authority
770 L Street, Suite 620 MS-1
Sacramento, CA 95814

Via Email to: CentralValley.Wye@hsr.ca.gov

Subject: Request for Extension of Time to Comment and for Cooperative Discussions regarding the Central Valley Wye Draft Supplemental EIR/EIS

Dear High-Speed Rail Authority,

The Wye Madera County Task Force (Task Force) is reviewing the California High-Speed Rail Authority (CHSRA) "Merced to Fresno Section: Central Valley Wye Draft Supplemental Environmental Impact Report/Environmental Impact Statement" (dated September 2018) and the April 2019 "EIR Clarifications and Errata," collectively reference d herein as the "DSEIR." CHSRA published the DSEIR on May 3, 2019, with a requirement that comments be submitted by June 20, 2019. By way of this letter, the Wye Madera County Task Force is requesting an extension of time to comment on the DSEIR and is requesting to meet with CHSRA representatives to discuss matters associated with the Central Valley Wye that are of substantial importance to Task Force member agencies and the communities we represent.

The Task Force is a collaborative of agencies in Madera County with common interests pertaining to the California High-Speed Rail (HSR). Task Force agency members are:

- County of Madera
- City of Chowchilla
- City of Madera
- Madera Unified School District
- Madera County Transportation Commission
- Workforce Development Board of Madera County
- Madera County Economic Development Commission

The Task Force appreciates CHSRA's efforts and we recognize that environmental review of the HSR components is a complex undertaking. While we have concerns regarding certain aspects of the DSEIR, we are confident that our concerns can be addressed through cooperation with CHSRA in advance of the close of the DSEIR comment period. Therefore, we request that CHSRA extend the comment period for a sufficient duration to allow for cooperative discussions. It is not our

234-39

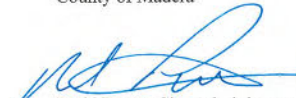
intent to cause unnecessary delays in the environmental review process; instead, our request is made with interest in ensuring that the concerns and interests of stakeholders in Madera County are considered and addressed.

Thank you for your consideration of this request. Please feel free to contact Matthew Treber at 559-675-7821 or matthew.treber@maderacounty.com, with any questions and to schedule a meeting to discuss Task Force concerns.

Sincerely,


Eric Fleming, County Executive Officer
County of Madera



Patricia Taylor, Executive Director
Madera County Transportation Commission


Rodd Pruett, City Administrator
City of Chowchilla


Tracie Scott-Contreras, Executive Director
Workforce Development Board of Madera County


Arnaldo Rodriguez, City Manager
City of Madera


Bobby Kahn, Executive Director
Madera County Economic Development Commission


Todd Lile, Superintendent
Madera Unified School District

234-38

Response to Submission 234 (Matthew Treber, Madera County (on behalf of Wye Madera County Taskforce), June 17, 2019)

234-38

The comment requested to meet with the Authority. The Authority conducted informal meetings with the Task Force over the summer of 2019.

234-39

The comment pertains to the initial circulation of the document pursuant to CEQA. The public review period extended for 48 days, from May 3, 2019, until June 20, 2019. The Authority declined to extend the comment period but engaged in an ongoing dialogue with the Wye Madera County Task Force subsequent to the close of the CEQA comment period to review in depth the Task Force's concerns.

In addition, the document was circulated for NEPA review on September 13, 2019, for a 45-day comment period ending on October 28, 2019.

Submission 236 (Nicholas Salinas, Madera County Board of Supervisors (On behalf of McIntyre), June 18, 2019)

Good afternoon,
Please see the attached letter we received from a constituent.
Feel free to follow up with me with any questions.
Thank you!

Nick Salinas | District Chief of Staff
MADERA COUNTY BOARD OF SUPERVISORS
200 W. 4th Street, Suite 4100, Madera, CA 93637
Office: (559) 662-6030

June 3, 2019

Robert Poythress
Madera County Supervisor, District 3
205 W. 4th St.
Madera CA 93637

RE: HSR Draft Supplemental Environmental Impact Report:
Merced to Fresno Section: Central Valley WYE/Gordon Shaw
Properties Site

Dear Supervisor Poythress,

I'm writing this letter to comment of the above referenced Draft Supplemental Environmental Report. The Supplemental Report will direct the CHSRA in choosing the last piece of the alignment that will connect Madera to San Jose. Specifically, I want to voice my support for the Ave. 21/Gordon Shaw alignment (see drawing enclosed) and ask that you and the County take a position in support of this alignment.

The Gordon Shaw HMF site was studied extensively for over two years and certified by the CHSRA. It was stated in the report that the site was the least expensive to develop and had the minimal impacts on the environment. In addition, the site, submitted by the County of Madera contained a letter by the owner of the property wherein the owner offered the site on any terms deemed acceptable by the CHSRA. The site was one of over 20 sites submitted from Atwater to Bakersfield and after environmental clearance, became one of 4 sites left of the original sites submitted. It is a preferred site.

236-41

The Ave. 21 alignment is less expensive than the Ave. 23 alignment. It is a faster alignment than the Ave. 23 alignment. It will be easier to construct. However, if the Ave. 23 alignment is chosen, there is a route that serves the Gordon Shaw Site (see enclosed). The drawings attached were done by Precision Engineering, who has done extensive work for the CHSRA.

I ask that the County pass a resolution in support of the Ave. 21 and Ave. 23 alignments that serve the Gordon Shaw Properties HMF site. This resolution would not in any way threaten any other HMF sites under consideration in Madera County and would keep a high quality site chosen as a finalist by the CHSRA in contention for selection.

Thank you for your consideration.

Sincerely,

Edward J. McIntyre
Gordon Shaw Properties Representative

Response to Submission 236 (Nicholas Salinas, Madera County Board of Supervisors (On behalf of McIntyre), June 18, 2019)

236-41

The comment submission from Madera County forwarded a letter from Edward J. McIntyre, Gordon Shaw Properties Representative, to the Madera County Board of Supervisors asking the County to pass a resolution regarding the Gordon Shaw Properties heavy maintenance facility site. The letter does not address the content of the Draft Supplemental Environmental Impact Report (EIR)/Environmental Impact Statement (EIS). Please refer to Standard Response: CVY-Response-GENERAL-4: Heavy Maintenance Facility.

Submission 244 (Ellen Wehr, Grassland Water District, June 21, 2019)

Merced - Fresno 2014+; Central Valley Wye - RECORD #244 DETAIL

Status : Unread
 Record Date : 6/21/2019
 Submission Date : 6/21/2019
 Interest As : Business and/or Organization
 First Name : Ellen
 Last Name : Wehr
 Submission Content :

Good afternoon,
 Attached please find comments on the Draft Supplemental Environmental Impact Report/ Environmental Impact Statement (SEIR/SEIS) for the Merced to Fresno Section of the California High-Speed Rail Project.

Thank you,

Ellen Wehr
 Grassland Water District
 (916) 873-2020
ewehr@gwdwater.org<<mailto:ewehr@gwdwater.org>>

This e-mail may be confidential and privileged for the sole use of the intended recipient. If that is not you, please contact me and delete all copies without reviewing or forwarding.
 Attachments : GWD Comments.pdf (877 kb)

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 Email: veronica@gwdwater.org

Ricardo Ortega
 General Manager
 Veronica A. Woodruff
 Treasurer/Controller
 Ellen Wehr
 General Counsel

June 20, 2019

VIA E-MAIL

California High-Speed Rail Authority
 770 L Street, Suite 620 MS-1
 Sacramento, CA 95814
CentralValley.Wye@hsr.ca.gov

Re: Comments on Draft Supplemental EIR/EIS for the Central Valley Wye

Dear California High-Speed Rail Authority,

The Grassland Water District and Grassland Resource Conservation District (collectively, GWD) submit these comments regarding the California High-Speed Rail Authority's (Authority) Draft Supplemental Environmental Impact Report/ Environmental Impact Statement (SEIR/SEIS) for the Merced to Fresno Section of the California High-Speed Rail Project (Project). The SEIR/SEIS addresses the Central Valley "Wye" feature of the Project, which would serve as a junction for the proposed east-west connection from the Fresno to Merced Project section to San Jose. The Authority is only issuing the SEIR/SEIS pursuant to state law, the California Environmental Quality Act (CEQA).

244-95

GWD, its landowners, non-governmental organizations, and wildlife agencies have long advocated for the Project to follow a route that does not bisect the Grasslands Ecological Area (GEA). The GEA is an internationally recognized natural wetland ecosystem that comprises the largest remaining intact contiguous freshwater wetland in California. The environmental impacts of routing high-speed trains through the GEA are not fully understood but will undoubtedly be significant. Despite extensive efforts by a coalition of organizations working with the Authority to develop mitigation and avoidance measures, the Authority has not yet shared its environmental analysis or committed to mitigation measures, and the potential impacts to the GEA remain significant and unavoidable.¹

¹ A 2018 mitigation request letter from Audubon California, California Waterfowl Association, Ducks Unlimited, and Point Blue Conservation Science is attached hereto.

Submission 244 (Ellen Wehr, Grassland Water District, June 21, 2019) - Continued

244-96

All of the proposed alternatives for the Central Valley Wye east-west connection would route the Project along Henry Miller Road, which equates to a premature selection of a high-speed rail route through the GEA. When the Authority previously approved its Final EIR/EIS for the Fresno to Merced Project section, it purposely declined to select an east-west Wye connection. In light of Project changes, changed circumstances, and new information, it appears that this decision was the correct one. *The Authority should not approve an east-west Wye connection at this time.* The SEIR/SEIS also omits highly relevant information that CEQA requires to be included.

I. STATEMENT OF INTEREST

Grassland Water District is a California Water District that delivers water to the 75,000-acre Grassland Resource Conservation District, including water supplies for delivery to private, state, and federally managed wetlands and wildlife refuges. The Grassland Water District and Grassland Resource Conservation District (collectively, GWD) intensively manage wetlands to produce standing crops of moist-soil food plants and invertebrates with high value to wildlife, particularly waterfowl and shorebirds in the Grasslands Ecological Area, located in Merced County in the San Joaquin Valley. 90% of the GRCD is preserved under permanent wetland conservation easements or as public lands. GWD has a strong interest in preserving the habitat value of the GEA.

II. CEQA'S REQUIREMENTS

When changes occur after an EIR is certified, a subsequent or supplemental EIR must be prepared and circulated to the public if there are substantial changes to the project, its surrounding circumstances, or there is pertinent new information:

- (1) Substantial changes are proposed in the project which will require major revisions of the environmental impact report.
- (2) Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report.
- (3) New information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available.²

The regulatory CEQA Guidelines elaborate on the meaning of this law. First, the CEQA Guidelines require the preparation of a subsequent EIR if there are substantial changes to the project, its surrounding circumstances, or there is new

² CEQA § 21166.

information requiring "major revisions" to a previous EIR "due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects."³ A subsequent EIR is also required if new information shows that feasible mitigation measures or project alternatives would substantially reduce the project's significant effects on the environment, but are rejected by the lead agency.⁴ The CEQA Guidelines authorize the preparation of a supplemental EIR rather than a subsequent EIR if any of these events occurs but "only minor additions or changes" to the EIR are necessary.⁵

New information is "significant" when it "deprives the public of a meaningful opportunity to comment on a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement."⁶ For example, the discovery that a project may have an greater adverse effect on wetlands than previously believed is a substantial change in circumstances requiring revision and recirculation of an EIR. Failure to do so "deprive[s] the public, who relied upon the EIR's representations, of meaningful participation regarding the issue of wetlands degradation," a significant adverse effect.⁷

244-97

III. SIGNIFICANT CHANGES AND NEW INFORMATION

The Draft SEIR/SEIS neglects to describe substantial changes with respect to the Project and the circumstances under which the Project is being undertaken:

- (1) On February 11, 2019, Governor Newsom gave a State of the State address declaring support for a scaled-back Project between Merced and Bakersfield, which does not require a determination regarding an east-west connection;
- (2) On February 19, 2019, the Federal Railroad Administration (FRA) notified the Authority that it would not participate in federal environmental review and would rescind federal grants for the Project, grants that contained a requirement to complete CEQA review for future Project sections; and
- (3) On May 1, 2019, the Authority issued a Project Update Report, stating that it did not have funding to complete the entire Project and would focus on constructing a scaled-back Project from Merced to Bakersfield by 2028.

³ CEQA Guidelines, 14 Cal. Code Regs. § 15162.

⁴ *Id.*

⁵ *Id.*, § 15163.

⁶ *Laurel Heights Improvement Assn. v. Regents of the Univ. of Cal.* (1993) 6 Cal.4th 1112, 1129-1130.

⁷ *Id.* (quoting *Mira Monte Homeowners Assn. v. County of Ventura* (1985) 165 Cal.App.3d 357, 365).

Submission 244 (Ellen Wehr, Grassland Water District, June 21, 2019) - Continued

244-97

Not only does the Draft SEIR/SEIS omit this new information, it fails to provide any sufficient purpose or need for the Authority to adopt a SEIR/SEIS that approves an east-west connection for the Central Valley Wye at this time.⁸ The Authority has already approved a Final EIR/EIS for the Merced to Fresno section. It must now select only a final north-south route for the high-speed rail from Merced to Fresno and then to Bakersfield, in order to proceed with the scaled-back Project.

ATTACHMENT

244-98

Moreover, because this portion of the Project will not be completed until 2028 at the earliest, any future construction of an east-west connection will be long into the future and will likely face further significant changes to the Project, its surrounding circumstances, and available information. The proposed approval of an east-west Central Valley Wye connection is premature and unwise.

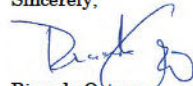
244-99

Finally, through regular meetings with the Authority, a working group of stakeholders has provided significant information regarding the potential impacts that an east-west connection along Henry Miller Road would have on wildlife in the GEA. There remains substantial debate about the nature and extent of disturbances that the Project would cause due to noise, lighting, vibration, glare, connectivity of wildlife corridors, placement of accessory facilities, and Project-induced growth. The Authority's ability and willingness to deploy stringent avoidance and mitigation measures also remains unclear. The Authority should seriously consider the potential costs, delays, and impacts of making a too-early decision regarding the proposed east-west Project connection in the Central Valley.

244-100

CEQA requires the inclusion of the new information described above in a revised SEIR/SEIS. GWD urges the Authority to refocus its environmental review on those north-south features that are necessary to complete a scaled-back Project in the Central Valley. The premature selection of an east-west connection in the Central Valley at this time is controversial and unnecessary. Thank you for your consideration of these comments.

Sincerely,



Ricardo Ortega
General Manager
Grassland Water District and
Grassland Resource Conservation District

⁸ The SEIR/SEIS at pages 1-2 to 1-3 refers vaguely to "updated data for existing conditions, and new and updated policies and regulations," but provides little to no additional explanation.

Submission 244 (Ellen Wehr, Grassland Water District, June 21, 2019) - Continued



244-102

December 5, 2018

VIA U.S. MAIL AND E-MAIL

Mark McLoughlin
 Director of Environmental Services
 California High-Speed Rail Authority
 770 L Street, Suite 620
 Sacramento, CA 95814
 E-Mail: Mark.McLoughlin@hsr.ca.gov

Re: Request for Wildlife Mitigation in the Grasslands Ecological Area

Dear Mr. McLoughlin,

Our organizations have met with you, your staff and consultants over the past year to discuss environmental design, impacts, and mitigation for the High-Speed Rail (HSR) project in that portion of the San Jose to Merced segment known as the Grasslands Ecological Area (GEA). This area of the San Joaquin Valley contains abundant wildlife and birds, wetlands, and green space that is vital to local communities, the regional economy, and the international migration of birds. The GEA is recognized under our international treaties and by national and international environmental organizations as one of the last remaining undeveloped wetland complexes in the West.

We have expressed our strong desire that the HSR be rerouted to avoid the GEA, or that the train be routed underground. If HSR trains are to pass through this precious place without doing irreversible environmental harm, we must use modern mitigation techniques that are on par with other nations. Countries like China and Spain are employing new and promising technologies in environmental design and monitoring for HSR trains. We write you to request that California embrace these same opportunities for the "Valley to Valley" segment of the HSR project.

It is widely acknowledged that "HSR planning faces a key environmental challenge: practically nothing is known regarding the potential environmental effects of HSRs beyond pollution and climate change."¹ However, an extensive body of research shows that transportation corridors cause significant disturbance and mortality of birds and other wildlife. Recent observations in Spain estimated 60 direct bird strikes/deaths per HSR kilometer per year (daytime only). It is our informed belief that HSR trains travelling through the wildlife-rich GEA will have even greater disturbances of wildlife, resulting in long-term behavioral changes and frequent bird collisions.

The recently opened Shenzhen-Maoming Railway in China's Guangdong Province was constructed with sensitivity to a nearby wetland habitat used by 30,000 herons. To avoid disturbing this habitat, China constructed a vaulted tube/shield on a 2,036-meter section of HSR line, using sound absorption and insulation materials. Tests showed that when a HSR train passed at a speed of 200 km per hour, the sound monitored at the core area of the birds' habitat was barely audible.

In Spain, shields are also being deployed to reduce the effects of HSR operations on birds. Spain has allowed on-board monitoring of bird presence and bird strikes to better understand the environmental costs of its HSR projects. We believe that the potential for damage to wildlife in the GEA is larger in magnitude than the existing HSR projects studied in Europe and Asia. In addition to a number of smaller mitigation measures to reduce and avoid these impacts, we request that the California High-Speed Rail Authority fully vet the following environmental design, mitigation, and monitoring techniques as a serious option for the HSR project, similar to China and Spain:

1. Design and construct a vaulted tube/shield through the GEA similar to the Shenzhen-Maoming Railway. Using modern sound- and vibration-absorption techniques, this mitigation measure will greatly reduce noise, vibration, and visual disturbances to wildlife, and avoid bird strikes.
2. Commit to pre-construction and post-operational monitoring of bird presence and bird responses around the HSR project where it passes through the GEA. Employ modern GPS and camera-based technologies to observe bird behavior and record bird strikes along the HSR corridor. If there are unpredicted or unreasonable impacts to wildlife from HSR operations, adaptive mitigation measures may need to be implemented in response.

¹ Garcia de la Morena, E. L., et al., *On-Board Video Recording Unravels Bird Behavior and Mortality Produced by High-Speed Trains*. *Frontiers in Ecology and Evolution* 5: Article 117 (2017).

Submission 244 (Ellen Wehr, Grassland Water District, June 21, 2019) - Continued

244-103

Millions of birds use the GEA each year for nesting, feeding, and resting during long migratory journeys, and other wildlife species make abundant use of this peaceful and productive wetland habitat. A significant amount of private, local, state, and federal investment has been made in the GEA habitat for many decades. We encourage the HSRA to lead the world in protecting and preserving our wetland environment.

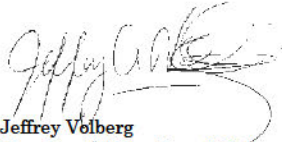
Sincerely,



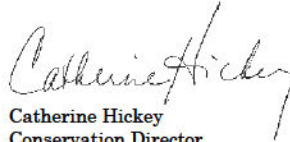
Michael Lynes
Policy Director
Audubon California



Ricardo Ortega
General Manager
Grassland Water District



Jeffrey Volberg
Director of Water Law & Policy
California Waterfowl Association



Catherine Hickey
Conservation Director
Point Blue Conservation Science



Mark Biddlecomb
Director of Operations, Western Region
Ducks Unlimited

Response to Submission 244 (Ellen Wehr, Grassland Water District, June 21, 2019)

244-95

The Authority acknowledges the Grasslands Water District's (GWD) participation and comments in the planning and environmental review processes for the HSR to date. The Authority has recognized the potential for and evaluated the impacts of the HSR on the Grasslands Ecological Area (GEA) as part of its Tier 1 Bay Area to Central Valley programmatic environmental documents. In its Tier 1 decision, selecting the Pacheco Pass via the Henry Miller Road corridor for further Tier 2 study, the Authority committed to continuing to seek and evaluate ways to minimize or avoid resources in the GEA (Resolution HSR #12-17, Exhibit A). That Tier 2 study is occurring as part of the San Jose to Merced Project Section. Figure 2-1 in the Draft Supplemental EIR/EIS depicts the Tier 1 corridors that advanced for further study and illustrates that the study area limits for this Draft Supplemental EIR/EIS do not include areas that cross or are proximate to the GEA.

The Authority acknowledges the 2018 letter attached to GWD's comments, which is being considered as part of development of the San Jose to Merced Draft EIR/EIS.

244-96

As explained in Section 2.1.1 and Figure 2-1, the FRA and Authority advanced a Tier 1 corridor, extending from the Bay Area to the Central Valley, over Pacheco Pass, then along Henry Miller Road, to meet the Merced to Fresno Tier 1 corridor. Subsequent planning and environmental review, including as part of the Merced to Fresno Final EIR/EIS and as part of this document, considered several east-west connections for the HSR that refine and build upon the Tier 1 decision in the geographic area west of Chowchilla and extending to Carlucci Road (please refer to Figures 2-3 and 2-4).

All of the Central Valley Wye alternatives studied in this document converge on their western end at SR 152 and Carlucci Road, which is also where all alternatives under consideration for the adjacent San Jose to Merced Project Section converge. The selection of a Central Valley Wye Alternative would not predetermine the HSR alignment west of Carlucci Road. The GEA will be evaluated in the Authority's environmental analysis of the adjacent San Jose to Merced Project Section.

244-97

The comment asserts that the 2019 remarks of the governor and FRA's determination to cancel a certain amount of federal funding for HSR means the HSR system as a whole will be scaled back, which should have been reflected in the Draft Supplemental EIR/EIS. However, the HSR system is not being scaled back. The Authority is continuing to conduct planning and environmental reviews on each Phase 1 project section while at the same time continuing engagement with FRA concerning grant funding as well as working to find resources to fund future construction to continue and complete the Phase 1 HSR system.

The purpose of and need for the HSR system as a whole, including the Merced to Fresno Project Section, are identified in Chapter 1, Introduction and Purpose, Need, and Objectives, and remain valid and accurate.

The potential for interim service considered in the 2019 Project Update Report (Merced to Bakersfield) would include the area of the wye alternatives.

Please also refer to Standard Response CVY-Response-GENERAL-5: Interim Operating Plans and Draft 2020 Business Plans regarding considerations of interim service.

The commenter's suggestion for the Authority to approve only the north-south components for the wye and further defer the east-west connection is noted.

244-98

Please refer to Standard Response CVY-Response-GENERAL-5: Interim Operating Plans and Draft 2020 Business Plans.

The Authority is proceeding with environmental review for all Phase 1 project sections and anticipates making alignment and station decisions for Phase 1 at the conclusion of those project-section EIR/EIS processes. The commenter's suggestion that selection of an east-west wye connection is premature is noted.

Response to Submission 244 (Ellen Wehr, Grassland Water District, June 21, 2019) - Continued

244-99

The Authority acknowledges stakeholder working group efforts related to wildlife impacts from an HSR alignment along Henry Miller Road. These efforts are occurring in conjunction with the adjacent San Jose to Merced Project Section, which will include an evaluation of impacts on the GEA in the Draft EIR/EIS for that project section.

The comment urges the Authority to take cost considerations into account when making a decision regarding a proposed east–west connection through the Central Valley. The comment is noted. It does not cite or concern any specific environmental conclusion within the Draft Supplemental EIR/EIS.

244-100

The Authority appreciates the GWD comments. Please refer to prior responses to GWD's comments regarding selection of an east–west connection in the Central Valley.

244-101

The comment is contained in an attachment to the EIR/EIS comment letter from GWD. The letter attachment is not a comment on the Draft Supplemental EIR/EIS. Rather, the letter advocates for the Authority including new technologies as mitigation for the HSR as it passes through the GEA.

As noted in prior responses to GWD, the GEA is west of the common western terminus of all of the Central Valley Wye alternatives, which converge at Carlucci Road. The Authority is considering the mitigations identified in the letter attachment to the GWD comment letter on the Draft Supplemental EIR/EIS as part of the San Jose to Merced Project Section.

244-102

Please refer to the response to submission MF2-244, comment 101.

244-103

As noted above, the Central Valley Wye does not encompass the area in and around the GEA. HSR impacts on the GEA will be evaluated in the Authority's environmental analysis of the San Jose to Merced Project Section. The Authority appreciates the comment regarding protecting and preserving wetlands.

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Merced - Fresno 2014+; Central Valley Wye - RECORD #245 DETAIL

Status : Action Pending
 Record Date : 6/21/2019
 Submission Date : 6/21/2019
 Interest As : Local Agency
 First Name : Matthew
 Last Name : Treber
 Submission Content :

Good Afternoon,

Please find attached the WYE Madera County Task Force formal comment letter on the Central Valley Wye Draft Supplemental EIR. We look forward to an opportunity to work through our concerns with the High Speed Rail Authority. Please contact me with any questions or concerns. We are also Overnighting this letter to the Authority via Fedex.

Thanks,

<<http://maderacounty.com/>>

Matthew Treber | Director of Community and Economic Development

COMMUNITY AND ECONOMIC DEVELOPMENT

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Attachments : 20190620_Wye DSEIR_Task Force Comment Letter_6-20-2019 (4).pdf (11 mb)

June 20, 2019

Attn: Draft Supplemental EIR/EIS for the Merced to Fresno Project Section
 California High-Speed Rail Authority
 770 L Street, Suite 620 MS-1
 Sacramento, CA 95814

Via Email to: CentralValley.Wye@hsr.ca.gov

Subject: Comments on Merced to Fresno Section: Central Valley Wye Draft Supplemental Environmental Impact Report/Environmental Impact Statement

Dear High-Speed Rail Authority,

This letter provides comments from the Wye Madera County Task Force (Task Force) to the California High-Speed Rail Authority (CHSRA) regarding the "Merced to Fresno Section: Central Valley Wye Draft Supplemental Environmental Impact Report/Environmental Impact Statement" (dated September 2018) and the April 12, 2019 "EIR Clarifications and Errata," collectively referenced herein as the "DSEIR."

The Task Force is a collaborative of agencies in Madera County with common interests pertaining to the California High-Speed Rail (HSR). Task Force agency members are:

- County of Madera
- City of Chowchilla
- City of Madera
- Madera County Transportation Commission
- Madera Unified School District
- Workforce Development Board of Madera County
- Madera County Economic Development Commission

The DSEIR was published on May 3, 2019, with a requirement that comments on the document be submitted by June 20, 2019. On June 14, 2019, the Task Force submitted a letter to CHSRA requesting extension of the comment period and requesting to meet with CHSRA to discuss the Task Force's concerns. Presently, CHSRA has not notified the Task Force of a decision to extend the comment period; therefore, we are submitting this letter to ensure our comments on the DSEIR are received by the submittal deadline. We remain interested in meeting with CHSRA to discuss and address our concerns. The Task Force supports CHSRA's efforts in implementing the statewide HSR. However, the Task Force has concerns regarding certain elements of the Central Valley Wye and of the environmental review. We are confident these concerns can be addressed through refinements to certain aspects of the project and clarifications related to the environmental review, and we look forward to addressing these concerns in cooperation with CHSRA.

245-104

A primary interest shared by Task Force members is our support for selection of Madera County as the location for the HSR Heavy Maintenance Facility (HMF). The Central Valley Wye will result in HSR having greater and disproportionate impacts in Madera County due to the extra track miles needed to accommodate the intersection of the San Jose-Merced and Merced-Fresno segments in Madera County. Locating the HMF in Madera County would provide jobs and revenue that would contribute to offsetting

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245-104

adverse effects of the HSR and Central Valley Wye. With the junction of the San Jose-Merced and Merced-Fresno segments in Madera County, it is reasonable to expect that the HMF should be located in Madera County. In 2015, Task Force member agencies adopted resolutions (enclosed with this letter) expressing support for establishing the HMF in Madera County. Three proposals identifying specific sites in Madera County and demonstrating each site's ability to meet CHSRA's HMF selection criteria have also been submitted to CHSRA and are also included with this letter. The Task Force's strong support and interest in siting the HMF in Madera County continues, and we urge CHSRA to coordinate with the Task Force and other stakeholders for the selection of an HMF site in Madera County.

The Task Force is interested in cooperating with CHSRA to ensure HSR facilities in Madera County are designed, constructed, and operated to achieve the intended statewide benefit while minimizing the adverse effects on our communities, productive lands, and businesses. Part II of this letter outlines our specific requests for consideration by CHSRA. The Task Force looks forward to discussing our requests with CHSRA staff and developing a program for achieving the Task Force objectives while providing for successful development and operation of a community-sensitive HSR system.

We encourage CHSRA to consider the issues and recommendations in this letter with the weight they carry from our perspective as agencies with land use and regulatory responsibilities directly related to protecting the health and welfare of the citizens of Madera County and the County's economic and environmental values. We invite and look forward to additional discussions with CHSRA in the decision-making process for HSR facilities developed and operated in Madera County.

PART I. TASK FORCE PRIMARY REQUESTS

Construction of HSR components in Madera County began in 2015. Since that time, Madera County residents, business, and local agencies have gained important insight to the effects and challenges of this substantial public infrastructure construction project. We have worked cooperatively with CHSRA and its contractors to assist in accommodating construction activities while seeking to minimize the effects on our community. We are confident that our insights and our interest in continued cooperation with CHSRA can result in successful development of the HSR system, including the Central Valley Wye and other important components of the system in Madera County.

245-105

The Task Force has identified issues of concern pertaining to the proposed project presented in the DSEIR. These relate to temporary effects during construction of HSR facilities and permanent effects resulting from the changes to our communities and our public infrastructure resulting from the permanent presence and operation of HSR facilities in the County. Our concerns with regard to construction-related impacts could largely be addressed through more clearly defined local agency involvement and approval processes, greater attention to impacts on existing transportation infrastructure, and improved construction planning and phasing. The current road closure situation at the Road 27 grade-separation project for HSR Construction Package 1 (CP-1) Extension north of Madera is illustrative. Road 27 is a north/south County road that serves as one of two primary access routes to the Madera Acres community, including Berenda Elementary School that serves approximately 850 students. Road 27 was permitted by the County to be closed for one year for HSR construction at the HSR crossing in September 2016 resulting in all traffic being detoured to the remaining primary access route (Road 26). The detour essentially doubled the traffic using Road 26 access to the area, which led to significant congestion at the single access point and doubled traffic loading on these roads, thereby accelerating the depletion of the service life of this transportation infrastructure. Additionally, a significant portion of the traffic that would otherwise take access from Road 27 was rerouted through local neighborhood streets to access Road 26. This has increased the volume of traffic in neighborhoods and the concern for the safety of children and pedestrians in these neighborhoods. After three years, construction at this location has not been completed and Road 27 remains closed. Compounding this situation, Burlington Northern Santa Fe

245-105

(BNSF) initiated work on its existing rail line south of the Road 27 location, resulting in a closure that forced even more traffic onto the already heavily impacted Road 26. This traffic would have been detoured onto Road 27 were it not for the ongoing closure due to HSR construction. These overlapping closures have resulted in extending the travel distance between Madera Acres and the City of Madera by an additional two to four miles for each trip.

With improved planning and coordination and more clearly established construction contract requirements and commitments, we believe situations like the one described above can be avoided. Our key requests listed in this section (and specific modifications to IAMFs suggested in Part III of this letter) outline improved mechanisms to avoid construction delays and related effects on Madera County communities.

245-106

The Task Force also requests that CHSRA provide assistance and funding for the planning efforts our land use agencies will need to undertake to update general plans, transportation plans, zoning, and other related planning activities necessary as a result of the substantial permanent changes to land use, circulation, and other conditions caused by the development and operation of HSR facilities in the County. Our most populated areas and our most traveled roads are substantially affected by HSR. With HSR facilities becoming a permanent fixture in the County, our land use and planning agencies must update our general plans, zoning codes, land use and zoning designations, and infrastructure and circulation plans to accommodate the HSR. The HSR is planned as a state-wide and nationally important transportation resource. Our communities are being required to absorb the effects and, therefore, must be provided with the tools and funding to allow us to adjust. Key Task Force requests listed below would help achieve that.

245-107

The HSR will eventually result in millions of passengers passing through Madera County each year. Thus, in our requests, the Task Force urges CHSRA to provide for visibility and promotion of our communities through signage along the HSR corridor and access to our community with a permanent Madera Station.

245-108

As discussed, the location of the Central Valley Wye in Madera County will result in the HSR having greater and disproportionate impacts in the County. Locating the HMF in Madera County would provide economic benefits that would substantially aid in alleviating the adverse economic and community effects of the HSR and Central Valley Wye. Locating the HMF in Madera County would provide jobs and revenue that would contribute to offsetting adverse effects of the Central Valley Wye. With the junction of the San Jose-Merced and Merced-Fresno segments in Madera County, it is reasonable to expect that the HMF facility should be located in Madera County. Thus, a key Task Force request is for CHSRA to establish the HMF in Madera County. As discussed further in Part II of this letter, the Task Force also suggests that HMF sites be evaluated as a component of the Central Valley Wye so as not to prematurely eliminate and preclude feasible HMF sites from consideration.

In summary, to address environmental and community effects of the HSR and the proposed Central Valley Wye, and to integrate the HSR as an important transportation facility for residents and business in Madera County, the Task Force requests that CHSRA accomplish the following in final environmental review, planning, and design of HSR facilities in Madera County:

245-109

1. Establish the HMF in Madera County to provide for efficiencies to the HSR system and to help offset the disproportionate environmental, economic, and community impacts of the HSR in Madera County;

245-110

2. Provide funding to local agencies in Madera County sufficient for updating land use plans, transportation plans, and other local planning documents as necessary due to HSR effects on land use compatibility, parcel acquisition and division, effects on established communities, and effects

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- 245-110 | on the County's transportation network (existing and planned roads and bike/pedestrian facilities);
- 245-112 | 3. Provide funding to local land use authorities in Madera County sufficient for updating zoning designations as necessary due to HSR effects on land use and properties;
- 245-113 | 4. Provide financial assurances sufficient to fund local agency completion/cleanup of work initiated at various HSR construction sites if necessary due to HSR funding delays or shortfall;
- 245-114 | 5. Provide for developing and permanently retaining an HSR Madera Station in Madera County to ensure continued value of infrastructure and access provisions developed for the proposed temporary station and to enable HSR to serve residents and businesses in Madera County;
- 245-115 | 6. Provide funding for upgrades to local emergency service equipment and personnel training as needed to provide emergency response associated with HSR operations and facilities;
- 245-116 | 7. Provide a source of long-term ongoing funding for operation and maintenance of the Fairmead Elementary School property after transferring it back to Madera County for operation and maintenance as a community center, as proposed in the DSEIR;
- 245-117 | 8. Establish a mechanism for HSR construction practices that will minimize construction-related traffic effects (e.g., detours, closures, increased vehicle miles traveled [VMT]) with specific requirements for construction scheduling and phasing, and include defined processes for review and approval of construction traffic management plans by affected local agencies in Madera County;
- 245-118 | 9. Establish mechanism to ensure construction contractors are accountable to CHSRA and to local agencies for adherence to construction/traffic management plans and mitigation requirements;
- 245-119 | 10. Provide a mechanism to aid in funding the extension and connection of Avenue 17 westward to SR 145 to compensate for east/west road closures and the loss of connectivity resulting from HSR and to ensure emergency access and acceptable response times between areas east and west of HSR facilities;
- 245-120 | 11. Provide for the design, permitting, and reconstruction of the State Route (SR) 99/SR 152 interchange with a design that includes on- and off-ramps to both northbound and southbound SR 99;
- 245-121 | 12. Provide specific measures that will ensure permanent closures of local roads and road crossings are minimized;
- 245-122 | 13. Provide specific measures to reconstruct and improve existing local roads and intersections sufficient to mitigate construction impacts and to accommodate increased use due to closure of other roads and future traffic;
- 245-123 | 14. Provide analysis and measures sufficient to ensure the phased development of the HSR system, in consideration of initial components in Madera County and the Central Valley, does not adversely affect the region's ability to comply with Federal Clean Air Act Transportation Conformity requirements;
- 245-124 | 15. Provide compensation to local agencies and community groups for the economic and community impacts of the HSR in Madera County;
- 245-125 | 16. Provide compensation to local agencies for loss of property tax revenue from properties acquired for HSR facilities or otherwise decreased in value as a result of the HSR (e.g., payments in lieu of taxes);

- 245-126 | 17. Provide compensation to local agencies and to communities for reduced jobs and income associated with permanent loss of agricultural land and productivity as a result of the HSR;
- 245-127 | 18. Provide enhanced aesthetic features, with Task Force involvement in the design, of HSR structures and other infrastructure to be developed or reconstructed as a result of the HSR, including but not limited to, interchanges, overpasses, and elevated track structures;
- 245-128 | 19. Provide a mechanism to design with Task Force involvement, fund, install, and maintain a minimum of eight (8) "Welcome to Madera County," "Welcome to the City of Chowchilla," and "Welcome to the City of Madera" high-quality, lighted signs along HSR facilities to promote Madera County and its cities to HSR users;
- 245-129 | 20. Provide a mechanism to ensure that groundwater rights associated with acquired or otherwise affected properties are sufficient for retaining local access to groundwater and aquifer for regional water supply and groundwater recharge needs; and
- 245-130 | 21. Provide opportunities for shared utility use of the HSR corridor and fund and install utility connections when available and feasible for communities adversely affected by HSR (e.g., installation of conveyance facilities for water and sewer services to the affected community of Fairmead).

PART II. COMMENTS ON THE DRAFT SUPPLEMENTAL EIR/EIS

This section provides Task Force comments on the DSEIR in consideration of requirements of the California Environmental Quality Act (CEQA). Our comments reflect the Task Force's consideration of the "proposed project" and the associated environmental and community impact conclusions in the DSEIR. Although the DSEIR document contains information and analysis pertaining to the National Environmental Policy Act (NEPA), neither the Federal Railroad Administration (FRA) nor any other federal agency has authorized circulation of the Environmental Impact Statement (EIS) component. Therefore, the Task Force reserves the right to provide additional comments on the NEPA environmental document when it is circulated.

The Task Force recognizes that the HSR and the required environmental review is a complex undertaking. Although we have identified deficiencies of the DSEIR and the environmental review process; it is not our intent to cause unnecessary delays in the environmental review process. Instead, our input is provided in the interest of assisting CHSRA in conducting a thorough environmental review of the Central Valley Wye while ensuring that the concerns and interests of stakeholders in Madera County are considered and addressed.

245-131 | 1. The DSEIR was published prematurely and without federal authorization.

Although "Environmental Impact Statement" (EIS) is included in its title and the document contains analysis intended to comply with the National Environmental Policy Act (NEPA) as well as CEQA, the DSEIR does not have federal agency authorization. As stated in the April 12, 2019, *EIR Clarifications and Errata*, "The Authority presently is uncertain regarding future NEPA steps related to the Merced to Fresno Section Central Valley Wye. The Authority will pursue collaboration with FRA to issue a draft supplemental EIS for public comment pursuant to NEPA in the future." (EIR Clarifications and Errata, pg. 1)

Thus, the NEPA components of the document are not ripe for public review. The 2012 Merced-Fresno EIR/EIS was a joint CEQA/NEPA and the Central Valley Wye will require federal agency discretionary decisions subject to NEPA. If CHSRA has determined that circulation of a CEQA-only

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245-132 document is the proper approach, the document should be limited to the issues and environmental analysis required by CEQA and should not commingle NEPA issues and analysis that are not authorized for publication. The Task Force suggests that public review and comment on the environmental analysis in the DSEIR should be postponed until such time as either, 1) CHSRA establishes its authority to proceed with the development of HSR without federal participation and subsequently issues a CEQA-only environmental document, or 2) the federal agency(ies) with discretionary decision-making authority for HSR concur with and authorize release of a joint CEQA/NEPA document.

245-133 **2. CHSRA did not issue a notice of preparation for the “proposed project,” denying local agencies and other stakeholders the ability to provide input on the scope of issues to be considered in the EIR.**

The Task Force recognizes that CEQA does not require issuance of a notice of preparation or scoping in advance of the publication of a subsequent or supplemental EIR. However, although the DSEIR is described as a “supplemental” EIR, the DSEIR evaluates the Central Valley Wye, Alternative 4, as a stand-alone “proposed project” and not as a modification to the Merced-Fresno segment “project” evaluated in the 2012 EIR/EIS. Although the document is described as a supplement to the 2012 EIR/EIS, the DSEIR as written does not supplement the 2012 EIR and, instead, evaluates the Central Valley Wye as a stand-alone project component of the HSR. To evaluate the Central Valley Wye as a stand-alone project component of the HSR consistent with CHSRA’s approach to other HSR components, the HSR Central Valley Wye EIR/EIS would need to be treated as a second tier EIR/EIS. As a second tier EIR/EIS, the CEQA-required public noticing and an opportunity for input on the scope of issues to address in the environmental analysis scoping process would have been provided. CHSRA’s decision to not issue a NOP and to not conduct EIR scoping for the Central Valley Wye did not give local agencies and other stakeholders the ability to consider the proposed project and provide comments on the scope of issues to address in the EIR. As a result, the DSEIR does not fully consider environmental and other issues important to the Task Force and relevant for consideration in preparing the *draft* environmental document.

245-134 **3. The DSEIR defines the “project” as the Central Valley Wye instead of describing and evaluating the Wye as a change to the project evaluated in the 2012 Merced-Fresno EIR/EIS.**

The DSEIR defines the “project” as the Central Valley Wye. When preparing a “supplement” to a previously certified CEQA document, CEQA requires that the lead agency disclose and evaluate the potential for new significant effects and the potential for increases in the severity of impacts identified in the previous EIR for which the supplement is prepared. Such evaluation requires disclosure of the proposed changes to the project and changes in the circumstances in which the project would be implemented (discussed further in the section below). As discussed previously in this letter, while the DSEIR is described as a supplement to the 2012 Merced-Fresno EIR/EIS, the DSEIR treats the Central Valley Wye as a stand-alone “project” component of HSR. The DSEIR evaluates the impacts of the Central Valley Wye in isolation instead of updating the analysis of the 2012 Merced-Fresno EIR/EIS. This approach does not provide a full and meaningful understanding of the impacts of the Merced-Fresno segment of HSR with incorporation of the proposed Central Valley Wye portion of the Merced-Fresno segment. Instead, the analysis is limited to the Central Valley Wye and the impact analysis is thus limited.

CEQA Guidelines 15163(e): “When the agency decides whether to approve the project, the decision-making body shall consider the previous EIR *as revised* by the supplemental EIR. A finding under

245-133 Section 15091 shall be made for each significant effect shown in the previous EIR *as revised*.” Because the DSEIR does not identify the changes to impacts identified in the Merced-Fresno EIR/EIS that would result from the proposed Wye component, the DSEIR does not provide the evidence that will be necessary for a finding “for each significant effect...as revised,” as required by CEQA and does not provide an opportunity for agencies and other stakeholders to comment on such analysis.

245-134 **4. The DSEIR does not address “changed circumstances” as required by CEQA and is speculative with regard to implementation of other components of the HSR and completion of the HSR system.**

Many of the conclusions in the DSEIR are based on the assumption that the HSR system will be fully developed. Given uncertainties with regard to funding, final design, phasing, timing, and other factors, the DSEIR does not sufficiently disclose impacts of the Central Valley Wye, or the full Merced-Fresno segment in consideration of these uncertainties. As a supplement, the DSEIR should provide updated information regarding assumptions pertaining to the HSR system and should evaluate and disclose impacts based on reasonably foreseeable outcomes for the HSR. Impact analyses and conclusions in the DSEIR that presuppose development of subsequent phases of the HSR and future benefits (e.g., improved statewide mobility, reduced vehicle miles traveled [VMT], reduced traffic, reduced air pollutant and greenhouse gas [GHG] emissions) are speculative and overly optimistic based on current circumstances and available information (e.g., see item 6 regarding the 2018 Business Plan, below). The DSEIR should provide an impact evaluation and conclusions that reflect only those components of the HSR that are reasonably foreseeable given the current status of federal participation, funding, and other circumstances.

245-135 **5. The DSEIR does not disclose and account for the current status of the San Jose-Merced segment of HSR.**

The DSEIR analysis appears to be based on the premise that the San Jose-Merced segment of HSR has received final approval. For the DSEIR analysis to be accurate and meaningful, the DSEIR should discuss the timing and phasing for interconnection of the San Jose-Merced segment to the proposed Central Valley Wye and the DSEIR should disclose the implications of selecting/evaluating a Wye configuration prior to completion of environmental review of the San Jose-Merced segment.

245-136 **6. The DSEIR does not incorporate information from the current HSR business plan adopted nearly one year prior to circulation of the DSEIR.**

The DSEIR references and relies on information in the 2016 California High-Speed Rail Business Plan. However, a revised Business Plan was published in June of 2018, nearly one year prior to circulation of the DSEIR on May 3, 2019. The 2018 Business Plan contains updated projections (e.g., ridership, phasing, and timing) that directly pertain to impact analyses and other conclusions in the DSEIR. The 2018 Business Plan was completed nearly a year prior to publication of the DSEIR and information from the 2018 Business Plan should be used in the DSEIR. As discussed above, an essential component of a supplemental EIR is to provide updated evaluations in consideration of factors including changes in circumstances under which a project would be implemented. The 2018 Business Plan should be used to establish changed circumstances associated with ridership, construction phasing, construction timing, and the currently predicted factors of HSR development and operation. Without such an update, the DSEIR evaluation does not properly disclose the impacts of the modified project and relies on unrealistic and overly optimistic projections of future HSR benefits. Such benefits directly contribute to impact significance determinations in the DSEIR and those conclusions should, therefore, be updated.

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245-137

7. The DSEIR eliminates the 2020 implementation date from the objectives without explanation of the effects of this change on the impact analyses and conclusions.

An objective in the 2012 Merced-Fresno EIR/EIS states, “Develop a practical and economically viable transportation system that can be implemented in phases by 2020 and generate revenues in excess of operations and maintenance (O&M) costs.” (Emphasis added.) The DSEIR eliminates the reference to, “by 2020,” but does not explain the implications of this modified objective. As noted above, as a supplemental EIR, the DSEIR should describe relevant changes in circumstances and should update the impact evaluations in the previous EIR to current circumstances (including adjustments to predicted phasing/timing of HSR development) for the Wye and the rest of the Merced-Fresno segment.

245-138

8. CHSRA should identify and evaluate a Heavy Maintenance Facility (HMF) in Madera County.

The DSEIR discusses that it “does not contain any new information about HMF sites or impacts” (Background, pg. 201) and discusses that “selection of the HMF location would occur after completion of the Draft Supplemental EIR/EIS.” (HMF Appendix, pg. A-32) The DSEIR further states, “[t]he selected north-south and alternative alignments are the drivers for establishing the HSR system, and a decision on these alignments would greatly influence the process for determining which HMF alternatives continue to be viable.” (DSEIR HMF Appendix, pg. A-32). The Task Force is concerned that this piecemeal approach to defining and evaluating the project is not in compliance with CEQA and could prematurely eliminate and preclude consideration of feasible HMF sites in the County.

Because neither the Central Valley Wye nor the HSR facilities currently under construction will have functional value unless an HMF is developed, the Task Force urges CHSRA to identify and evaluate one or more HMF sites in Madera County and to select a site in Madera County to develop the HMF. The Central Valley Wye will result in the HSR having greater and disproportionate impacts in Madera County due to the extra track miles needed to accommodate the Wye intersection of the San Jose-Merced and Merced-Fresno segments. Locating the HMF in Madera County would provide jobs and revenue, and would help offset adverse effects of the Wye.

The purpose of a supplemental EIR is to update information and analyses from the previous EIR based on project changes and changed circumstances. Thus, since HMF sites were included in the 2012 EIR/EIS, we disagree with CHSRA’s approach of not addressing the HMF in the DSEIR and deferring consideration of the HMF to a separate and subsequent environmental review process. We encourage CHSRA to coordinate with the Task Force for selection of an HMF site in Madera County and complete environmental review for the HMF site in Madera County.

245-139

9. The DSEIR does not comply with CEQA requirement to consider alternatives that would reduce impacts of the proposed project.

CEQA requires an alternatives evaluation to identify and evaluate alternatives to the proposed project that would avoid or reduce significant environmental effects of a proposed project. The DSEIR identifies that the proposed project would result in significant environmental effects, but fails to consider alternatives to the proposed project that would avoid or lessen those significant effects. The alternatives evaluation process described in the DSEIR discusses the method used to select the preferred alternative/proposed project among the other alternatives, but is not a CEQA alternatives analysis. Such analysis must be conducted to consider whether alternatives are available to avoid or reduce significant effects of the proposed project.

245-140

10. The DSEIR does not fully evaluate the effects of the proposed project on transportation and circulation.

The DSEIR identifies that the proposed project would result in 57 road crossings and 33 permanent public road closures. Additional temporary road closures will be necessary during construction. The DSEIR does not provide the level of detailed evaluation on traffic operations and vehicle miles traveled (VMT) associated with the road closures to enable DSEIR reviewers or decision makers to fully understand the impacts on traffic operations levels of service or VMT that will occur as a result of the proposed Central Valley Wye. Furthermore, the DSEIR does not consider CEQA alternatives (as discussed above) that would avoid or lessen the significant environmental, and in this case, transportation impacts, of the proposed project. Without detailed analyses of specific locations, the DSEIR does not properly evaluate and disclose the potential need for additional design measures, mitigation, and/or investigation of alternatives to reduce significant transportation impacts. It can be reasonably anticipated that the substantial number of road/crossings closures and detour routes could result in significant traffic operations impacts and increased VMT. Additional analysis of traffic impacts associated with the temporary and permanent road closures should be conducted by CHSRA.

Furthermore, the substantial amount of road closures (over 50 percent of the roads crossed by HSR facilities) will result in significant modifications to the existing and planned future road network in Madera County, and will create the need for local land use planning agencies and the Madera County Transportation Commission to update their transportation plans to account for these significant changes in future road volumes and travel patterns. As discussed in Part I of this comment letter, the Task Force is requesting that CHSRA provide funding to support the updates required due to HSR.

245-141

11. The DSEIR does not evaluate and mitigate for potential failure of the region to achieve federal air quality conformity.

Madera County Transportation Commission (MCTC) is the designated Metropolitan Planning Organization (MPO) in Madera County, and is responsible for regional transportation planning including analysis indicating the impacts of roadway transportation projects conform to Federal air quality standards. The Federal transportation conformity regulations (40 Code of Federal Regulations Parts 51 and 93) specify criteria and procedures for conformity determinations for transportation plans, programs, and projects and their respective amendments. The conformity regulation applies nationwide to “all nonattainment and maintenance areas for transportation-related criteria pollutants for which the area is designated nonattainment or has a maintenance plan” (40 CFR 93.102). Currently, the San Joaquin Valley (including all of the Madera County region and the area within which the HSR Merced-Fresno segment and Central Valley Wye are located) is designated as nonattainment with respect to Federal air quality standards for ozone and particulate matter under 2.5 microns in diameter (PM_{2.5}); and has a maintenance plan for particulate matter under 10 microns in diameter (PM₁₀). Therefore, transportation plans and programs for the nonattainment areas for Madera County area must satisfy the requirements of the Federal transportation conformity regulation.

Under the transportation conformity regulation, the principal criteria for a determination of conformity for transportation plans and programs are:

1. the Federal Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) must pass an emissions budget test using a budget that has been found to be adequate by the U.S. Environmental Protection Agency (U.S. EPA) for transportation conformity purposes, or an interim emission test;

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245-141

2. the latest planning assumptions and emission models specified for use in conformity determinations must be employed;
3. the TIP and RTP must provide for the timely implementation of transportation control measures (TCMs) specified in the applicable air quality implementation plans; and
4. interagency and public consultation.

On-going interagency consultation is conducted through the San Joaquin Valley Interagency Consultation Group to ensure Valley-wide coordination, communication and compliance with Federal and California Clean Air Act requirements. Each of the eight Valley MPOs and the San Joaquin Valley Unified Air Pollution Control District (SJVAPCD) are represented. The Federal Highway Administration (FHWA), Federal Transit Administration (FTA), the U.S. EPA, the California Air Resources Board (CARB) and the California Department of Transportation (Caltrans) are also represented on the committee. The final determination of conformity for the TIP and RTP is the responsibility of FHWA, and FTA within the U.S. Department of Transportation (U.S. DOT).

MCTC has demonstrated the air quality impacts associated with the projects listed in the current RTP/TIP (Final 2015 Ozone Conformity Analysis for 2019 FTIP Amendment #3 and 2018 RTP Amendment #1) using the latest planning assumptions and emissions models for the years 2019, 2020, 2021, 2023, 2026, 2029, 2031, 2037 and 2042 the ability to conform with the following applicable Federal Criteria Pollutants standards:

- For 2008 and 2015 8-hour ozone, the total regional on-road vehicle-related emissions (ROG and NO_x)
- For PM₁₀, the total regional vehicle-related emissions (PM₁₀ and NO_x)
- For the 1997 annual and 24-hour and 2012 annual PM_{2.5} standards, the total regional on-road vehicle-related emissions
- For the 2006 24-hour PM_{2.5} standard, the total regional on-road vehicle-related emissions

The entirety of the Madera County region shares a single air district with seven other San Joaquin Valley counties (Fresno, Kern, Kings, Merced, Stanislaus, San Joaquin and Tulare). Each must demonstrate an ability to conform to Federal air quality standards individually for the SJVAPCD to demonstrate conformity. If one region fails to conform, the entire SJVAPCD as a whole is out of compliance. A conformity failure for the SJVAPCD would trigger a freezing of all Federal funding for non-exempt transportation projects for each MPO region within the SJVAPCD.

A funding freeze due to not federally conforming would result in hundreds of millions of dollars programmed for capital projects to address safety, congestion and goods movement being inaccessible and unspent across the eight San Joaquin Valley MPO regions until such a time that a demonstration of conformity could be achieved. Such a funding freeze would have significant adverse effects on Madera County, the cities of Chowchilla and Madera, and other Task Force members. Planned road construction projects would not proceed, resulting in significant adverse effects on the economy from restrictions to development, communities, mobility and movement of goods and services, traffic congestion, and increased air pollutant and greenhouse gas emissions.

The proposed project, as well as the three alternatives, in the DSEIR includes numerous road closures and road alterations. Individually and collectively, these road closures/alterations would change the Madera Region's Significant Roadway Network. The Significant Roadway Network represents the vehicle facilities in the Madera Traffic Model upon which vehicular travel activities is projected and analyzed for the Federal air quality conformity process. Additionally, many of the facilities

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represented in the Madera Traffic Model as centroid connectors (i.e., facilities that load traffic onto but are not part of the Significant Roadway Network) would also be subject to closure or alteration as a result of the Central Valley Wye.

The road closures and alterations that change the Significant Roadway Network and the centroid connectors access points onto the Significant Roadway Network within the Madera Traffic Model must be well understood in details related to the dates of closures (permanent and temporary), dates of opening, addition and subtraction of lanes/capacity (permanent and temporary), alterations to speed limits (permanent and temporary), and any reclassification of facility type (permanent and temporary) to be adequately incorporated into the Madera Traffic Models framework. The general project information related to these road closures/projects must also be reflected in the region's RTP/TIP.

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The Madera Traffic Model must be adjusted to accurately depict the road closures/alterations associated with the Central Valley Wye proposed project to analyze whether or not the Madera Region, and SJVAPCD, will continue to be able to demonstrate conformity to Federal Air Quality standards. The Central Valley Wye Draft Supplemental EIR/EIS does not present adequate detail upon which to conduct analysis confirming that the Madera Region would be able to meet this requirement under future conditions with the road closures/alterations associated with the Central Valley Wye.

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Appropriate and required assessment of the impacts of the proposed project and its associated road closures/alterations as they relate to the existing Federal requirements the Madera Region must adhere to are not assessed in the DSEIR. Because an evaluation of Federal air quality conformity of the region and SJVAPCD with implementation of the Central Valley Wye has not been conducted, the adverse environmental and adverse impacts associated with potential non-conformity are not addressed. Therefore, the need for mitigation to ensure the region and SJVAPCD will remain federally compliant has not been determined, no provisions are identified with the project to ensure that conformity will be achieved, and no mitigation is identified to alleviate or offset the impacts should the results of the proposed project yield a situation in which the Madera Region and SJVAPCD will not be able to demonstrate conformity to Federal standards as a result of the proposed project.

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To address concerns associated with the potential for non-conformity resulting from the proposed project and prior to completion of the environmental review process, CHSRA must:

- work closely with MCTC staff to define the proposed project details needed to perform a regional conformity analysis mandated for the Madera Region under current Federal regulation;
- perform/fund the evaluations needed to assess conformity under various with-project scenarios
- identify and commit to the implementation of mitigation measures that will ensure the Madera Region will meet Federal conformity requirements
- identify and commit to the implementation mitigation measures that will sufficiently alleviate or offset impacts of the proposed project sufficient for the Madera Region to meet Federal conformity requirements should the proposed project trigger a failure of the Madera Region to conform to Federal regulation.

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12. Mitigation Measures in the DSEIR do not provide sufficient detail regarding implementation requirements or performance standards, and the DSEIR is unclear with regard to the applicability of mitigation measures adopted with the 2012 EIR/EIS.

Mitigation Measures in the DSEIR do not provide sufficient detail regarding implementation requirements or performance standards. Furthermore, the DSEIR is unclear with regard to how the mitigation measures adopted for the 2012 Merced-Fresno segment relate to the mitigation measures identified in the Central Valley Wye EIR. Mitigation measures must: 1) be specific to the proposed project, 2) clearly state the performance standards they will achieve, 3) identify the party(ies) responsible for their implementation and funding, 4) identify the timing of implementation, and 5) commit CHSRA to oversight and verification that measures are fully implemented. In the absence of specific commitments and performance standards, the conclusions in the DSEIR regarding the efficacy of mitigation measures at avoiding or reducing impacts is unsupported.

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13. Impact Avoidance and Minimization Features (IAMFs) in the DSEIR lack specificity and performance standards, and the DSEIR impact analysis improperly assumes implementation and efficacy of IAMFs

The impact analyses in the DEIR assume implementation of IAMFs and the DSEIR does not disclose environmental impacts that would occur if the IAMFs are not implemented. Many of the IAMFs do not provide sufficient commitments, detail, or performance standards to ensure they would adequately reduce potential impacts, yet the DSEIR assumes the IAMFs would be adequate to avoid or reduce many impacts that would otherwise occur. This unsupported assumption results in a failure of the DSEIR to evaluate and disclose impacts that would occur if the IAMFs are not more clearly defined and fully implemented. Part III of this comment letter provides recommendations for specific revisions and clarifications needed to ensure that certain individual IAMFs are effective. Although our specific suggestions in Part III are limited to IAMFs associated with Aesthetics, Agricultural and Farmland, and Transportation, we suggest similar detail is necessary and must be added to all IAMFs.

PART III. COMMENTS ON DSEIR ANALYSIS, MITIGATION MEASURES, AND IAMFs

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As discussed in Part II of this letter, the Task Force has significant concerns regarding the lack of accountability and specific requirements/performance standards in IAMFs and mitigation measures in the DSEIR. Below we have provided specific requested revisions (in underline/strike-through text) to IAMFs pertaining to Aesthetics, Agriculture, and Transportation that need to be incorporated to ensure the IAMFs sufficiently define implementation responsibilities, provide opportunities for local agency input and approval, and establish clear requirements and performance standards. Without this additional specificity, the efficacy of the IAMFs assumed in the DSEIR analysis is insufficient and must be revised to provide analysis of impacts without the unreasonable assumption that the IAMFs would serve as effective mitigation. Although our specific suggestions below are limited to IAMFs associated with Aesthetics, Agricultural and Farmland, and Transportation, we suggest similar detail is necessary for all IAMFs.

Requested Revisions to Aesthetic and Visual Quality IAMFs

AVR-IAMF#1: Design Standards

Prior to construction the contractor ~~would~~shall document, through issue of a technical memorandum, how the Authority's adopted design standards and guidelines, such as the Authority Technical Memorandum Aesthetic Guidelines for Non-Station Structures (Authority 2011a; TM 200.06), ~~have been employed to mitigate visual impacts. TM 200.6 provides guidance regarding a minimum~~

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~~aesthetic quality of long-lasting infrastructure are proposed to be integrated to the design sufficient to achieve aesthetic acceptability to the satisfaction of the Authority and the local land use authority (i.e., city or county) within the relevant segment(s)/portions of HSR. TM 200.6 provides guidance regarding a minimum aesthetic quality of long-lasting infrastructure. Prior to the Authority's approval of the design measures identified in the contractor technical memorandum, the Authority shall provide an opportunity for the local land use authority to review the contractor's technical memorandum(s) and the proposed design therein, and the Authority shall consider and incorporate specific design recommendations provided by the local land use authority sufficient to ensure aesthetic quality and acceptability of design. The contractor shall be required to implement and adhere to the accepted aesthetic design provisions.~~

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AVR-IAMF#2: Context-Sensitive Solutions

Prior to construction the contractor ~~would~~shall document, through issue of a technical memorandum, how the Authority's Urban Design Guidelines for the California High Speed Train Project (Authority 2011b), which discusses the principles of context-sensitive solutions to guide the design of stations, ~~have been employed to mitigate visual impacts through context-sensitive design are proposed to be integrated to the design sufficient to achieve aesthetic acceptability and context-sensitive design to the satisfaction of the Authority and the local land use authority (i.e., city or county) within the relevant segment(s)/portions of HSR. Prior to the Authority's approval of the design measures identified in the contractor technical memorandum, the Authority shall provide an opportunity for the local land use authority to review the contractor's technical memorandum(s) and the proposed design therein, and the Authority shall consider and incorporate specific design recommendations provided by the local land use authority sufficient to ensure context-sensitive design, aesthetic quality, and acceptability of design. The contractor shall be required to implement and adhere to the accepted aesthetic and context-sensitive design provisions. This approach is equally applicable to elevated guideways.~~

245-151

AVR-IAMF#3: Design Review Process

~~Prior to construction, the contractor would document that the Authority's Aesthetic Design Review Process (TM 200.07) has been followed to guide the development of non-station-area structures. Documentation would be through issuance of a technical memorandum to the Authority.~~

~~[Comment to CHSRA: With incorporation of revisions suggested above, this IAMF should be eliminated and references to this IAMF in the DSEIR should be replaced with references to AVR-IAMF#1 and #2.]~~

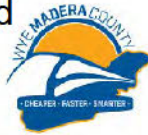
245-152

Requested Revisions to Agricultural and Farmland IAMFs

AG-IAMF#1: Restoration of Important Farmland Used for Temporary Staging Areas Affected by Construction

All farmland (including, but not limited to, farmland designated by the Department of Conservation as Prime, Unique, Farmland of Statewide Importance, or Grazing Land) temporarily affected by construction activities shall be returned to a condition equal to or better than its pre-construction condition. The Authority shall include this requirement in all design-build construction contracts and the Authority shall be responsible for ensuring compliance with this IAMF. Prior to any ground-disturbing activities at the site of a temporary construction staging area or any other location of temporary construction disturbance located on Important Farmland, the contractor would shall prepare a farmland restoration plan addressing specific actions, sequence of implementation, parties responsible for implementation and funding and scheduling requirements, for successful achievement of farmland restoration for temporary impacts. Affected farmland and

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245-152 any related access, irrigation supply, and other related facilities, shall be restored equivalent to (or better than) its pre-disturbance production potential. Actions would shall include, but shall not be limited to, removing and stockpiling the top 18 inches of more as may be necessary, of soil for replacement on-site during a component of restoration activities. Before beginning construction use, Prior to disturbance of sites on Important Farmland, the contractor would shall submit the restoration plan to the Authority and the landowner for review and obtain Authority (and if applicable, the landowner) approval, prior to disturbance. The restoration plan would shall describe measures to be taken to restore the farmland and shall describe a method for verifying through monitoring and comparison to performance standards that farmland has been sufficiently restored. The Authority shall not approve the restoration plan until providing an opportunity to the land owner and local Farm Bureau to review and provide comments on the proposed restoration plan. The restoration plan shall include time-stamped photographic documentation of the pre-construction conditions of all temporary staging areas and any other location where temporary disturbance will occur.

All construction access, mobilization, material laydown, and staging areas on Important Farmlands would be returned to a condition equal to the pre-construction staging condition. This requirement is included in the design build construction contract requirements.

245-153 **AG-IAMF#2: Permit Assistance**

Prior to disturbance-causing activities affecting any segment portion of a confined animal facility, the Authority would shall assign a representative to act as a single point of contact to assist each confined animal facility owner during the process of obtaining new or amended permits or other regulatory compliance necessary to the continued operation or relocation of the facility. The Authority would shall consider and may shall provide compensation for relocation and acquisition of any necessary new or amended regulatory permits when acquisition of a confined animal site would require either relocation of the facility or amendment of its existing regulatory permits. The Authority would shall create a permit assistance center for landowners and operators whose operations would be out of compliance with permits because of the HSR. This permit center would shall focus on helping the permit holders modify or ensuring operators are able to obtain any new permits that are or permit modifications required because as a result of the HSR impacts.

245-154 **AG-IAMF#3: Farmland Consolidation Program**

The Authority would shall establish and administer a farmland consolidation program to sell remnant parcels to neighboring landowners for consolidation with adjacent farmland properties. Upon request, the The program would assist shall offer, and provide if the offer is accepted, assistance to the owners of remnant parcels in selling those remnants to adjacent landowners. The goal of the program is to shall provide for continued agricultural use on the maximum feasible amount of remnant parcels that otherwise may not be economic to farm. The program would focus on shall be applicable and available to all severed remainder parcels, including those that were under Williamson Act or Farmland Security Act contract at the time of right-of-way acquisition and have become too small to remain in the local Williamson Act or Farmland Security Act program. The program would shall assist landowners in obtaining lot line adjustments where appropriate to incorporate remnant parcels into a larger parcel that is consistent with size requirements under the local government regulations.

The program would shall operate for a minimum of 5 years after construction of the section is completed, and longer as may be necessary to accomplish the requirements specified herein. The Authority would shall document implementation of this measure through issuance of a compliance memorandum after the minimum operation period each year and until all requirements of 5 years has elapsed this measure are satisfied for all affected parcels. The document would annual compliance memorandum shall demonstrate that the requirements of this measure are being satisfied and shall be

245-154 filed annually with Environmental Mitigation Management and Assessment system (EMMA) and copies shall be submitted to the local land use authority and farm bureau.

245-155 **Requested Revisions to Transportation IAMFs**

TR-IAMF# : Obtain and Comply with Local Agency Encroachment Permits for All Construction Activities Affecting Local Roads

All Authority contractors shall obtain encroachment permits from the applicable land use agency (city or county) for any and all work or other activities within or affecting local roads and the contractor shall comply with all conditions established through the encroachment permit process. The Authority shall include this requirement in its contracts with construction contracts, and the Authority shall be responsible for ensuring its contractors comply with this requirement. The local agency encroachment permit process shall include the local agencies review and approval/acceptance of CTPs and the requirements and provisions specified therein.

245-156 **TR-IAMF#1: Protection Restoration of Public Roadways Damaged during Construction Sufficient to Accommodate Future Traffic Volumes**

The Authority shall ensure that any roads damaged during construction of the HSR, its related facilities, or in conjunction with other infrastructure improvements needed for or as a result of HSR are repaired to equal or better than the road's original condition with sufficient structural and design capacity for projected future traffic volumes including increased traffic volumes resulting from closure of other roads due to HSR.

Prior to initiation of construction on a given portion of an HSR facility, the contractor would shall identify all routes to be used for access to the given construction and shall provide a photographic survey and engineer's assessment documenting the condition of the public roadways along truckall routes to be used for providing access to the proposed project site. The construction areas. As part of the required local agency encroachment permit process and prior to initiation of construction activities, the contractor shall submit the photographic survey would be submitted for approval and engineer's assessment to the agency responsible for local road maintenance authority for review and the Authority approval. The contractor would shall be responsible for the repair of any structural damage to public roadways caused by HSR construction or construction access, returning any damaged sections to the equivalent of their original pre-HSR construction structural condition or better. The contractor would survey the condition of the public roadways along truck routes providing access to the project site after construction is complete. The contractor would complete a before- and after-survey report and submit it to the Authority for review, indicating the location and extent of any damage.

245-157 **TR-IAMF#2: Construction Transportation Plan**

The contractor would shall prepare a detailed construction transportation plan (CTP) for minimizing the impact of construction and construction traffic on adjoining and nearby, and any other potentially affected roadways in close consultation and with approval by the local jurisdiction having authority over the site subject area of construction. The Authority would shall review and approve the CTP before the contractor commences any construction activities. This plan would, and the Authority shall be responsible for ensuring implementation and compliance with the provisions of the CTP. CTPs shall address, in detail, the activities to be carried out in each construction phase, with the requirement of minimizing effects on local circulation, maintaining traffic flow the maximum extent feasible during all times and especially during peak travel periods. Such activities would include Elements of each CTP shall address, but are not be limited to, the routing and scheduling of materials deliveries,

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materials staging and storage areas, construction employee arrival and departure schedules, employee parking locations, and ~~minimization of any temporary road closures, if any. The and detour route distances and travel times.~~ Each CTP ~~would~~ shall provide traffic controls pursuant to the California Manual on Uniform Traffic Control Devices sections on temporary traffic controls (Caltrans 2014c) and ~~would~~ shall include a ~~traffic control plan that includes~~, at a minimum, the following elements:

- Temporary signage to alert drivers and pedestrians to the construction zone
- Flag persons or other methods of traffic control to ensure efficient and safe movement
- ~~Traffic Reduced traffic~~ speed limitations in the construction zones
- ~~Temporary road closures~~ Provisions for traffic management during to minimize the number and duration of temporary road closures and provisions for maintaining or providing alternative access to properties during the closure any road closures
- Detour provisions for temporary road closures—alternating one-way traffic ~~would~~ shall be considered as an alternative to temporary closures where practicable and where it would result in better traffic flow than would a detour
- Identified routes for construction traffic and provisions to ensure the use of such routes by construction workers and material delivery truck drivers
- Provisions for safe pedestrian and bicycle passage ~~or through work areas~~
- Provisions for convenient detour and safe detours for pedestrian and bicycle transportation
- Provisions to minimize additional distance and travel times for pedestrians and bicyclists
- Provisions to minimize access disruption to residents, businesses, customers, delivery vehicles, and buses to the extent practicable—where road closures are required during construction, limit to the hours that are least disruptive to access for the adjacent land uses
- Provisions for maintaining or providing alternative farm equipment access
- Provisions for 24-hour access by emergency vehicles vehicle access within and through construction areas
- Safe ~~Provisions for safe vehicular and pedestrian access to local businesses and residences during construction. The plan would provide~~
- Provisions for scheduled transit access where construction would otherwise impede such access.
- Where an existing bus stop is within the work zone, the contractor would provide a temporary bus stop at a safe and convenient location away from where construction is occurring in close coordination with the transit operator. Adequate measures would be taken to separate students and parents walking to and from the temporary bus stop from the construction zone.
- Advance ~~Provisions to separate students and parents walking to and from temporary bus stops from construction areas and roads.~~
- Provisions for advance notification to the local school districts of construction activities and

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- Provisions for rigorously maintained traffic control at all school bus loading zones, to provide for the safety of schoolchildren.
- Review existing or planned safe routes to schools with school districts and emergency responders to incorporate roadway modifications that maintain existing traffic patterns and fulfill response route and access needs during project construction and HSR operations. [Comment to CHSR4: It is unclear how a CTP could effectively provide for conditions during HSR operations following the completion of construction. A separate requirements/design elements should be identified to ensure safe school routes and emergency vehicle routes are provided during HSR operations.]
- Identification ~~Provisions to avoid or minimize potential safety risks to children associated with project construction. Development of these provisions shall involve identification and assessment of the potential safety risks of project construction to children, especially in areas where the project is or construction-related activities will be located near homes, schools, day care centers, and parks, or other locations where children can reasonably be anticipated to be present.~~
- Promotion ~~Provisions to promote~~ of child safety within and near the project area. ~~For example, such provisions shall include, but shall not be limited to, providing crossing guards could be provided in areas where construction activities are located near schools, day care centers, and parks, or other locations where children can reasonably be anticipated to be present.~~

~~CTPs would consider and account for the potential for overlapping construction projects.~~

CTPs shall consider and account for the potential for overlapping or adjacent construction activities associated with HSR. Such overlapping or adjacent construction activities shall be minimized through scheduling to avoid cumulative effects of construction. Contractors and the Authority shall coordinate with local agency planning and road departments to develop construction schedules and commitments to 1) minimize the duration of construction and related effects on traffic for any given portion of HSR construction, and 2) avoid to the maximum extent feasible adjacent construction that would have cumulative effects of increased travel time/distances and/or decreased safety for motorists, bicyclists, pedestrians, and transit.

245-159

TR-IAMF#3: Off-Street Parking for Construction-Related Vehicles

The contractor would shall identify and secure temporary construction easements from property owners and shall obtain any required authorizations from the local land use authority as necessary to provide adequate off-street parking for all construction-related vehicles, including worker vehicles, throughout the construction period to minimize impacts on public that could otherwise be associated with on-street parking areas. If adequate parking cannot be provided on their adjacent to a construction sites, the contractor would designate shall identify and secure easements from property owners and any required authorizations from the local land use authority as necessary to provide a remote parking area and the contractor shall arrange for the use a shuttle bus to transfer construction workers between the remote parking area and from the job construction site. This measure would These requirements shall be addressed included in the CTP and the Authority shall be responsible for ensuring contractor compliance.

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TR-IAMF#4: Maintenance of Pedestrian Access

The contractor would shall prepare specific construction-period pedestrian access management plans to address maintenance of pedestrian access during the construction period. Actions that limit

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245-160 pedestrian access ~~would and which shall be avoided or minimized to the maximum extent feasible~~ include, but ~~are~~ not be limited to, sidewalk closures, bridge closures, crosswalk closures, or pedestrian rerouting at intersections, placement of construction-related material within pedestrian pathways or sidewalks, and other actions that may affect the mobility or safety of pedestrians during the construction period. If sidewalks are maintained along the construction site frontage, ~~the plan shall identify and the contractor shall provide covered walkways and fencing between construction areas and the walkways. If sidewalks are maintained along roads that will be used by construction vehicles, the plan shall identify and the contractor shall provide barriers between walkways and adjacent roads.~~ The plan objective ~~would be to~~ shall maintain pedestrian access ~~where to the maximum extent feasible~~ (i.e. while meeting design, safety, and Americans with Disabilities Act requirements). ~~This measure would. These requirements shall be addressed included in the CTP all CTPs, and the Authority shall be responsible for ensuring contractor compliance.~~

245-161 **TR-IAMF#5: Maintenance of Bicycle Access**
 The contractor would prepare specific construction-period bicycle access management plans to address maintenance of bicycle access during the construction period. Actions that limit bicycle access ~~would and which shall be avoided or minimized to the maximum extent feasible~~ include, but are not be limited to, bike lane closures or narrowing, bike path closures or narrowing, closure or narrowing of streets that are designated bike routes, bridge closures or narrowing or closing a bike lane or shoulder on a bridge to remain open, placement of construction-related materials within designated bike lanes or along bike routes, and other actions that may affect the mobility or safety of bicyclists during the construction period. ~~Maintain~~ The plan shall maintain bicycle access ~~where to the maximum extent feasible~~ (i.e. while meeting design, safety, and Americans with Disabilities Act requirements). ~~This measure would. These requirements shall be addressed included in the CTP all CTPs, and the Authority shall be responsible for ensuring contractor compliance.~~

245-162 **TR-IAMF#6: Restriction on Construction Hours**
 The contractor ~~would shall~~ limit construction material deliveries between 7 a.m. and 9 a.m. and between 4 p.m. and 6 p.m. on weekdays to minimize impacts on traffic on roadways, during morning and evening peak traffic hours. The contractor ~~would shall~~ limit the number of construction employees arriving or departing the site between the hours of 7 a.m. and 8:30 a.m. and 4:30 p.m. and 6 p.m. ~~Areas where these restrictions would. These requirements shall be implemented would be determined as part of the CTP. Based on~~ included in all CTPs. With Authority and local agency review of the CTP and approval, the restricted hours may be altered in an individual CTP due to local travel patterns while achieving the purpose of minimizing traffic effects during peak traffic periods.

245-163 **TR-IAMF#7: Construction Truck Routes**
 The contractor ~~would deliver~~ shall ensure that all construction-related equipment and materials are delivered to the site on the appropriate truck routes as specified the CTP, and ~~would shall~~ prohibit heavy construction vehicles from using alternative routes ~~to get to the site without prior approval from the local land use authority.~~ Truck routes ~~would shall~~ be established away from schools, day care centers, and residences, ~~or and~~ along routes with the least impact if as determined by the Authority determines those areas are unavoidable. ~~This measure would and the local land use authority. These requirements shall be addressed included in the CTP all CTPs.~~

245-164 **TR-IAMF#8: Construction during Special Events**
 The contractor ~~would shall~~ provide a mechanism to prevent roadway construction activities from reducing roadway capacity during major athletic events or other special events that substantially (10 percent or more) increase traffic on roadways affected by project construction. Mechanisms may

245-164 include ~~arranging for the presence of police officers directing to direct~~ traffic, provisions for establishing special-event parking, use of within-the-curb parking, or shoulder lanes for through-traffic and traffic cones. ~~This measure would be addressed in the CTP. This measure shall be addressed in all CTPs. [Comment to CHSRA: The requirements and effectiveness of this IAMF should be revised to more clear discuss how special events will be identified and how measures to accommodate them will be determined by the contractor and approved by the local land use agency.]~~

245-165 **TR-IAMF#9: Protection of Freight and Passenger Rail during Construction**
 The contractor ~~would shall~~ repair any structural damage to freight or public railways that may occur during the construction period and return any damaged sections to their original structural condition. If necessary, during construction a "shoofly" track would be constructed to allow existing train lines to bypass any areas closed for construction activities. Upon completion, tracks would be opened and repaired or new mainline track would be constructed, and the "shoofly" would be removed. Contractor repair responsibility would be included in the design/build contract. Impacts to roads associated with any such shoofly shall be assessed by the contractor and the Authority, whom collectively shall identify plans consistent with the requirements of CTSs, and shall coordinate review and obtain approval from the local land use agency.

245-166 **TR-IAMF#10: Maintenance of Transit Access**
 The contractor ~~would shall~~ prepare specific construction management plans to address maintenance of transit access during the construction period. Actions that limit transit access ~~would and which shall be avoided or minimized to the maximum extent feasible~~, include, but are not be limited to, roadway lane closures or narrowing, closure or narrowing of streets that are designated transit routes, bus stop closures or access restrictions, bridge closures, placement of construction-related materials within designated transit lanes, bus stop or layover zones or along transit routes, and other actions that may affect the mobility or safety of bus transit during the construction period. Maintain The plan shall maintain transit access ~~where to the maximum extent feasible~~ (i.e. while meeting design, safety, and Americans with Disabilities Act requirements). ~~This measure would. These requirements shall be addressed included in the CTP all CTPs, and the Authority shall be responsible for ensuring contractor compliance.~~

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PART IV. CONCLUSION

The Wye Madera County Task Force is interested in cooperating with CHSRA to ensure HSR facilities in Madera County are designed, constructed, and operated with statewide benefit while minimizing adverse effects on our communities, productive lands, and businesses. Part II of this letter outlines our specific requests for consideration by CHSRA, and seeks to achieve siting of the HMF in Madera County, clarification of road construction requirements, methods to ensure assistance with updating local plans to account for HSR, and other items important to the Task Force.

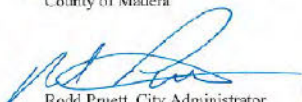
The Task Force and our individual member agencies look forward to discussing our concerns and requests with you and developing a program for addressing our concerns while providing for successful development and operation of a community-sensitive HSR system.

Thank you for your consideration of our comments. Please feel free to contact Matthew Treber at 559-675-7821 or matthew.treber@maderacounty.com with any questions and to schedule a meeting to discuss these issues with the Task Force.

Sincerely,


Eric Fleming, County Executive Officer
County of Madera


Patricia Taylor, Executive Director
Madera County Transportation Commission


Rodd Pruett, City Administrator
City of Chowchilla


Tracie Scott-Contreras, Executive Director
Workforce Development Board of Madera County


Arnolde Rodriguez, City Manager
City of Madera


Bobby Kahn, Executive Director
Madera County Economic Development Commission


Todd Lile, Superintendent
Madera Unified School District

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Enclosures:

1. Madera County Board of Supervisors Resolution No. 2015-128, "A Resolution in Support of Locating the California High Speed Rail Heavy Maintenance Facility in Madera County"
2. City Council of the City of Madera Resolution No. 15-219, "A Resolution of the City Council of the City of Madera, California, in Support of Locating the California High Speed Rail Heavy Maintenance Facility in Madera County"
3. City Council of the City of Chowchilla Resolution # 25-16, "A Resolution of the City Council of the City of Chowchilla, California, in Support of Locating the California High Speed Rail Heavy Maintenance Facility in Madera County"
4. Madera Unified School District Resolution No. 61-2015/16, "A Resolution in Support of Locating the California High Speed Rail Heavy Maintenance Facility in Madera County"
5. Commissioners of the Madera County Transportation Commission, County of Madera, State of California, Resolution No. 15-10, "Support of Locating the California High Speed Rail Heavy Maintenance Facility in Madera County"
6. Wye Madera County Proposal for Center Point Heavy Maintenance Facility (March 2017)
7. Request for Expression of Interest California High Speed Rail Heavy Maintenance Facility (Fagundes Property, January 2010)
8. Expression of Interest: Heavy Maintenance Facility, Madera County, A-2 Alignment, Gordon Shaw Properties Site (January 2010)

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Enclosures

Enclosure 1

Madera County Board of Supervisors Resolution No. 2015-128, "A Resolution in Support of Locating the California High Speed Rail Heavy Maintenance Facility in Madera County"

Submission 245 (Matthew Treber, Madera County (on behalf of Wye Madera County Taskforce), June 21, 2019) - Continued

BEFORE
THE BOARD OF SUPERVISORS
OF THE COUNTY OF MADERA
STATE OF CALIFORNIA

In the Matter of) Resolution No.: 2015 - 128
BOARD OF SUPERVISORS)
) A RESOLUTION IN SUPPORT OF
) LOCATING THE CALIFORNIA HIGH
) SPEED RAIL HEAVY MAINTENANCE
) FACILITY IN MADERA COUNTY.

WHEREAS, the County of Madera is in the center of the State and represents the backbone of the California High Speed Rail project, bearing the placement of the wye and the most track miles of any county in the initial operating segment; and,

WHEREAS, the stated policy goal of the California High Speed Rail Authority (CHSRA) is to provide benefit to those communities who are accommodating the system and Madera County is the only County that has yet to be designated any facility in the system; and,

WHEREAS, locating the Heavy Maintenance Facility (HMF) in Madera County would serve as a much needed stimulus to the struggling local economy and create an estimated 20,000 jobs for the next five years, create approximately 1,500 permanent jobs when the facility is completed, generate additional property taxes for the County, and would provide the most measurable economic benefit to offset the loss of important agricultural land and employment opportunities; and,

WHEREAS, a HMF placed in Madera County would serve the labor markets of the largest labor forces in the San Joaquin Valley including Fresno, Madera, Merced, and Stanislaus Counties, making Madera County the only regional site under consideration and providing the CHSRA with the largest number of local employees to staff the HMF.

NOW, THEREFORE, THE BOARD OF SUPERVISORS OF THE COUNTY OF MADERA RESOLVES AS FOLLOWS:

1. The Board of Supervisors for the County of Madera supports the location of the HMF for the California High Speed Rail system within the County of Madera.
2. The Board of Supervisors of the County of Madera respectfully request the CHSRA mandate that a site in Madera County, whether existing or an alternative, that meets the criteria as described in the technical memoranda developed by the CHSRA, the delivery schedule, and is cost competitive, be given priority when evaluating site alternatives for the HMF.
3. That a copy of this resolution be forwarded to the CHSRA for consideration when evaluating the site alternatives for the HMF.

* * * * *

The foregoing Resolution was adopted this 6th day of October, 2015, by the

following vote:

Supervisor Frazier voted: YES
Supervisor Rogers voted: NO
Supervisor Facinelli voted: YES
Supervisor Rodriguez voted: YES
Supervisor Wheeler voted: YES



David B. Rogers
Chairman, Board of Supervisors

ATTEST:

Vanna A. Boyd
Clerk, Board of Supervisors

Approved as to Legal Form:
COUNTY COUNSEL

By: *Rogin A. Jones*

Submission 245 (Matthew Treber, Madera County (on behalf of Wye Madera County Taskforce), June 21, 2019) - Continued



Enclosure 2

City Council of the City of Madera Resolution No. 15-219, “A Resolution of the City Council of the City of Madera, California, in Support of Locating the California High Speed Rail Heavy Maintenance Facility in Madera County”

RESOLUTION NO. 15-219

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MADERA, CALIFORNIA, IN SUPPORT OF LOCATING THE CALIFORNIA HIGH SPEED RAIL HEAVY MAINTENANCE FACILITY IN MADERA COUNTY

WHEREAS, the City of Madera joins the County of Madera in support of locating the California High Speed Rail Maintenance Facility in Madera County; and,

WHEREAS, the County of Madera is in the center of the State and represents the backbone of the California High Speed Rail project, bearing the placement of the wye and the most track miles of any county in the initial operating segment; and,

WHEREAS, the stated policy goal of the California High Speed Rail Authority (CHSRA) is to provide benefit to those communities who are accommodating the system and Madera County is the only County who has yet to be designated any facility in the system; and,

WHEREAS, locating the Heavy Maintenance Facility (HMF) in Madera County would serve as a much needed stimulus to the struggling local economy and create an estimated 20,000 jobs for the next five years, create approximately 1,500 permanent jobs when the facility is completed, generate additional property taxes for the County, and would provide the most measurable economic benefit to offset the loss of important agricultural land and employment opportunities; and,

WHEREAS, a HMF placed in Madera County would serve the labor markets of the largest labor forces in the San Joaquin Valley including Fresno, Madera, Merced, and Stanislaus Counties, making Madera County the only regional site under consideration and providing the CHSRA with the largest number of local employees to staff the HMF.

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF MADERA HEREBY finds, orders and resolves as follows:

1. The City Council of the City of Madera joins Madera County in support of the location of the HMF for the California High Speed Rail System within the County of Madera.
2. The City Council of the City of Madera respectfully request the CHSRA mandate that a site in Madera County, whether existing or an alternative, that meets the criteria as described in the technical memoranda developed by the CHSRA, meets the delivery schedule, and is cost competitive, be given priority and placed in Madera County.
3. The City Council directs that a copy of this resolution shall be forwarded to the CHSRA for consideration when evaluating the alternatives for the HMF.

* * * * *

Submission 245 (Matthew Treber, Madera County (on behalf of Wye Madera County Taskforce), June 21, 2019) - Continued

Res. 15-219



PASSED AND ADOPTED by the City Council of the City of Madera this 21st day of October, 2015 by the following vote:

- AYES: Council Members Poythress, Oliver, Rigby, Bompreszi, Medellin, Holley, Robinson.
- NOES: None.
- ABSTENTIONS: None.
- ABSENT: None.

Enclosure 3

City Council of the City of Chowchilla Resolution # 25-16, "A Resolution of the City Council of the City of Chowchilla, California, in Support of Locating the California High Speed Rail Heavy Maintenance Facility in Madera County"

APPROVED:


ROBERT L. POYTHRESS, Mayor

ATTEST:


SONIA ALVAREZ, City Clerk



APPROVED AS TO LEGAL FORM:


BRENT RICHARDSON, City Attorney

Submission 245 (Matthew Treber, Madera County (on behalf of Wye Madera County Taskforce), June 21, 2019) - Continued

COUNCIL RESOLUTION # 25-16

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CHOWCHILLA, CALIFORNIA, IN SUPPORT OF LOCATING THE CALIFORNIA HIGH SPEED RAIL HEAVY MAINTENANCE FACILITY IN MADERA COUNTY

WHEREAS, the City of Chowchilla joins the County of Madera and the City of Madera in support of locating the California High Speed Rail Maintenance Facility in Madera County; and,

WHEREAS, the County of Madera is in the center of the State and represents the backbone of the California High Speed Rail project, bearing the placement of the wye and the most track miles of any county in the initial operating segment; and,

WHEREAS, the stated policy goal of the California High Speed Rail Authority (CHSRA) is to provide benefit to those communities who are accommodating the system and Madera County is the only County who has yet to be designated any facility in the system; and,

WHEREAS, locating the Heavy Maintenance Facility (HMF) in Madera County would serve as a much needed stimulus to the struggling local economy and create an estimated 20,000 jobs for the next five years, create approximately 1,500 permanent jobs when the facility is completed, generate additional property taxes for the County, and would provide the most measurable economic benefit to offset the loss of important agricultural land and employment opportunities; and,

WHEREAS, a HMF placed in Madera County would serve the labor markets of the largest labor forces in the San Joaquin Valley including Fresno, Madera, Merced, and Stanislaus Counties, making Madera County the only regional site under consideration and providing the CHSRA with the largest number of local employees to staff the HMF; and,

WHEREAS, The City remains consistent with Chowchilla City Council Resolution # 81-15.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Chowchilla hereby finds and determines the following:

1. The City Council of the City of Chowchilla joins Madera County and the City of Madera in support of the location of the HMF for the California High Speed Rail System within the County of Madera.
2. The City Council of the City of Chowchilla respectfully request the CHSRA mandate that a site in Madera County, whether existing or an alternative, that meets the criteria as described in the technical memoranda developed by the CHSRA, meets the delivery schedule, and is cost competitive, be given priority and placed in Madera County.
3. The City Council directs that a copy of this resolution shall be forwarded to the CHSRA for consideration when evaluating the alternatives for the HMF.

PASSED AND ADOPTED by the City Council of the City of Chowchilla this 23rd day of February, 2016 by the following vote to wit:


AYES: 5 – Walker, Chavez, Gaumnitz, Haworth, Ahmed

NOES: 0

ABSENT: 0

ABSTAIN: 0

APPROVED:


Waseem Ahmed, Mayor

ATTEST:


Joann McClendon, CMC
City Clerk

Submission 245 (Matthew Treber, Madera County (on behalf of Wye Madera County Taskforce), June 21, 2019) - Continued



Enclosure 4

Madera Unified School District Resolution No. 61-2015/16, “A Resolution in Support of Locating the California High Speed Rail Heavy Maintenance Facility in Madera County”

**BEFORE THE GOVERNING BOARD OF EDUCATION
OF THE
MADERA UNIFIED SCHOOL DISTRICT
COUNTY OF MADERA, STATE OF CALIFORNIA**

A Resolution in Support of Locating) RESOLUTION NO. 61-2015/16
The California High Speed Rail)
Heavy Maintenance Facility in)
Madera County)

WHEREAS, both the County of Madera and City of Madera have adopted resolutions in support of locating the California High Speed Rail Heavy Maintenance Facility in Madera County;

WHEREAS, locating the Heavy Maintenance Facility (HMF) in Madera County would serve as a much needed stimulus to the struggling local economy, and create an estimated 20,000 jobs for the next five years, create approximately 1,500 permanent jobs when the facility is completed, generate additional property taxes for the County, and would provide the most measurable economic benefit to offset the loss of important agricultural land and employment opportunities; and,

WHEREAS, supporting the creation of new jobs within Madera County benefits the students of Madera Unified, including students participating in the District’s Career Technical Education program, who graduate and remain in the Madera area,

NOW, THEREFORE, BE IT RESOLVED by the Board of Education of the Madera Unified School District as follows:

1. The foregoing recitals are approved and adopted.
2. The Board of Education joins the County of Madera and City of Madera in support of the location of the HMF of the California High Speed Rail System within the County of Madera.
3. The Board of Education respectfully requests that the California High Speed Rail System mandate that the HMF site be placed in Madera County.
4. The Board of Education directs that a copy of this resolution shall be forwarded to the California High Speed Rail System for consideration.

The foregoing Resolution was passed and adopted at a meeting of the Board of Trustees of the Madera Unified School District on the 28th day of June, 2016, by the following vote:


AYES : 5
NOES : 0

MUSD BOARD APPROVED: JUNE 28, 2016
MOTION NO. 220-2015/16
RESOLUTION NO. 61-2015/16

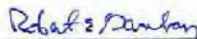
Submission 245 (Matthew Treber, Madera County (on behalf of Wye Madera County Taskforce), June 21, 2019) - Continued

ABSENT: 1
REFUSED: 1

Dated this 28th day of June, 2016


Al Galvez, President
Board of Trustees
Madera Unified School District
Madera County, California

I, Robert E. Garibay, Clerk to the Board of Trustees of the Madera Unified School District, do hereby certify that the foregoing Resolution was regularly introduced, passed and adopted by the Board of Trustees at its meeting held on June 28, 2016.


Robert E. Garibay, Clerk
Board of Trustees
Madera Unified School District
Madera County, California



Enclosure 5

**Commissioners of the Madera County Transportation
Commission, County of Madera, State of California,
Resolution No. 15-10, "Support of Locating the
California High Speed Rail Heavy Maintenance
Facility in Madera County"**

2

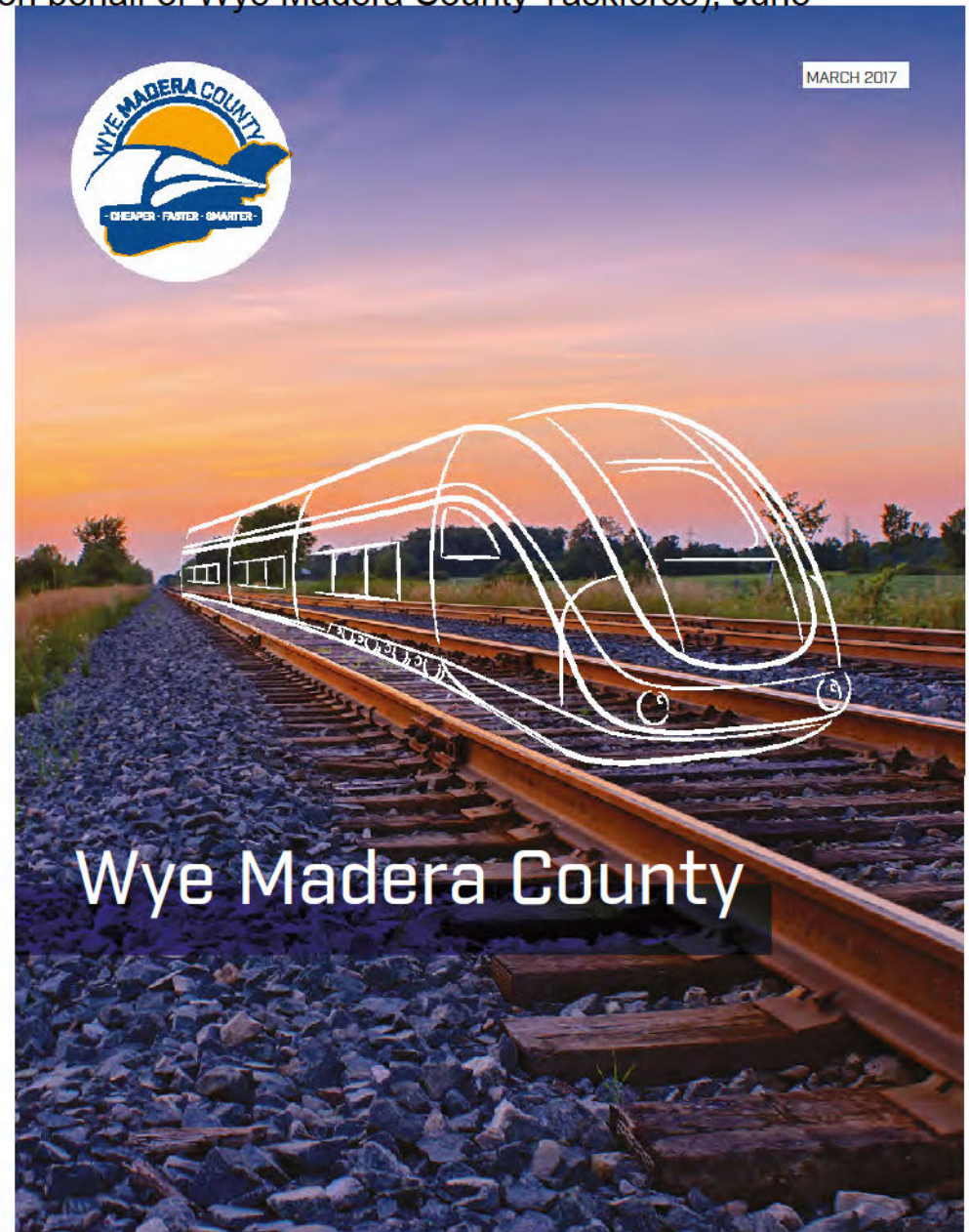
MUSD BOARD APPROVED: JUNE 28, 2016
MOTION NO. 220-2015/16
RESOLUTION NO. 61-2015/16

Submission 245 (Matthew Treber, Madera County (on behalf of Wye Madera County Taskforce), June 21, 2019) - Continued



Enclosure 6

**Wye Madera County Proposal for Center Point Heavy
Maintenance Facility (March 2017)**



Submission 245 (Matthew Treber, Madera County (on behalf of Wye Madera County Taskforce), June 21, 2019) - Continued

Cheaper | Faster | Smarter



Wye Madera County is a group of community leaders, elected officials and residents committed to ensuring the High-Speed Rail Authority's job-creating heavy maintenance facility is located in Madera County, which is the cheaper, faster, smarter location for this important piece of infrastructure. Recognizing the vital role the heavy maintenance facility will play in ongoing high-speed rail operations, Wye Madera County is also advocating for the Authority to consider alternative sites beyond those previously submitted that are within proposed or existing high-speed rail right of way, thus presenting faster, smarter and more cost effective alternatives.



200 W. 4th Street
Madera, CA 93637
559-662-6040
wymaderacounty@gmail.com
www.wymaderacounty.com

March 7, 2017

Jeff Morales, CEO
California High Speed Rail Authority
770 L. Street, Suite 1160
Sacramento, CA 95814



Dear Mr. Morales:

On behalf of Wye Madera County, we are pleased to formally submit the Center Point Heavy Maintenance Facility Expression of Interest to the California High Speed Rail Authority. Wye Madera County includes individuals from the County of Madera, City of Madera, City of Chowchilla, Madera Unified School District, Madera County Economic Development Commission, Madera County Transportation Commission, Madera County Workforce Development Board, and the Madera Association of Realtors. We recognize Madera County is the cheaper, faster and smarter location for the heavy maintenance facility due to its cost-effective sites, existing industrial zoning, central location and regional economic benefits.

The proposal stems from a meeting held with Chairman Dan Richard on October 10, 2016, regarding an alternative site location for the heavy maintenance facility. As noted, in January 2010 the Expressions of Interest identifying potential sites for a heavy maintenance facility were submitted at a time when there was a "spaghetti bowl" of alignment options including 14 wye options and four North/South alignment options of which the Authority selected a hybrid North/South route. While competing counties have refined their proposals, Madera County has identified the Center Point alternative site which delivers the Authority's maintenance facility criteria, minimal environmental impacts, and offers financial incentives and economic benefits to the State of California and the community.

The Center Point Heavy Maintenance Facility site in Madera encompasses approximately 305 acres and is situated adjacent to the initial operating segment between Avenue 11 and Avenue 12 abutting the Burlington Northern and Santa Fe (BNSF) Railway, just 2.25 miles east of State Route 99 (SR 99). The Avenue 12 and SR 99 interchange has recently been reconstructed and expanded to 6-lanes accommodating heavy truck traffic. This new interchange provides easy access to SR 99 within 3 minutes of the site which will benefit the delivery of materials and supplies as well as providing an easy commute for employees. The property owner has submitted a letter indicating his willingness to cooperate with the County and the CHSRA.

The site is zoned Industrial, Urban or Rural Heavy (II), consistent with the General Plan designation of Heavy Industrial (HI). The property was the subject of a Mitigated Negative Declaration for an industrial subdivision in 2007 that determined all impacts could be mitigated below the thresholds of significance. The site currently has no businesses that would be displaced by the development of the Center Point Heavy Maintenance Facility and has been graded previously in anticipation of heavy industrial development. The property is not subject to any Williamson Act contract or other development restrictions. Surrounding uses include industrial to the east, a PG&E substation and agriculture to the west, and agriculture to the north and south.

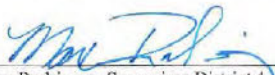
Submission 245 (Matthew Treber, Madera County (on behalf of Wye Madera County Taskforce), June 21, 2019) - Continued

Jeff Morales, CEO
March 7, 2017
Page two

In addition to the recently expanded interchange at Avenue 12 and SR 99, the City of Madera has confirmed that sewer and water services will be available to the proposed Center Point Heavy Maintenance Facility site. Further, the site is adequate in size to accommodate required on site storm drainage facilities and the PG&E substation currently located to the west is programmed to be updated in the near future. All utilities required for development, including sewer, water, storm drainage, and electrical are available to the site within the time necessary to deliver a fully improved site to the California High Speed Rail Authority.

Locating the region's Heavy Maintenance Facility within close proximity to the Wye alignment will maximize maintenance, operational efficiency and cost savings, while providing access to a well-trained and job-ready regional workforce benefiting Fresno, Madera, Mariposa and Merced Counties. Madera County offers the best possible location for a heavy maintenance facility resulting in millions of dollars of savings to the project. We stand ready to work with the Authority, its staff, and consultants to bring this much needed project to Madera County.

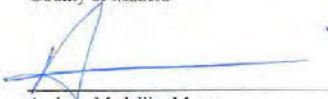
Respectfully,



Max Rodriguez, Supervisor District 4
County of Madera



Brett Frazier, Supervisor District 1
County of Madera



Andrew Medellin, Mayor
City of Madera



March 5, 2017

County of Madera
200 W 4th Street
Madera, CA 93637

RE: California High Speed Rail Heavy Maintenance Facility at Center Point Subdivision

Dear Sir/Madam,

My name is Makram Hanna and I am a managing member of the Center Point Industrial Subdivision, which is located on the south side of Avenue 12 approximately 1/4 mile east of its intersection with Road 30 1/2 in Madera. This subdivision was recorded in March of 2016 and consists of 68 lots and two (2) outlets over 305.89 acres. It is my understanding that the County of Madera (County) is highly supportive of having a heavy maintenance facility for use by the California High Speed Rail Authority located at Center Point and surrounding lands.

This letter is intended to express my willingness to cooperate with the County of Madera during the land acquisition process if the Center Point properties are ultimately chosen as the location for the California High Speed Rail Authority's heavy maintenance facility. I am willing to be a partner with the County and will provide support wherever needed, since locating the facility on Center Point properties will not only benefit Madera County, but the surrounding region as well.

You may contact me in regard to any engineering documents that were created by my engineering and development team that you believe may be of assistance to you.

If you have any further questions, please feel free to contact me.

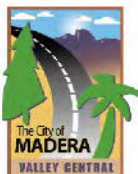
Sincerely,



Makram Hanna
Managing Member, Center Point LLC
(858) 353-1186
mh@equimaxfinancial.com

Equimax Financial Services, Inc. P.O. Box 9025 | Rancho Santa Fe, CA 92067
P: (858) 353-1186 | F: (858) 759-6079

Submission 245 (Matthew Treber, Madera County (on behalf of Wye Madera County Taskforce), June 21, 2019) - Continued



CITY OF MADERA COMMUNITY DEVELOPMENT DEPARTMENT

Dave Merchen – Director of Community Development
dmerchen@cityofmadera.com ▪ (559) 661-5430
205 W 4th Street ▪ Madera, Ca 93637

September 1, 2016

Dan Richard, Chairman
California High Speed Rail Authority
770 L Street, Suite 620
Sacramento, CA 95814

RE: Sewer and Water Services – CenterPoint Madera HMF Site

Dear Mr. Richard,

I am pleased to provide this letter confirming that City of Madera sewer and water services will become available to the proposed CenterPoint Heavy Maintenance Facility (HMF) in Madera. The information outlined below further describes the relationship between the CenterPoint site and planned infrastructure improvements.

General

The CenterPoint site is located contiguous to City of Madera General Plan Village I, the Community College Village. This Village is anchored by the existing community college campus and is planned for a range of uses, including industrial use south of Avenue 12 adjacent to the CenterPoint site. Development approvals have been granted within the Community College Village and build out of the area pursuant to the adopted plans is viewed by the City as a priority. Expansion of the full range of City services will occur in conjunction with development, with construction of primary sewer trunk and water main distribution systems being initial priorities.

Sewer Service

The City's adopted Sanitary Sewer Master Plan anticipates the installation of a system of sewer trunk lines within the Avenue 12 right of way in close proximity to the site to serve new development identified in the General Plan Village I between Freeway 99 and the BNSF tracks. The master planned trunk alignments will be adequate to serve the HMF site. Upgraded demand calculations, to be completed prior to project level design, will determine the final size(s) of the trunk lines.

Wastewater collected by the sanitary sewer system is treated at the wastewater treatment plant that is owned and operated by the City. The existing plant capacity is adequate to accommodate probable opening day demands for the facility. Expansions to the wastewater treatment plant are planned as demand for capacity increases over time in conjunction with new development. Depending on the timing and phasing of development, the HMF site and related development may be served by existing improvements or a subsequent expansion.

Water Service

The City's adopted Water System Master Plan anticipates the expansion of the existing water main grid system occurring to serve new development identified in General Plan Village I between Freeway 99 and the BNSF Tracks. A system of existing and new water wells and storage tanks will provide water to the system. The grid-based distribution system is designed to provide reliable and redundant water service, and it will result in capacity adequate to serve the new HMF site. Final land use plans for the project area, together with water demand calculations, will determine the precise improvements required to provide service. To the extent necessary, the water main grid is expandable south of Avenue 12 and additional well sites can also be added.

We look forward to working with the project team as the site selection process evolves. If you have any questions regarding any of the information provided in this letter please let me know.

Sincerely,

David J. Merchen
Community Development Director

Submission 245 (Matthew Treber, Madera County (on behalf of Wye Madera County Taskforce), June 21, 2019) - Continued

Centrally Located

As home to the Wye, Madera County is optimally situated to service trains on both the Sacramento and San Francisco lines more quickly, efficiently and cost effectively than other potential sites.

Madera County has access to the workforce needed to successfully operate the heavy maintenance facility and has planned housing developments to accommodate the population growth that stems from the jobs created by the facility. Recently ranked No. 1 in the nation for manufacturing job growth, we also have established job training programs oriented toward the skills required for heavy maintenance facility operations. As the halfway point between Fresno State and UC Merced, a Madera County site will increase workforce development and other partnership opportunities with both institutions.



Centrally Located

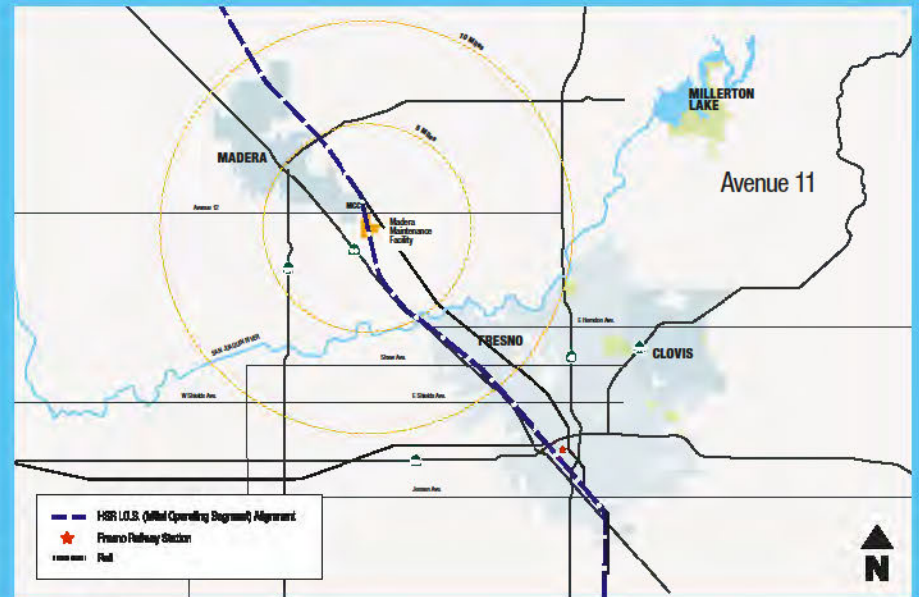
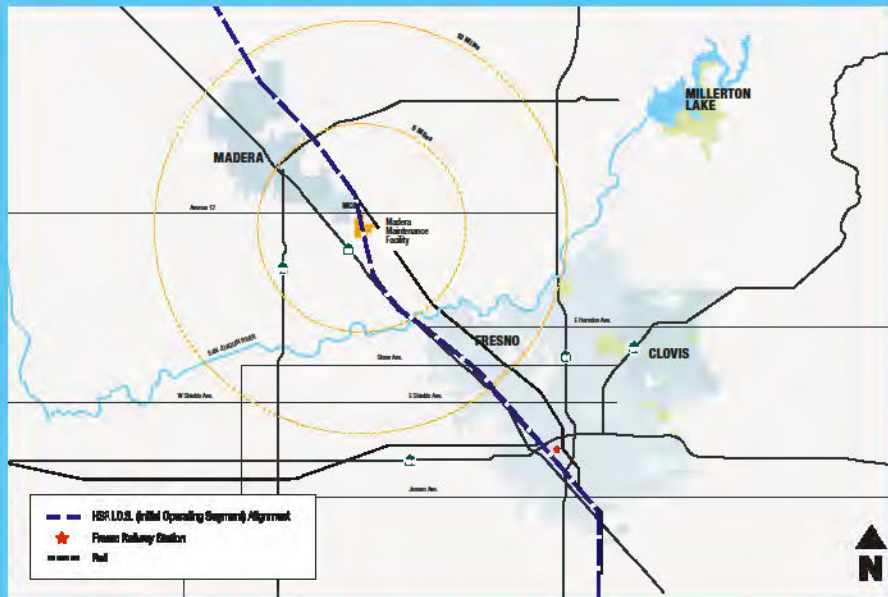
As home to the Wye, Madera County is optimally situated to service trains on both the Sacramento and San Francisco lines more quickly, efficiently and cost effectively than other potential sites.

Madera County has access to the workforce needed to successfully operate the heavy maintenance facility and has planned housing developments to accommodate the population growth that stems from the jobs created by the facility. Recently ranked No. 1 in the nation for manufacturing job growth, we also have established job training programs oriented toward the skills required for heavy maintenance facility operations. As the halfway point between Fresno State and UC Merced, a Madera County site will increase workforce development and other partnership opportunities with both institutions.

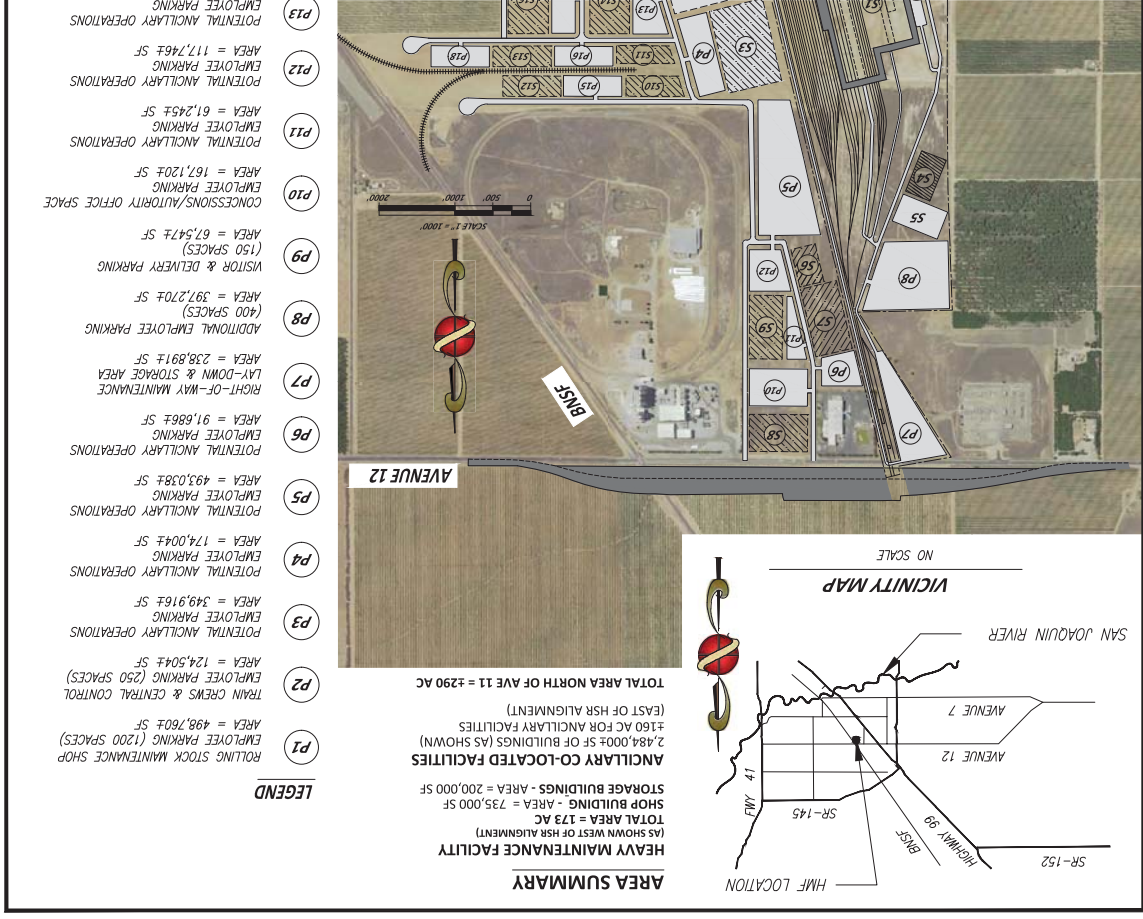
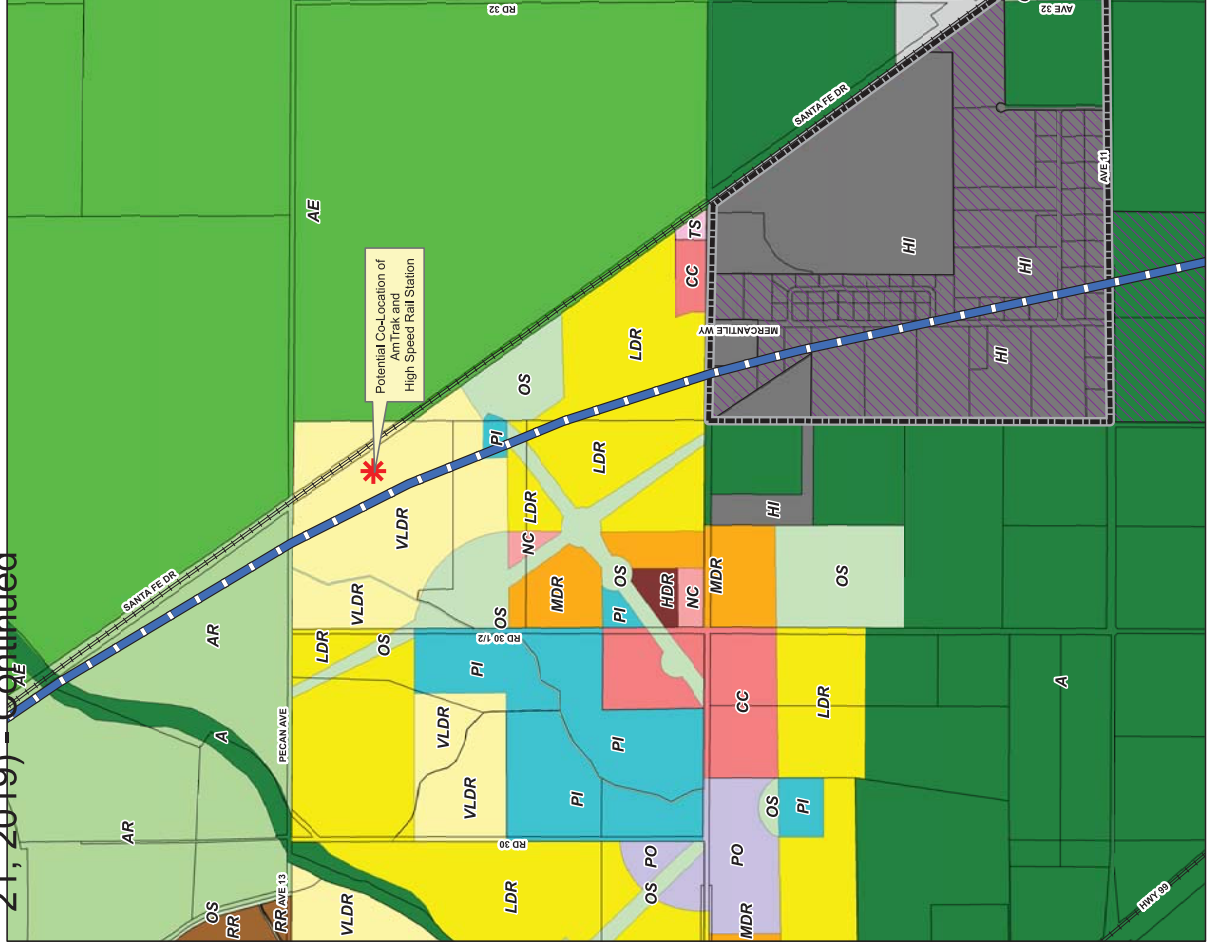


Proposed Center Point Heavy Maintenance Facility Site

Avenue 12



Submission 245 (Matthew Treber, Madera County (on behalf of Wye Madera County Taskforce), June 21, 2019) - Continued



Submission 245 (Matthew Treber, Madera County (on behalf of Wye Madera County Taskforce), June 21, 2019) - Continued

BEFORE
THE BOARD OF SUPERVISORS
OF THE COUNTY OF MADERA
STATE OF CALIFORNIA

In the Matter of) Resolution No.: 2015 - 128
)
 BOARD OF SUPERVISORS)
) A RESOLUTION IN SUPPORT OF
) LOCATING THE CALIFORNIA HIGH
) SPEED RAIL HEAVY MAINTENANCE
) FACILITY IN MADERA COUNTY.

RESOLUTIONS OF SUPPORT

WHEREAS, the County of Madera is in the center of the State and represents the backbone of the California High Speed Rail project, bearing the placement of the wye and the most track miles of any county in the initial operating segment; and,

WHEREAS, the stated policy goal of the California High Speed Rail Authority (CHSRA) is to provide benefit to those communities who are accommodating the system and Madera County is the only County that has yet to be designated any facility in the system; and,

WHEREAS, locating the Heavy Maintenance Facility (HMF) in Madera County would serve as a much needed stimulus to the struggling local economy and create an estimated 20,000 jobs for the next five years, create approximately 1,500 permanent jobs when the facility is completed, generate additional property taxes for the County, and would provide the most measurable economic benefit to offset the loss of important agricultural land and employment opportunities; and,

WHEREAS, a HMF placed in Madera County would serve the labor markets of the largest labor forces in the San Joaquin Valley including Fresno, Madera, Merced, and Stanislaus Counties, making Madera County the only regional site under consideration and providing the CHSRA with the largest number of local employees to staff the HMF.

NOW, THEREFORE, THE BOARD OF SUPERVISORS OF THE COUNTY OF MADERA RESOLVES AS FOLLOWS:

1. The Board of Supervisors for the County of Madera supports the location of the HMF for the California High Speed Rail system within the County of Madera.
2. The Board of Supervisors of the County of Madera respectfully request the CHSRA mandate that a site in Madera County, whether existing or an alternative, that meets the criteria as described in the technical memoranda developed by the CHSRA, the delivery schedule, and is cost competitive, be given priority when evaluating site alternatives for the HMF.
3. That a copy of this resolution be forwarded to the CHSRA for consideration when evaluating the site alternatives for the HMF.

Submission 245 (Matthew Treber, Madera County (on behalf of Wye Madera County Taskforce), June 21, 2019) - Continued

RESOLUTION NO. 15-219

* * * * *

The foregoing Resolution was adopted this 6TH day of OCTOBER, 2015, by the

following vote:

| | |
|-----------------------------|------------|
| Supervisor Frazier voted | <u>YES</u> |
| Supervisor Rogers voted: | <u>NO</u> |
| Supervisor Farinelli voted: | <u>YES</u> |
| Supervisor Rodriguez voted: | <u>YES</u> |
| Supervisor Wheeler voted: | <u>YES</u> |



David B. Rogers
Chairman, Board of Supervisors

ATTEST:

Janna A. Boyd
Clerk, Board of Supervisors

Approved as to Legal Form:
COUNTY COUNSEL

By *Reginald Jones*

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MADERA, CALIFORNIA, IN SUPPORT OF LOCATING THE CALIFORNIA HIGH SPEED RAIL HEAVY MAINTENANCE FACILITY IN MADERA COUNTY

WHEREAS, the City of Madera joins the County of Madera in support of locating the California High Speed Rail Maintenance Facility in Madera County; and,

WHEREAS, the County of Madera is in the center of the State and represents the backbone of the California High Speed Rail project, bearing the placement of the wye and the most track miles of any county in the initial operating segment; and,

WHEREAS, the stated policy goal of the California High Speed Rail Authority (CHSRA) is to provide benefit to those communities who are accommodating the system and Madera County is the only County who has yet to be designated any facility in the system; and,

WHEREAS, locating the Heavy Maintenance Facility (HMF) in Madera County would serve as a much needed stimulus to the struggling local economy and create an estimated 20,000 jobs for the next five years, create approximately 1,500 permanent jobs when the facility is completed, generate additional property taxes for the County, and would provide the most measurable economic benefit to offset the loss of important agricultural land and employment opportunities; and,

WHEREAS, a HMF placed in Madera County would serve the labor markets of the largest labor forces in the San Joaquin Valley including Fresno, Madera, Merced, and Stanislaus Counties, making Madera County the only regional site under consideration and providing the CHSRA with the largest number of local employees to staff the HMF.

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF MADERA HEREBY finds, orders and resolves as follows:

1. The City Council of the City of Madera joins Madera County in support of the location of the HMF for the California High Speed Rail System within the County of Madera.
2. The City Council of the City of Madera respectfully request the CHSRA mandate that a site in Madera County, whether existing or an alternative, that meets the criteria as described in the technical memoranda developed by the CHSRA, meets the delivery schedule, and is cost competitive, be given priority and placed in Madera County.
3. The City Council directs that a copy of this resolution shall be forwarded to the CHSRA for consideration when evaluating the alternatives for the HMF.

* * * * *

Submission 245 (Matthew Treber, Madera County (on behalf of Wye Madera County Taskforce), June 21, 2019) - Continued

Res. 15-219

PASSED AND ADOPTED by the City Council of the City of Madera this 21st day of October, 2015 by the following vote:

- AYES: Council Members Poythress, Oliver, Rigby, Bompreszi, Medellin, Holley, Robinson.
- NOES: None.
- ABSTENTIONS: None.
- ABSENT: Nonc.

APPROVED:


 ROBERT L. POYTHRESS, Mayor

ATTEST:


 SONIA ALVAREZ, City Clerk



APPROVED AS TO LEGAL FORM:


 BRENT RICHARDSON, City Attorney

COUNCIL RESOLUTION # 25-16

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CHOWCHILLA, CALIFORNIA, IN SUPPORT OF LOCATING THE CALIFORNIA HIGH SPEED RAIL HEAVY MAINTENANCE FACILITY IN MADERA COUNTY

WHEREAS, the City of Chowchilla joins the County of Madera and the City of Madera in support of locating the California High Speed Rail Maintenance Facility in Madera County; and,

WHEREAS, the County of Madera is in the center of the State and represents the backbone of the California High Speed Rail project, bearing the placement of the wye and the most track miles of any county in the initial operating segment; and,

WHEREAS, the stated policy goal of the California High Speed Rail Authority (CHSRA) is to provide benefit to those communities who are accommodating the system and Madera County is the only County who has yet to be designated any facility in the system; and,

WHEREAS, locating the Heavy Maintenance Facility (HMF) in Madera County would serve as a much needed stimulus to the struggling local economy and create an estimated 20,000 jobs for the next five years, create approximately 1,500 permanent jobs when the facility is completed, generate additional property taxes for the County, and would provide the most measurable economic benefit to offset the loss of important agricultural land and employment opportunities; and,

WHEREAS, a HMF placed in Madera County would serve the labor markets of the largest labor forces in the San Joaquin Valley including Fresno, Madera, Merced, and Stanislaus Counties, making Madera County the only regional site under consideration and providing the CHSRA with the largest number of local employees to staff the HMF; and,

WHEREAS, The City remains consistent with Chowchilla City Council Resolution # 81-15.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Chowchilla hereby finds and determines the following:

1. The City Council of the City of Chowchilla joins Madera County and the City of Madera in support of the location of the HMF for the California High Speed Rail System within the County of Madera.
2. The City Council of the City of Chowchilla respectfully request the CHSRA mandate that a site in Madera County, whether existing or an alternative, that meets the criteria as described in the technical memoranda developed by the CHSRA, meets the delivery schedule, and is cost competitive, be given priority and placed in Madera County.
3. The City Council directs that a copy of this resolution shall be forwarded to the CHSRA for consideration when evaluating the alternatives for the HMF.

Submission 245 (Matthew Treber, Madera County (on behalf of Wye Madera County Taskforce), June 21, 2019) - Continued

PASSED AND ADOPTED by the City Council of the City of Chowchilla this 23rd day of February, 2016 by the following vote to wit:

AYES: 5 – Walker, Chavez, Gaumnitz, Haworth, Ahmed
NOES: 0
ABSENT: 0
ABSTAIN: 0

APPROVED:



Waseem Ahmed, Mayor

ATTEST:



Joann McClendon, CMC
 City Clerk

**BEFORE THE GOVERNING BOARD OF EDUCATION
 OF THE
 MADERA UNIFIED SCHOOL DISTRICT
 COUNTY OF MADERA, STATE OF CALIFORNIA**

A Resolution in Support of Locating the California High Speed Rail Heavy Maintenance Facility in Madera County RESOLUTION NO. 61-2015/16

WHEREAS, both the County of Madera and City of Madera have adopted resolutions in support of locating the California High Speed Rail Heavy Maintenance Facility in Madera County;

WHEREAS, locating the Heavy Maintenance Facility (HMF) in Madera County would serve as a much needed stimulus to the struggling local economy and create an estimated 20,000 jobs for the next five years, create approximately 1,500 permanent jobs when the facility is completed, generate additional property taxes for the County, and would provide the most measurable economic benefit to offset the loss of important agricultural land and employment opportunities; and,

WHEREAS, supporting the creation of new jobs within Madera County benefits the students of Madera Unified, including students participating in the District's Career Technical Education program, who graduate and remain in the Madera area

NOW, THEREFORE, BE IT RESOLVED by the Board of Education of the Madera Unified School District as follows:

1. The foregoing resolutions are approved and adopted.
2. The Board of Education joins the County of Madera and City of Madera in support of the location of the HMF of the California High Speed Rail System within the County of Madera.
3. The Board of Education respectfully requests that the California High Speed Rail System mandate that the HMF site be placed in Madera County
4. The Board of Education directs that a copy of this resolution shall be forwarded to the California High Speed Rail System for consideration.

The foregoing Resolution was passed and adopted at a meeting of the Board of Trustees of the Madera Unified School District on the 28th day of June, 2016, by the following vote:

AYES : 5
 NOES: 0

MUSD BOARD APPROVED: JUNE 28, 2016
 MOTION NO. 220-2015/16
 RESOLUTION NO. 61-2015/16

Submission 245 (Matthew Treber, Madera County (on behalf of Wye Madera County Taskforce), June 21, 2019) - Continued

ABSENT: 1
 RECUSED: 1

Dated this 28th day of June, 2016

Al Galvez
 Al Galvez, President
 Board of Trustees
 Madera Unified School District
 Madera County, California

I, Robert E. Garibay, Clerk to the Board of Trustees of the Madera Unified School District, do hereby certify that the foregoing Resolution was regularly introduced, passed and adopted by the Board of Trustees at its meeting held on June 28, 2016.

Robert E. Garibay
 Robert E. Garibay, Clerk
 Board of Trustees
 Madera Unified School District
 Madera County, California

2

MUSD BOARD APPROVED: JUNE 28, 2016
 MOTION NO. 220-2015/16
 RESOLUTION NO. 61-2015/16

1 BEFORE
 2 THE COMMISSIONERS OF THE MADERA COUNTY TRANSPORTATION COMMISSION
 3 COUNTY OF MADERA, STATE OF CALIFORNIA
 4

5
 6 In the matter of) Resolution No. 15-10
 7 SUPPORT OF LOCATING THE)
 8 CALIFORNIA HIGH SPEED RAIL)
 9 HEAVY MAINTENANCE)
 10 FACILITY IN MADERA COUNTY)
 11

12
 13 WHEREAS, the County of Madera is in the center of the State and represents the backbone
 14 of the California High Speed Rail project, bearing the placement of the wye and the most track miles
 15 of any county in the initial operating segment; and

16
 17 WHEREAS, the state policy goal of the California High Speed Rail Authority (CHSRA) is
 18 to provide benefit to those communities who are accommodating the system and Madera County is
 19 the only County who has yet to be designated any facility in the system; and

20
 21 WHEREAS, locating the Heavy Maintenance Facility (HMF) in Madera County would
 22 serve as a much needed stimulus to the struggling local economy and create an estimated 20,000 jobs
 23 for the next five years, create approximately 1,500 permanent jobs when the facility is completed,
 24 generate additional property taxes for the County, and would provide the most measurable economic
 25 benefit to offset the loss of important agricultural land and employment opportunities; and

26
 27 WHEREAS, a HMF placed in Madera County would serve the labor markets of the largest
 28 labor forces in the San Joaquin Valley including Fresno, Madera, Merced and Stanislaus Counties,
 29 making Madera County the only regional site under consideration and providing the CHSRA with the
 30 largest number of local employees to staff the HMF

31
 32 NOW, THEREFORE, BE IT RESOLVED, that the MCTC supports the location of the
 33 HMF for the California High Speed Rail system within the County of Madera and respectfully
 34 requests the CHSRA instruct that a site in Madera County, whether existing or an alternative, that
 35 meets the criteria as described in the technical memoranda developed by the CHSRA, the delivery
 36 schedule and is cost competitive be given priority and placed in Madera County.

37 The foregoing resolution was adopted this 21st day of October, 2015 by the following vote:

38
 39
 40 Commissioner Rodriguez voted: Absent
 41 Commissioner Rogers voted: No
 42 Commissioner Wheeler voted: Yes
 43 Commissioner Peythress voted: Yes
 44 Commissioner Medellin voted: Yes
 45 Commissioner Ahmed voted: Yes
 46 All Commissioners and Farinelli voted: Yes
 47
 48
 49

Submission 245 (Matthew Treber, Madera County (on behalf of Wye Madera County Taskforce), June 21, 2019) - Continued

Resolution 15-10



1
2
3 David B. Rogers
4 Chairman, Madera County Transportation Commission

5
6
7
8
9 [Signature]
10 Executive Director, Madera County Transportation Commission

Enclosure 7

**Request for Expression of Interest California High
Speed Rail Heavy Maintenance Facility (Fagundes
Property; January 2010)**

Submission 245 (Matthew Treber, Madera County (on behalf of Wye Madera County Taskforce), June 21, 2019) - Continued

Request for Expression of Interest California High Speed Rail Heavy Maintenance Facility

Mr. Mehdi Morshed, Executive Director
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, Ca 95814

Madera County Resource Management Agency
ATTN: Rayburn Beach, Director
2037 W. Cleveland Avenue

Madera County Economic Development Commission
ATTN: Bobby Kahn, Director
2425 West Cleveland Avenue, Suite 101
Madera CA 93637

Summary of Proposal

Local Government Participation and Property Owner Acknowledgement

The following Expression of Interest in providing the High Speed Rail Heavy Maintenance Facility (HMF) has been prepared in cooperation with local governmental entities including the City of Chowchilla and Madera County. The property owners' expression of interest in providing land and other High Speed Rail (HSR) Alternative Route right-of-way on land they control is acknowledged in this document. The City of Chowchilla participated with the property owner in the preparation of this document and accurately advances the agreement with the property owners to provide land to the project.

The offer of the land for the HMF is a conditional offer from the property owner based on relocating the east-west connector line west of Ash Slough in order to preserve as much agricultural land to the west of proposed HMF as possible. Should Alternative Route A-3 be selected by CHSRA, the cost to purchase right-of-way through the dairy it will represent an enormous cost to the project.

The selection of the HMF in Madera County is of utmost interest to the residents and elected officials of the County and Cities. Madera County is a small County in the San Joaquin Valley, sandwiched between two larger counties- Fresno on the west and south and Merced County on the north and west. Madera County is singular in the State and the HSR planning process by having both north-south and east-west route converge. Madera County is proportionately impacted with route take land more than any other County in the State. The right-of-way take in Madera County is predominately agricultural land. Depending on which alternative route that is eventually selected by the California High Speed Rail Authority (CHSRA), there is a potential that commercial and industrial areas may also be substantially impacted as well. Combined loss of

agricultural land and urban land would decrease the number of persons employed in the County, particularly at a time where local governments are expending significant resources in an attempt to redevelop downtowns and diversify the employment and economic base of this small County. The larger neighboring counties are both planned and positioned by the CHSRA to have High Speed Rail Stations located within them and thus benefit substantially from an economic development perspective. Locating the HMF in Madera County would serve to balance the disproportionate loss of land and further the efforts of the County to expand jobs and diversifying its economy to reduce its reliance on agriculture.

Location of the City of Chowchilla
In the State of California
And the California High Speed Rail System



Site description

The proposed HMF site consists of Madera County Assessors Parcels (all or part) 025-130-005, 025-130-006, 025-130-004, 025-140-003, 025-140-005, 025-140-008, 025-190-002, 025-190-007, 025-190-001, and 025-200-015 as shown in Attachment 1, for a total of approximately 155 acres of industrial land. These maps show a proposed parcel that will be created by the property owner and transferred to the High Speed Rail Authority. The property owners have agreed to provide this parcel at no cost to the CHSRA.

Submission 245 (Matthew Treber, Madera County (on behalf of Wye Madera County Taskforce), June 21, 2019) - Continued

The proposed site is adjacent to the proposed Alternative Route A-3 as adjusted to meet the edges of the proposed HMF project site. The Alternative Route A-3 has not been formally adopted by the CHSRA. Adjustments to the Alternative Route A-3 are not significant and within the general corridor described by the HSR Alternative documents presented at public meetings. Please refer to Attachment 2 for a map locating the proposed HMF on Alternative Route maps as adjusted by this application.

The proposed HMF project site is currently served by SR 152, SR 233, Road 12, Road 13, Avenue 24 ½, Avenue 25 and Avenue 24 within Madera County. The General Plan of the City of Chowchilla identifies the proposed project site as a combination of Heavy and Light Industrial (See Attachment 3). The City will annex the land upon notification that the site has been selected for the HMF.

The City of Chowchilla, along with the County of Madera and the City of Madera, are forming a Joint Powers Agency (JPA) to assist in providing property acquisition and financing for the HMF and infrastructure improvements necessary for the proposed HMF as part of a public/private partnership. The JPA in cooperation with the County of Madera, and the Cities of Chowchilla and Madera is considering creating an Infrastructure Financing District under Government Code §53395 to provide resources of the significant off-site improvements costs associated with the HMF and reinforce the existing public private partnership in Madera County.

Constructability

The General Plan of the City of Chowchilla proposes major transportation facilities that will also serve the proposed site (See Attachment 4). A spur rail line from the Union Pacific Railroad (UPRR) can be extended to the site to provide access to a surface rail mainline. A major Pacific Gas and Electric (PG&E) electrical transmission line is located at Road 17 ½ and Avenue 24 and will be extended approximately 5.5 miles to the proposed HMF. Access to the proposed HMF will be on publicly owned right-of-way. Any relocation necessary of existing infrastructure or relocation of residential or commercial uses will be addressed prior to providing right-of-way.

The proposed HMF site is served or can be served by public utilities including domestic water, sewer, solid waste collection and disposal, natural gas and electrical service. The City of Chowchilla proposes to serve the HMF with public services and other infrastructure as shown in Attachment 4.

The City has filed an application with Madera County Local Agency Formation Commission (LAFCo) for Annexation contingent on the site being selected as the HMF site. The City has initiated activities to revise its Infrastructure Master Plans and the Plan of Services required for such annexation. Madera County supports the annexation if the site is selected. LAFCo staff supports this application for annexation.

Displacements: Agricultural operations will cease on approximately 155 acres with the construction of the HMF at this location. The agricultural operations that would be displaced are a dairy operation and row crops. Residential dwellings will not be displaced as a result of the HMF being constructed on this location. Approximately 2,250 linear feet of irrigation lateral line operated by the Chowchilla Water District will have to be relocated around the proposed site. Land use in this area is currently designated as Agricultural by the Madera County General Plan. Approximately 155 acres of active farmland will be displaced. The 100-year FEMA flood zone is located approximately 6 miles southeast of the southerly edge of this HMF location; it will not be impacted as a result of HMF construction at this site. Ash Slough, approximately 0.5 miles to the west, is a flood channel controlled by Buchanan Dam in the lower Sierra Nevada foothills.

Traffic effects: The rural nature of the proposed site generates little traffic on local County roads. It is estimated that less than 100 trips per day use local roads near the proposed site. The County roads are typically 28 foot wide paved sections with a marginally maintained shoulder on a 50 foot right-of-way. Anticipated traffic from the proposed facility would significantly overwhelm the local roads. The Infrastructure Plan for the proposed HMF at this site includes substantial upgrades to the road system in this location to meet acceptable Level-of-service standards for the anticipated traffic from the HMF (See Attachment 4). Improving local roads and to extent State facilities is included in the off-site improvements contemplated for the HMF that would be funded as part of the public/private partnership.

The site is directly served by State Route 152 (SR 152) approximately 0.5 miles to the south at the intersection of Road 12 or the intersection of Road 13. Road 13 is a rural road connection to Highway 99 to the north in Merced County. SR 152 is classified as an expressway through Madera County and presently handles an average daily traffic (ADT) volume of 17,000 vehicles near the proposed HMF site. When SR 152 was constructed, Caltrans acquired right-of-way for a future interchange at Road 12 and Road 13. The nearest full interchange is located at Robertson Boulevard (SR 233) approximately 2.5 miles to the east of the proposed HMF site. SR 152 terminates as interchange at State Route 99 (SR 99) approximately 7 miles east of Road 12. SR 99 is a major north-south freeway in the San Joaquin Valley. SR 99 peak ADT is 57,000 on a 4-lane facility. The SR 152/99 interchange is a 6-lane facility to allow for the merging of traffic.

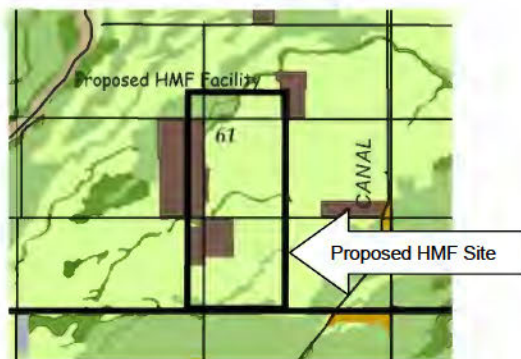
Improvements to SR 152 will be required to accommodate turning movements to Road 12 and or Road 13. Until such time as an interchange is constructed, significantly longer acceleration and deceleration lanes will be required at the intersection for all on and off turning movements. Substantial turning movements at the intersection of SR 152 and Road 17 ½ will lower the level-of-service of SR 152 and increase traffic safety hazards. Construction of an interchange may be required early in the development process. Currently, Robertson Boulevard functions as a major arterial street in Chowchilla as a two lane facility. Connections to the proposed HMF via Robertson Boulevard would require improvements to this facility of an additional two lanes and improvements to existing rural roads between Robertson Boulevard and the proposed

Submission 245 (Matthew Treber, Madera County (on behalf of Wye Madera County Taskforce), June 21, 2019) - Continued

HMF site. These improvements are included in the off-site improvements contemplated for the HMF that would be funded as part of the public/private partnership.

Environmental: According to the California Environmental Protection Agency's (Cal/EPA) Geotracker web service, there are no known underground and/or above ground fuel tanks or any other hazardous sites or clean up areas located within the HMF alternative site. Based on the biological assessments compiled for the County of Madera General Plan, research on the US Fish and Wildlife Service (FWS) mapping, and also that the land has been highly disturbed through agricultural processes, there are no known wetland areas located within this HMF site, with the exception of two actively used small stock ponds listed by FWS as freshwater emergent wetlands.

The proposed site consists of Unique Farmland with narrow bands of Prime Farmland running diagonally across the site. This map also shows the extent of existing dairy operations on the site as dark color geometric shapes. The exhibit below shows the location on the Madera County Important Farmland Map for 2008 as prepared by the California Department of Conservation Farmland Mapping and Monitoring Program.

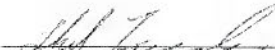


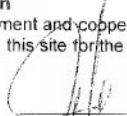
Availability of local labor force The City of Chowchilla and the County of Madera along with its federal state, and local partners are prepared to provide a trained and trainable labor force for the HMF project. Attachment 5 describes the regions labor force background and programs that can be put into place to ensure a suitable labor force at the time the HMF is prepared to employ them.

Public-Private Partnership: The public-private partnership approach may include economic or financial incentives. The City of Chowchilla along with the County of Madera and the City of Madera are forming a JPA to assist in providing financing for the infrastructure improvements necessary for the proposed HMF.

Signature of Commitment and Cooperation

The following signatures express the commitment and cooperation of the property owner and the City of Chowchilla in providing this site for the proposed HMF.


 Authorized Representative
 Fagundes Property
 Date 1-15-2010


 Jim Kopshever, Mayor
 City of Chowchilla
 Date 01-15-2010

Submission 245 (Matthew Treber, Madera County (on behalf of Wye Madera County Taskforce), June 21, 2019) - Continued

Attachment 1

**Proposed HMF Site A-3 Route
Fagundes Daries**

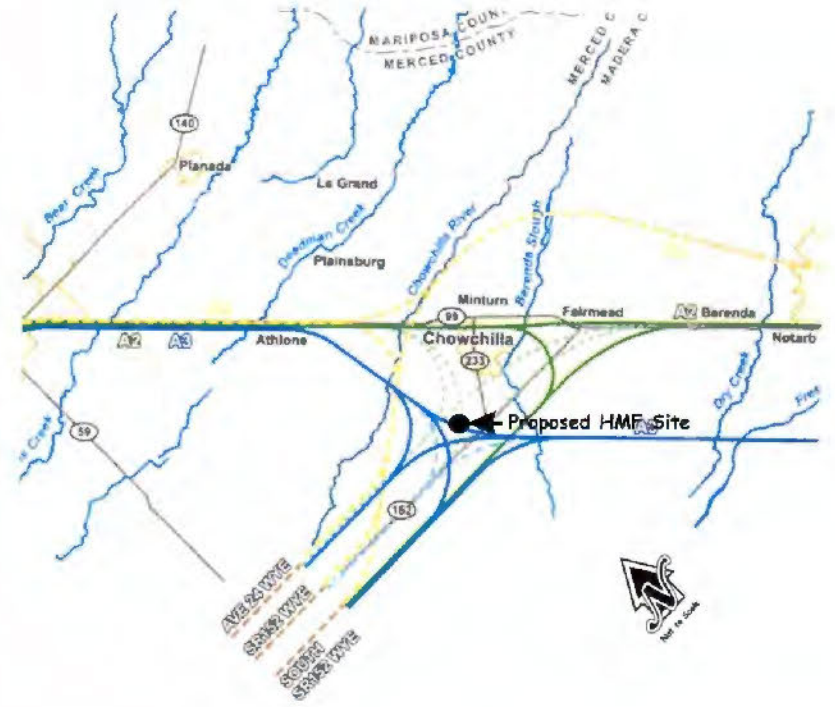
1-11-10 Map is an approximation of the route alternative based on very general maps. This is not an official map of the High Speed Rail Authority, the City of Chowchilla or the County of Madera.



RFEI A-3 Fagundes
Page 7 of 13

Attachment 2

**Location of Proposed HMF
Shown on HSR Alternative Route Map**



RFEI A-3 Fagundes
Page 8 of 13

Submission 245 (Matthew Treber, Madera County (on behalf of Wye Madera County Taskforce), June 21, 2019) - Continued

Attachment 3

Proposed HMF Site A-3 Route
Fagundes Daries



RFEI A-3 Fagundes
Page 9 of 13

Attachment 4

Infrastructure Master Plan
Proposed HMF Site A-3 Route
Fagundes Daries

1:11-20 Map is an approximation of the route alternative based on very general map. This is not an official map of the High Speed Rail Authority, the City of Chowchilla or the County of Madera.



RFEI A-3 Fagundes
Page 10 of 13

Submission 245 (Matthew Treber, Madera County (on behalf of Wye Madera County Taskforce), June 21, 2019) - Continued

Attachment 5

Madera County Workforce Analysis and Opportunities for the California High Speed Rail Heavy Maintenance Facility

Madera County is not only the geographic center of the State of California, but it is also the heart of the San Joaquin Valley. It is one of the fastest growing counties in the State of California and all future projections predict this rapid growth will continue for at least the next 10-20 years. Fresno County borders on the south, Merced and Mariposa Counties to the north and Mono County to the east.

With its roots in lumber and agricultural fields, Madera County offers a workforce with a strong ingrained work ethic. Madera's people make great employees. Turnover rates are low and productivity rates are high. With the current high unemployment rate in the County and surrounding areas, employers are finding an expanding pool of applicants at every skill level. The median age of the county is 32.2 years with largest share of population in the prime workforce ages of 25-54.

Madera County has embarked on a program to diversify the concentration of employment in agriculture. Currently a preponderance of non-government employment is in agriculture. Manufacturing and related occupations falls substantially behind.



RFEI A-3 Fagundes
Page 11 of 13

Employers in Madera County most commonly draw from a labor pool within a 50-mile radius from the cities of Madera and Chowchilla. This labor pool is abundant, affordable and efficient. The 2000 Census data about California residents and county commute patterns from the Merced, Mariposa and Fresno Counties show a combined total of over 9,250 workers commuting into Madera County. In addition, more extensive data exists depicting commuters from as far north as San Mateo and as far south as Los Angeles.

The December 2009 unemployment figures show Madera County with a county-wide rate of 15% which represents 10,200 unemployed residents. The unemployment figures for the City of Madera and the City of Chowchilla are 21% and 16.9% respectively. The data for Fresno County shows an unemployment rate of 16.5% representing 73,100 people and the County of Merced is reporting an unemployment rate of 18.3% translating to 19,200 people. The heightened unemployment levels in Madera and surrounding counties that commutes into Madera County is largely due to closures and layoffs across all industry sectors. This has changed the dynamic of the available workforce and now encompasses workers at all skill and educational levels. This presents an opportunity for the Workforce Development Systems to enhance and grow the skill level of already trained workers and a chance for Madera County employers to obtain a highly trained and seasoned employee base.

Employers in Madera County also have a large pool of highly skilled individuals from strong network of post secondary education facilities some of which are listed below:

UC MERCED, Merced, CA - Offerings include Bachelors Degree, Masters Degree and doctorate programs.

California State University, Fresno, Fresno, CA - offerings include Bachelors programs in 55 fields of study, Masters Degree programs in 40 areas and a joint Doctorate in educational leadership with the University of California. Enrollment is approximately 20,000 with over 3,000 graduate students.

Fresno Pacific University, Fresno, CA- This private university offers Bachelors and Masters Degrees in a variety of subjects.

National University, Fresno, CA- The University offers a variety of degrees at Bachelors and Masters levels.

University of Phoenix, Fresno, CA- Over 100 degree programs are offered at this university specializing in accessible education for the working student. Degree programs include Associates, Bachelors, Masters, and Doctoral degrees.

San Joaquin College of Law, Fresno, CA- An accredited law school specializing in legal education.

State Center Community College District- More than 100 fields of study are offered in day and evening classes. Comprehensive Community College campuses are Fresno City College in Fresno, CA and Reedley Community College in Reedley, CA. College Centers are also located in Madera, Oakhurst and Clovis.

RFEI A-3 Fagundes
Page 12 of 13

Submission 245 (Matthew Treber, Madera County (on behalf of Wye Madera County Taskforce), June 21, 2019) - Continued

Merced Community College, Merced, CA - Merced College is a comprehensive community college offering innovative instructional programs. They also have a community college center in Los Banos, CA.

Leadership in both the education and business sectors realize the importance of developing a future workforce that is well educated and highly trained to transition from the classroom to the world of work. Several years ago they jointly formed the Madera Compact which is comprised of the top leadership from education, business and local government. They meet regularly to discuss how to continually improve the local educational systems by developing innovative programs and forming business education partnerships.

In addition, the Madera Community College Center, in partnership with the local business community, just opened the Center for Advanced Manufacturing. This center is especially designed to train students in high demand, skilled manufacturing jobs.

The Madera County Workforce Development Office (MCWDO) is another vital partner in preparing the local workforce to meet the business needs of Madera County through partnerships with employers and community organizations resulting in a quality employment and training system. MCWDO has also pioneered relationships with the Workforce offices in the Central San Joaquin Valley and have developed a long history of collaboration. The Central California Workforce Collaborative (CCWC) is a group comprised of the Executive Directors of the local Workforce Investment areas from Kern County on the south to San Joaquin County on the north. Through a joint effort the CCWC was successful in obtaining a grant to institute a regionally recognized assessment and work readiness certificate centered on the Health Care, Agriculture and Ag Business, Manufacturing, Renewable Energy, Transportation and Logistics clusters.

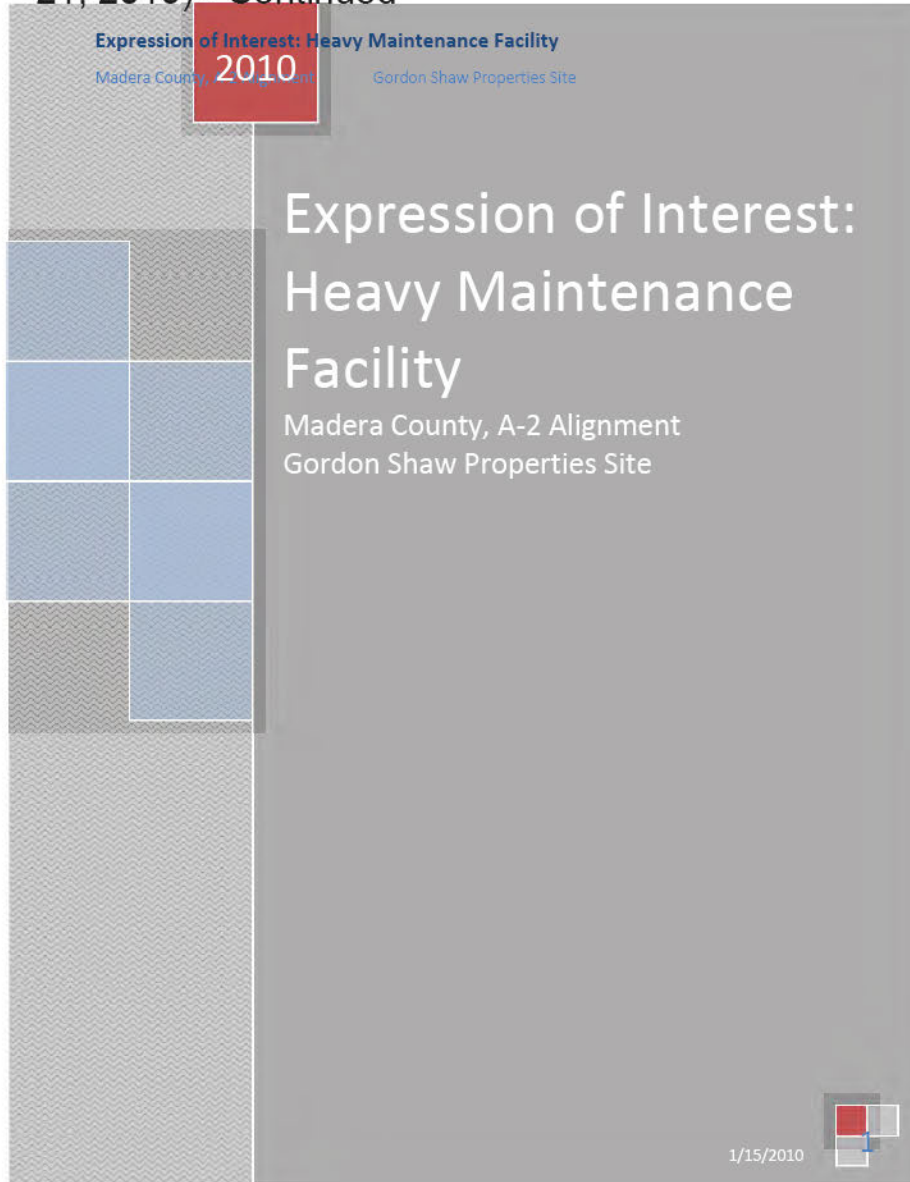
The leadership in Madera County remains committed to building a highly educated and well trained workforce and can proudly say we continue to meet the demands of all of our local businesses.



Enclosure 8

Expression of Interest: Heavy Maintenance Facility, Madera County, A-2 Alignment, Gordon Shaw Properties Site (January 2010)

Submission 245 (Matthew Treber, Madera County (on behalf of Wye Madera County Taskforce), June 21, 2019) - Continued



Expression of Interest: Heavy Maintenance Facility

Madera County, A-2 Alignment Gordon Shaw Properties Site

Attached Documents

1. Regional Location Map with A-2 Alignment
2. Conceptual Site Map
3. Conceptual Site Design Diagram
4. Utility Map
5. Access & Circulation Map
6. Grant Deed
7. Legal description
8. Assessor's parcel map
9. County Loop Road Cost Estimate
10. Owner's Commitment Letter with Authority for HMF

Submission 245 (Matthew Treber, Madera County (on behalf of Wye Madera County Taskforce), June 21, 2019) - Continued

Expression of Interest: Heavy Maintenance Facility

Madera County, A-2 Alignment Gordon Shaw Properties Site

Site Description

Expression of Interest: Heavy Maintenance Facility

Madera County, A-2 Alignment Gordon Shaw Properties Site

Site description

The site lies within one parcel totaling 451 acres (see attached Grant Deed, legal description and assessor's parcel map). The parcel is situated adjacent to State Route 99 and the Union Pacific Railroad (UPRR) main line (both form the western boundary). The Ave. 20/22 ½ and the Ave. 18 ½ State Route 99 interchanges lie immediately to the north and south of the site (respectively). Both interchanges provide easy access to the site within 3 +/- minutes via Ave. 19 and Road 24. The subject parcel is currently planted in wine grapes. The land adjacent is vacant or planted with crops. Within a one mile radius, there are restaurants, motels, a Pilot Truck Center, trucking companies, food processing and other industrial plants.

All utilities required for development, including sewer, water, storm drainage, roads, electrical and natural gas are either on site or available to bring to the site within the time necessary to deliver a fully improved site to the California High Speed Rail Authority.

The majority of the subject site is currently designated in the County General Plan as Agricultural Exclusive and is zoned Agricultural. County staff is currently preparing documentation to bring before the Board of Supervisors initiating both General Plan updates and zoning changes necessary (heavy industrial) to accommodate the proposed facility.

Submission 245 (Matthew Treber, Madera County (on behalf of Wye Madera County Taskforce), June 21, 2019) - Continued

Expression of Interest: Heavy Maintenance Facility

Madera County, A-2 Alignment Gordon Shaw Properties Site

Local Labor Force

Expression of Interest: Heavy Maintenance Facility

Madera County, A-2 Alignment Gordon Shaw Properties Site

Central Location

The proposed HMF site is located in a central location considering regional labor force centers. The site is located within the Madera Metro area and approximately ½ hour away from the Fresno Metro and the Merced Metro areas. Due to the site’s location, commutes are reasonable, from 5 to 10 minutes in the local metro area to 30 to 45 minutes regionally. The Fresno Metro area represents the largest metro area with the largest labor force numbers in all labor force categories.

Labor Force: Heavy Maintenance Facility

| | Madera-Chowchilla Metro Area | Fresno Metro Area | Merced Metro Area |
|---|------------------------------|-------------------|-----------------------|
| Civilian Labor Force | 67,500 | 442,400 | 1,100,000 |
| Labor Force Oriented Towards HMF Services | | | |
| Construction | 1,500 | 14,800 | 10,000 |
| <i>Building, Development & General & Heavy Construction</i> | <i>Not Identified</i> | 5,600 | <i>Not Identified</i> |
| <i>Specialty Trade Contractors</i> | <i>Not Identified</i> | 9,200 | <i>Not Identified</i> |
| Manufacturing: Durable Goods | 2,400 | 8,600 | 10,000 |
| Professional, Scientific & Technical Services | 2,800 | 11,000 | 10,000 |

*Data from California Employment Development Department

Labor force categories identified as potentially important to the HMF include construction, durable goods manufacturing, and professional, scientific and technical services.

Submission 245 (Matthew Treber, Madera County (on behalf of Wye Madera County Taskforce), June 21, 2019) - Continued

Expression of Interest: Heavy Maintenance Facility

Madera County, A-2 Alignment Gordon Shaw Properties Site

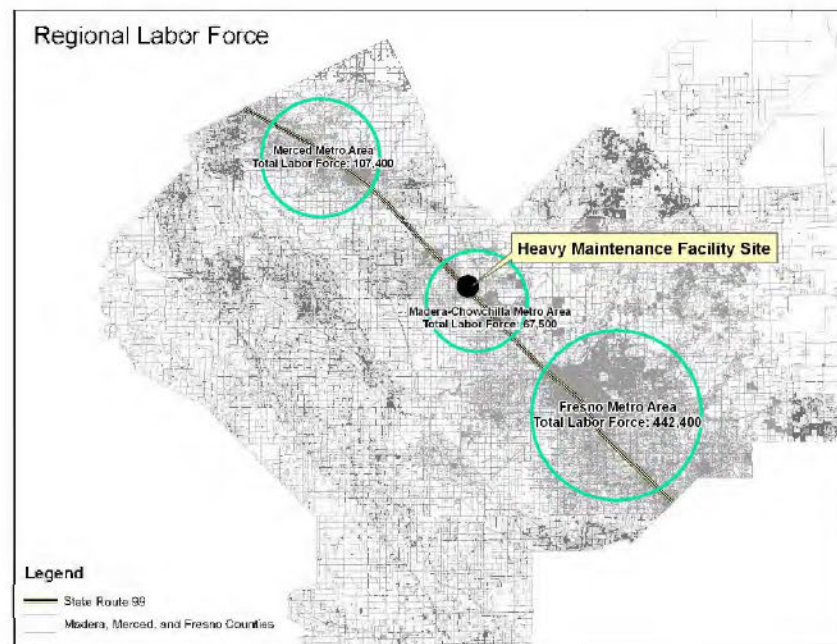
Local Economic Benefits

Not unlike many other San Joaquin Valley communities impacted by the recession, the Madera-Chowchilla Metro area faces an unemployment rate of 15%. The proposed HMF site is located near several disadvantaged, low income communities in the metro area. These include Fairmead (four miles to the north of the site), Parksdale (7 miles to the south), Parkwood (7 miles to the south), and Chukchase (8 miles to the west). All four communities face staggering unemployment and poverty rates.

The economic benefits resulting from the HMF would have exponential effects, including potential industrial spin-off businesses. Both Fairmead and Chukchase have been specially identified as “Lowest Target Income Group” communities (Lowest Targeted Income Group households have incomes that are at 50 percent or less of the adjusted area median family income) that would benefit the most from potential economic activity created by the HMF. Fairmead in particular has been the focus of County community revitalization efforts, involving numerous State grant projects. Additionally, the Valley floor region of Madera County offers 7,721.26 acres of vacant, industrially designated property that may provide “breathing room” for industrial spin-off businesses resulting from the HMF.

Expression of Interest: Heavy Maintenance Facility

Madera County, A-2 Alignment Gordon Shaw Properties Site



Submission 245 (Matthew Treber, Madera County (on behalf of Wye Madera County Taskforce), June 21, 2019) - Continued

Expression of Interest: Heavy Maintenance Facility

Madera County, A-2 Alignment Gordon Shaw Properties Site

Expression of Interest: Heavy Maintenance Facility

Madera County, A-2 Alignment Gordon Shaw Properties Site

Construction Access

The property designated for the HMF has ample right of way access for construction needs. Access may be gained from Avenue 19, Road 23, and an abandoned rail spur to the northeast (UPRR Raymond Spur). No utilities exist on the portion of the site designated for the HMF. Electrical and gas lines do exist along the UPRR right of way on the western boundary of the parcel, but these lines will not interfere with the proposed site of the facility.

Constructability

Submission 245 (Matthew Treber, Madera County (on behalf of Wye Madera County Taskforce), June 21, 2019) - Continued

Expression of Interest: Heavy Maintenance Facility

Madera County, A-2 Alignment Gordon Shaw Properties Site

Expression of Interest: Heavy Maintenance Facility

Madera County, A-2 Alignment Gordon Shaw Properties Site

Displacements

Properties Displaced

The Heavy Maintenance Facility and Right of Way Maintenance facility together will impact (1) property, totaling 451 acres. The property is currently in agricultural production for wine grapes. No residential, commercial, or industrial structures currently exist on the parcel. The parcel is designated in the Madera County General Plan as Agricultural Exclusive. The parcel includes valuable farmland, including both Prime and Unique farmland as designated by the State Department of Conservation. The map on the following page highlights acres of farmland potentially affected.

1
1

1
2

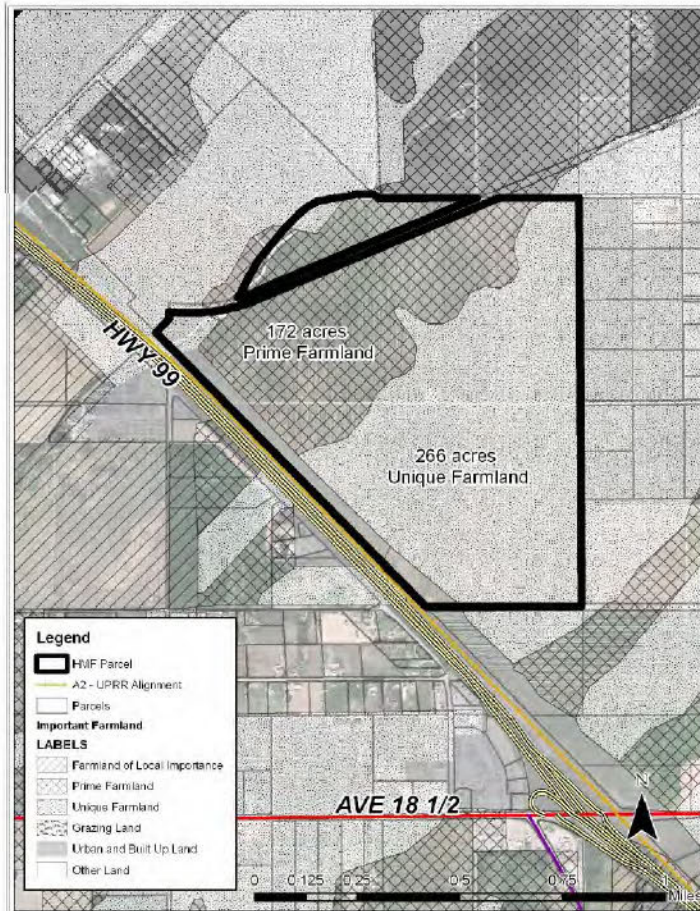
Submission 245 (Matthew Treber, Madera County (on behalf of Wye Madera County Taskforce), June 21, 2019) - Continued

Expression of Interest: Heavy Maintenance Facility

Madera County, A-2 Alignment Gordon Shaw Properties Site

Expression of Interest: Heavy Maintenance Facility

Madera County, A-2 Alignment Gordon Shaw Properties Site



Traffic Effects

1
3

1
4

Submission 245 (Matthew Treber, Madera County (on behalf of Wye Madera County Taskforce), June 21, 2019) - Continued

Expression of Interest: Heavy Maintenance Facility

Madera County, A-2 Alignment Gordon Shaw Properties Site

Expression of Interest: Heavy Maintenance Facility

Madera County, A-2 Alignment Gordon Shaw Properties Site

Existing Level of Service (LOS)

The project site will be served by two separate interchanges, including Avenue 20 ½ and SR 99 to the north and Avenue 18 ½ and SR 99 to the south. Avenue 20 ½, Avenue 18 ½ and Road 22 are the main County roads serving the site in route to SR 99. Both the interchanges and the road segments currently operate at acceptable LOS. The poorest LOS was recorded in July of 2007 at the Avenue 18 ½ and SR 99 interchange, with a LOS “C” (LOS D is the lowest LOS allowed by the General Plan).

The HMF has the potential to generate as many as 3,000 trips (2 trips per each job, 1,500 jobs) per day. It is expected that most employees will utilize both interchanges for those traveling north to Chowchilla and Merced and south to Madera and Fresno. Trips are expected to be distributed roughly 60% through Avenue 18 ½ and SR 99 to the south (Fresno and Madera represent the largest population and labor force areas) and 40% to the north.

Circulation Improvements

Road system improvements will be targeted to accommodate an acceptable LOS for the project (LOS D or better). Both interchanges (SR 99 and Avenue 18 1/2, SR99 and Avenue 20 ½) will need capacity improvements. Additionally, County road improvements will be necessary to provide ample access to the site (see the attached cost estimate). The table below highlights the improvements necessary. The attached access and circulation map shows the improvements noted below. Please note that the County loop road will only need to be a two lane facility for the HMF. Additional development in the area may require capacity improvements as noted on the map.

| <i>Road System Improvements</i> | | |
|-------------------------------------|---|--------------------------|
| Item | Improvements needed | Cost |
| Avenue 18 1/2 and SR 99 Interchange | Right turn lanes for northbound and southbound ramps, two traffic signals | 3-5 million |
| Avenue 20 1/2 and SR 99 Interchange | Left turn and right turn lanes for northbound and southbound ramps, two traffic signals | 3-5 million |
| County Loop Road | 4.5 miles of two lane road with paved shoulders, four traffic signals | 8.7 million |
| Total cost: | | 14.7-18.7 million |

Environmental

1
5

1
6

Submission 245 (Matthew Treber, Madera County (on behalf of Wye Madera County Taskforce), June 21, 2019) - Continued

Expression of Interest: Heavy Maintenance Facility

Madera County, A-2 Alignment Gordon Shaw Properties Site

Expression of Interest: Heavy Maintenance Facility

Madera County, A-2 Alignment Gordon Shaw Properties Site

Wetland Avoidance

No wetlands exist on the potential HMF site. A riparian area exists along Berenda Creek along the northern boundary of the site. The riparian habitat, along with the creek itself will have to be bridged by the A-2 alignment, should it be the final route chosen by the Authority. The proposed site itself will not impact this riparian area.

Phase 1 Environmental Site Assessment

A phase 1 environmental analysis has been conducted on the potential site. The analysis did not reveal any underground storage tanks and/or hazardous materials onsite. The phase 1 analysis is available upon request of the property owner.

Economic Incentives

Submission 245 (Matthew Treber, Madera County (on behalf of Wye Madera County Taskforce), June 21, 2019) - Continued

Expression of Interest: Heavy Maintenance Facility

Madera County, A-2 Alignment Gordon Shaw Properties Site

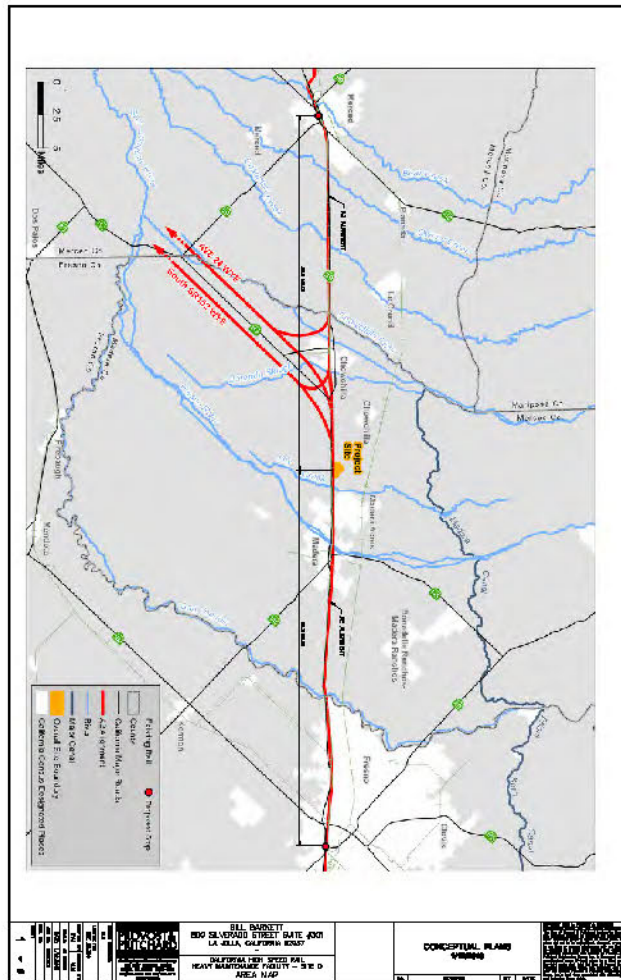
Letter of Intent

The California High Speed Rail Authority (CHSRA) and the Property owner will enter into the following agreement as a way of facilitating a private/public partnership to construct the Heavy Maintenance Facility and all necessary infrastructure. The letter is attached.

County Efforts

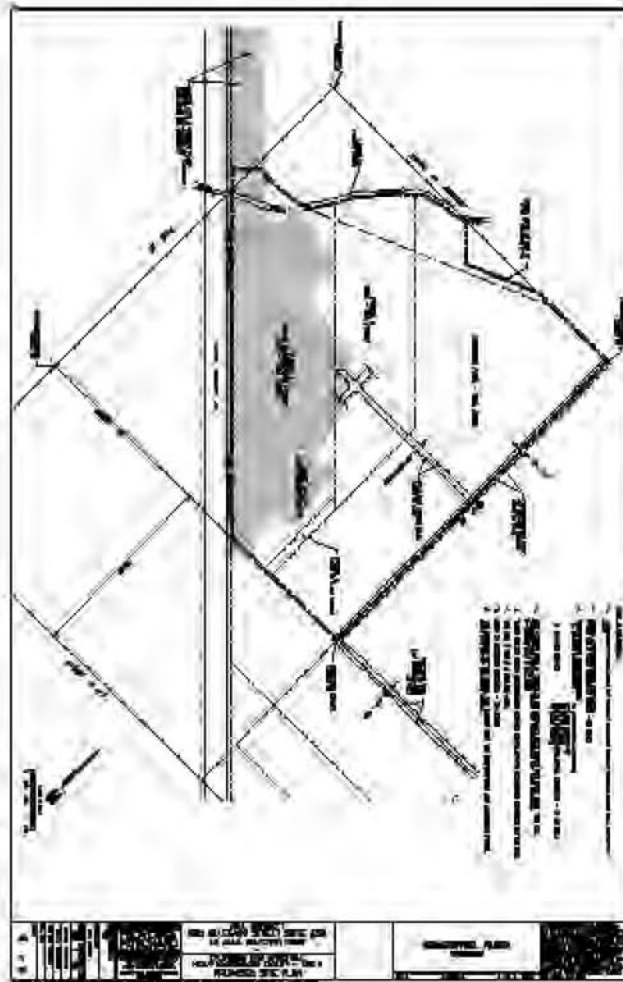
A Joint Powers Agreement is currently being drafted by staff that will enable all three jurisdictions to work collaboratively in the development and on-going support of the HMF, should the Authority choose a site within Madera County.

Submission 245 (Matthew Treber, Madera County (on behalf of Wye Madera County Taskforce), June 21, 2019) - Continued

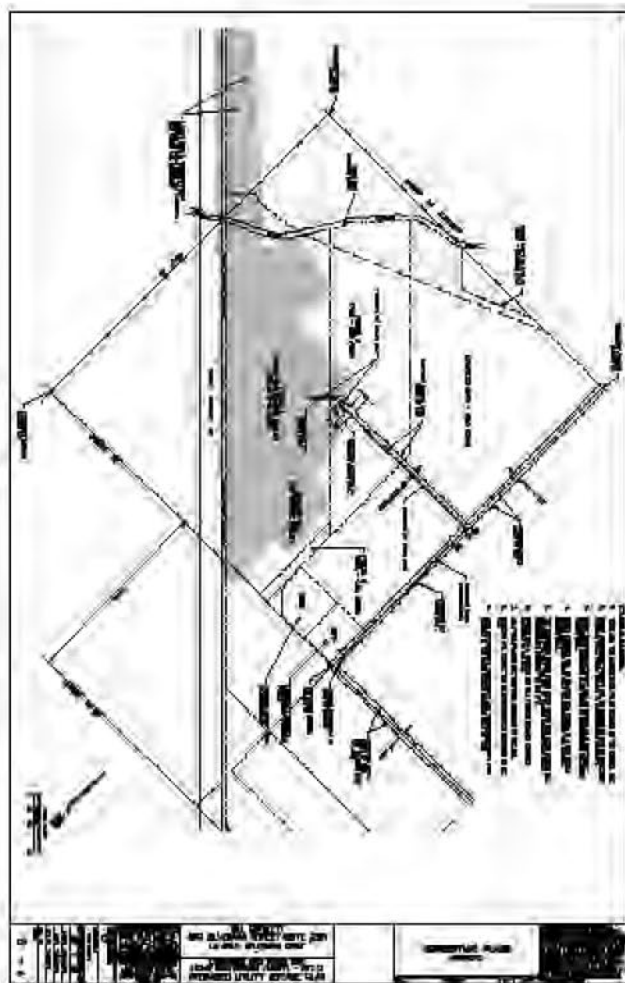


Conceptual Site Map

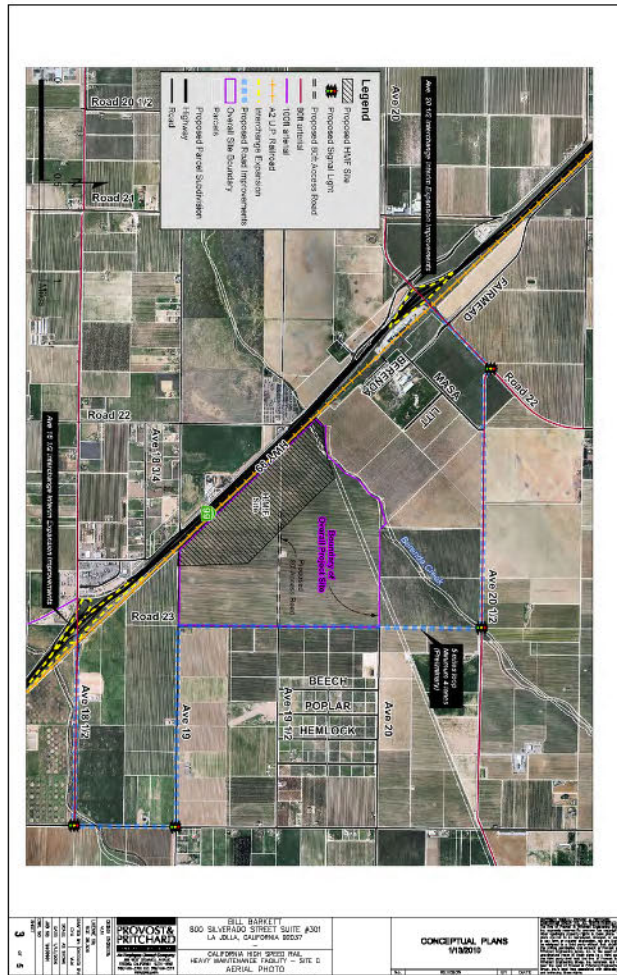
Submission 245 (Matthew Treber, Madera County (on behalf of Wye Madera County Taskforce), June 21, 2019) - Continued



Submission 245 (Matthew Treber, Madera County (on behalf of Wye Madera County Taskforce), June 21, 2019) - Continued



Submission 245 (Matthew Treber, Madera County (on behalf of Wye Madera County Taskforce), June 21, 2019) - Continued



Grant Deed

Submission 245 (Matthew Treber, Madera County (on behalf of Wye Madera County Taskforce), June 21, 2019) - Continued

Recording Requested By
STATE TITLE SERVICES

Recorded in Office of Recorder Madera County
REBECCA MARTINEZ
Madera County Recorder
P Public

12/18/2003
11:17 AM
AW

Financial File # 11401-070
AND WHEN RECORDED MAIL TO

GORDON W SHAW PROPERTIES INC
C/O CALIFORNIA FINANCE
1111 SANTA MONICA BLVD. # 850
LOS ANGELES, CA 90024

Doc#: 2003053949

Title: 1 Page: 4
Fees: 16.00
Taxes: ** Conf: **
Other: 0.00
PAID: \$16.00

MAIL TAX STATEMENTS TO
SAME AS ABOVE

SPACE ABOVE FOR RECORDER'S USE

GRANT DEED

THE UNDERSIGNED GRANTOR(S) DECLARE(S):
DOCUMENTARY TRANSFER TAX IS **NOT OF PUBLIC RECORD**
 COMPUTED ON FULL VALUE OF PROPERTY CONVEYED, OR
 COMPUTED ON FULL VALUE LESS VALUE OF LIENS AND ENCUMBRANCES
REMAINING AT TIME OF SALE.
 UNINCORPORATED AREA CITY OF BERENDA, AND

FOR A VALUABLE CONSIDERATION, RECEIPT OF WHICH IS HEREBY ACKNOWLEDGED.

MERJAN FINANCIAL CORPORATION, A CALIFORNIA CORPORATION

HEREBY GRANTS TO

GORDON W SHAW PROPERTIES, INC., A CALIFORNIA CORPORATION

THE FOLLOWING DESCRIBED REAL PROPERTY IN THE COUNTY OF MADERA, STATE OF CALIFORNIA

SEE LEGAL DESCRIPTION ATTACHED HERETO AND MADE A PART HEREOF AS EXHIBIT "A"

APN# 029-190-007 AND 029-190-021

DATE: DECEMBER 4, 2003

PLEASE SEE PAGE TWO FOR GRANTOR'S SIGNATURE

Legal Description

Submission 245 (Matthew Treber, Madera County (on behalf of Wye Madera County Taskforce), June 21, 2019) - Continued

EXHIBIT A

The land referred to in this Report is described as follows:

All that certain real property situated in the City of Berenda, County of Madera, State of California, described as follows:

PARCEL 1:

Beginning at the Northeast corner of Section 29, Township 10 South, Range 17 East, Mount Diablo Base and Meridian, thence along the North line of said Section 29, North 89°20' W West 1054.17 feet; thence along the Southerly right of way line of the Southern Pacific Railroad Company's Raymond Branch, South 67°36' West 3377.20 feet to the beginning of a curve to the right of radius 2133.68 feet, which curve is tangent to last mentioned course; thence along the arc of said curve, 1070.33 feet to a point on said curve at which tangent to said curve bears North 83°39' 1/2' West; thence leaving said right of way line, South 45°46' 1/2' West 72.08 feet to a point on the West line of said Section 29, which point is South 0°50' 1/2' West 1533.50 feet from the Northwest corner of said Section 29; thence continuing South 45°46' 1/2' West 304.81 feet; thence along the Northeasterly right of way line of the Southern Pacific Railroad, South 44°13' W East 304.30 feet to a point on the West line of said Section 29, which point is South 0°50' W West 1964.21 feet from the Northwest corner of said Section 29; thence continuing South 44°13' 1/2' East 4705.10 feet; thence along the South line of said Section 29, South 89°58' East 2009.65 feet to the Southeast corner of said Section 29; thence along the East line of said Section 29 and the center line of a forty foot road easement, North 0°08' W West 5275.30 feet to the point of beginning.

PARCEL 2:

Beginning at point which bears North 89°20' West 1309.60 feet from the Northeast corner of Section 29, Township 10 South, Range 17 East, Mount Diablo Base and Meridian; thence along the Northerly right of way line of the Southern Pacific Railroad Co., South 67°36' West 1072.60 feet; thence along the Northeasterly line of Berenda Township, North 44°13' 1/2' West 392.90 feet; thence along the North line of said Section 29, South 89°20' 1/2' East 1405.30 feet to the point of beginning.

PARCEL 3:

All those portions lying Southerly of the centerline of Berenda Creek of Blocks C, D, 7 and 8 in the town of Berenda, according to map thereof filed in the office of the County Recorder of Fresno County, on January 16, 1888 in Book 3 of Maps, page 60.
Together with the abandoned streets in said portion, said streets having been abandoned by an order of the Board of Supervisors of Madera County, dated October 22, 1951 and recorded October 24, 1951 in Book 529 of Official Records, page 490, Madera County Records.

EXCEPTING THEREFROM that portion of the Southern Pacific Railroad known as Raymond Spur, as disclosed on Assessors Map No. 29-19, Berenda, County of Madera, California 1955.

ALSO EXCEPTING THEREFROM an undivided 1/4 interest in all oil, gas, minerals and other hydrocarbon substances in and under herein described property granted in Southern Pacific Company, a Corporation, by Deed recorded November 23, 1966 in Book 975, page 329, as Document No. 15095 of Official Records.

PARCEL 4:

That portion of Section 29, Township 10 South, Range 17 East, Mount Diablo Base and Meridian, according to the Official Plat thereof, lying with a strip or tract of land 100 feet wide, lying equally on each side of the located line of the San Joaquin Valley and Yosemite Railroad Company's Railroad, where the same is located through Sections 14, 20, 21, 23, 28, 29 and 30 in Township 10 South, Range 17 East, more particularly described as follows:

Commencing from the same at a point on the centerline of the said railroad, where said centerline intersects the Westerly boundary line of that portion of the land of Henry Miller and Charles Lux, as described in deed recorded April 14, 1886, in Book 48 at Page 199 of Deeds, in said Section 30 lying Easterly of the land of the Central Pacific Railroad and running thence Easterly and Northeasterly along said centerline of said San Joaquin Valley and Yosemite Railroad and embracing a strip of land 50 feet wide on each side of said centerline, continuously to the Easterly boundary line of said Section 14, a distance of 25,835.00 feet, more or less.

EXCEPTING THEREFROM all right, title and interest in and to all coal, hydrocarbons, geothermal resources, precious metals ores, industrial-grade silicates and carbonates, fusible minerals, and gravel, aggregates, and all other minerals of every kind and character, metallic or otherwise, whether or not presently known to science or industry, now known to exist or hereafter discovered upon, within or underlying the subsurface of said land regardless of the depth below the surface at which any such substance may be found; however, its successors and assigns, shall not have the right for any purpose whatsoever to enter upon, into or through the surface of the first 500 feet of the subsurface as reserved in Deed by Topoka Partners, Inc., a California Corporation recorded July 21, 1993 as Document No. 9319059, Madera County Records.

APN: 029-190-021 029-190-007
ARB: None

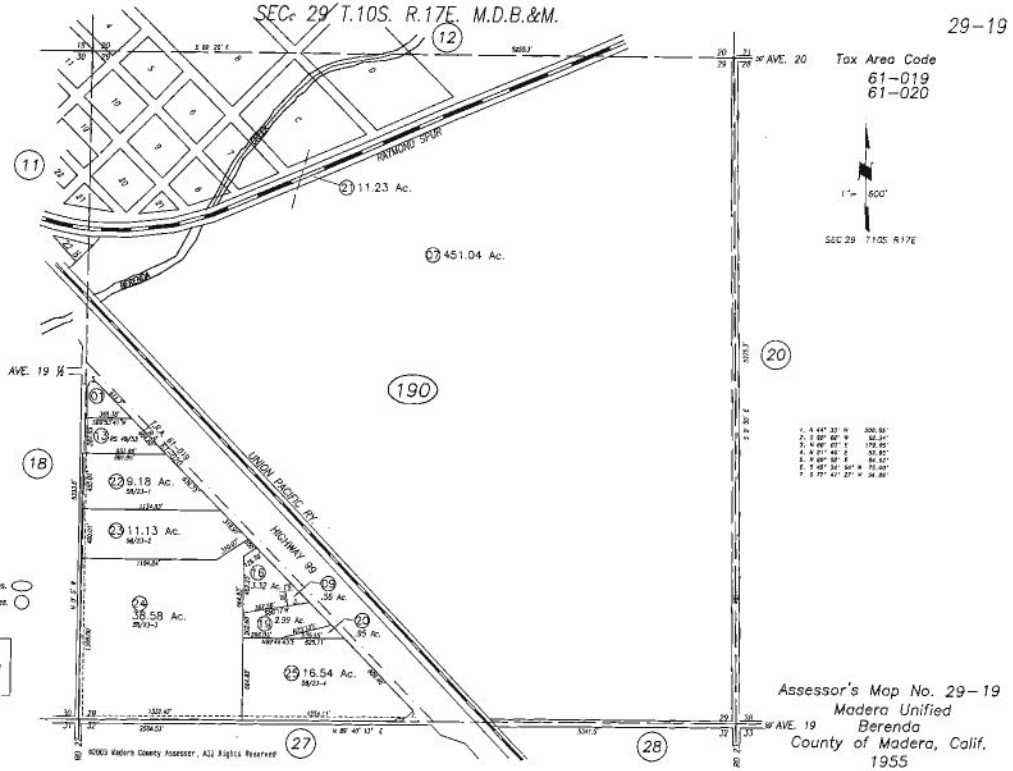
Submission 245 (Matthew Treber, Madera County (on behalf of Wye Madera County Taskforce), June 21, 2019) - Continued

ORIGINAL

NOTE- Assessor's Block Numbers Shown in Squares.
 Assessor's Parcel Numbers Shown in Circles.

NOTE: This map is for assessment purposes only and is not for the intent of interpreting legal boundary rights, zoning regulations and/or legality of land division laws.

08/11 9:23 PM



Assessor's Parcel Map

Submission 245 (Matthew Treber, Madera County (on behalf of Wye Madera County Taskforce), June 21, 2019) - Continued

County Loop Road Cost Estimate

HEAVY MAINTENANCE FACILITY LOOP



Project Name: HMF Loop
 Project Length (Miles): 4.25
 Cost Estimate Preparation Date: 12/16/2009
 Program Type (RRR or TIF): OTHER

PROJECT DESCRIPTION:

Limits: Ave 18 1/2 to Ave 20 1/2

Proposed Improvements: 2 lane Road with paved shoulders. Structural section based on an assumed R value of 30 with a Traffic Index of 8, which resulted in a structural section of 0.30' of Asphalt Concrete (AC) and 1.0' of Class II Aggregate Base (AB).

SUMMARY OF PROJECT COST ESTIMATE

| | |
|---|----------------------------|
| I. CONSTRUCTION COST | \$ <u>6,014,951</u> |
| II. RIGHT OF WAY - ACQUISITION COST | \$ <u>902,243</u> |
| III. RIGHT OF WAY - UTILITY RELOCATION COST | \$ <u>601,495</u> |
| IV. RESOURCE COSTS | \$ <u>1,082,691</u> |
| V. ENVIRONMENTAL MITIGATION COSTS | \$ <u>142,500</u> |
| TOTAL PROJECT CAPITAL OUTLAY COSTS | \$ <u>8,743,881</u> |

Prepared by: H. Mitch Hemaidan, Development Services (Date)
 Madera County Road Department

Reviewed by: Johannes Hovertsz, Road Commissioner (Date)
 Madera County Road Department

Submission 245 (Matthew Treber, Madera County (on behalf of Wye Madera County Taskforce), June 21, 2019) - Continued

| <u>HEAVY MAINTENANCE FACILITY LOOP</u> | | | |
|--|--------------------------------------|---|---------------------|
| | Project Name: | <u>HMF Loop</u> | |
| | Project Length (Miles): | <u>4.25</u> | |
| | Program Type (RRR or TIF) | <u>OTHER</u> | |
| <u>Section 6 - Minor Items</u> | | <u>Item Cost</u> | <u>Section Cost</u> |
| | | $\frac{\$4,866,466}{(Subtotal Sections 1 thru 5)} \times \frac{0.03}{(3 to 10\%)} =$ | <u>\$145,994</u> |
| | TOTAL SECTION 6 MINOR ITEMS: | | <u>\$145,994</u> |
| <u>Section 7 - Mobilization</u> | | | |
| | | $\frac{\$5,012,460}{(Subtotal Sections 1 thru 6)} \times \frac{0.05}{(5 to 10\%)} =$ | <u>\$250,623</u> |
| | TOTAL SECTION 7 MOBILIZATION ITEMS: | | <u>\$250,623</u> |
| <u>Section 8 - Additions</u> | | | |
| Supplemental Work | | $\frac{\$5,012,460}{(Subtotal Sections 1 thru 6)} \times \frac{0.05}{(5 to 10\%)} =$ | <u>\$250,623</u> |
| Contingencies | | $\frac{\$5,012,460}{(Subtotal Sections 1 thru 6)} \times \frac{0.10}{(10 to 25\%)} =$ | <u>\$501,246</u> |
| | TOTAL SECTION 8 ADDITIONS: | | <u>\$751,869</u> |
| <u>Section 9 - Structures</u> | | | |
| | <u>STRUCTURE</u> | | |
| | No. 1 | No. 2 | No. 3 |
| Total Area (Sq. Ft.) | <u> </u> | <u> </u> | <u> </u> |
| Cost Per Sq. Ft. | <u> </u> | <u> </u> | <u> </u> |
| Subtotal Cost for Structure | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> |
| 10% Mobilization | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> |
| 25% Contingency | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> |
| Total Cost for Structure | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> |
| | TOTAL SECTION 9 STRUCTURES | | <u>\$0</u> |
| | TOTAL CONSTRUCTION COST SECTIONS 1-9 | | <u>\$6,014,951</u> |

| <u>HEAVY MAINTENANCE FACILITY LOOP</u> | | | |
|---|---------------------------------------|--|---------------------|
| | Project Name: | <u>HMF Loop</u> | |
| | Project Length (Miles): | <u>4.25</u> | |
| | Program Type (RRR or TIF) | <u>OTHER</u> | |
| II. <u>RIGHT OF WAY - ACQUISITION COST</u> | | | |
| | Right of Way - Acquisition | <u>Item Cost</u> | <u>Section Cost</u> |
| | | $\frac{\$6,014,951}{Construction Cost} \times \frac{0.15}{(10 to 50\%)} =$ | <u>\$902,243</u> |
| | TOTAL RIGHT OF WAY - ACQUISITION COST | | <u>\$902,243</u> |
| III. <u>RIGHT OF WAY - UTILITY COST</u> | | | |
| | Right of Way - Utility | <u>Item Cost</u> | <u>Section Cost</u> |
| | | $\frac{\$6,014,951}{Construction Cost} \times \frac{0.10}{(5 to 25\%)} =$ | <u>\$601,495</u> |
| | TOTAL RIGHT OF WAY - UTILITY COST | | <u>\$601,495</u> |
| V. <u>RESOURCE COSTS</u> | | | |
| | Engineering Cost (PS&E) | <u>Item Cost</u> | <u>Section Cost</u> |
| | | $\frac{\$6,014,951}{Construction Cost} \times \frac{0.05}{(5 to 25\%)} =$ | <u>\$300,748</u> |
| | Right of Way Support Cost | | |
| | | $\frac{\$6,014,951}{Construction Cost} \times \frac{0.05}{(5 to 25\%)} =$ | <u>\$300,748</u> |
| | Environmental Support (PA&ED) | | |
| | | $\frac{\$6,014,951}{Construction Cost} \times \frac{0.05}{(5 to 25\%)} =$ | <u>\$300,748</u> |
| | Construction Support Cost | | |
| | | $\frac{\$6,014,951}{Construction Cost} \times \frac{0.03}{(2 to 25\%)} =$ | <u>\$180,449</u> |
| | TOTAL RESOURCE COSTS | | <u>\$1,082,691</u> |

Submission 245 (Matthew Treber, Madera County (on behalf of Wye Madera County Taskforce), June 21, 2019) - Continued

HEAVY MAINTENANCE FACILITY LOOP

| | |
|----------------------------|-----------------|
| Project Name: | <u>HMF Loop</u> |
| Project Length (Miles): | <u>4.25</u> |
| Program Type (RRR or TIF): | <u>OTHER</u> |

V. ENVIRONMENTAL MITIGATION COST

TOTAL ENVIRONMENTAL MITIGATION COSTS \$142,500

Owner's Commitment Letter with Authority for HMF

Submission 245 (Matthew Treber, Madera County (on behalf of Wye Madera County Taskforce), June 21, 2019) - Continued



800 Silverado Street, Suite 301
La Jolla
California 92037
(858) 456-9301
(858) 456-9307 FAX
www.merjanfinancial.com

January 13, 2010

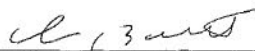
This Letter by Gordon Shaw Properties, Inc., a California corporation or its successors or assigns ("Gordon Shaw") is to be submitted to the California High Speed Rail Authority (the "Authority").

1. Gordon Shaw is the owner of real property in Madera composed of approximately 475 acres. A site composed of approximately 154 of those acres has been proposed as a site for a Heavy Maintenance Facility for the Authority ("Facility") with additional acreage for future expansion of the Facility as shown on the site plan attached hereto.
2. Gordon Shaw will enter into an Agreement pursuant to which Gordon Shaw will commit the 154 acre site for the Facility, will commit to enter into options to provide the additional acreage set forth in the site plan and will commit to deliver the site to the Authority if it is selected subject to the terms and conditions agreed upon for that delivery by Gordon Shaw and the Authority.
3. Gordon Shaw will commit the property for the Facility for a period of one year, from January 15, 2010 to January 14, 2011. During that period, Gordon Shaw will not seek to sell or transfer the subject property to anyone other than the Authority.
4. If the site is selected for the Facility, Gordon Shaw will deliver to the Authority a site ready for the construction of the Facility under one of the following options:
 - a. Gordon Shaw will enter into a long term ground lease with the Authority for the Facility;
 - b. Gordon Shaw will construct the Facility and lease the Facility to the Authority;
 - c. Gordon Shaw will construct the Facility and lease it to the Authority with an option to purchase at a price and on terms agreed to by Gordon Shaw and the Authority;

Letter of Intent
January 13, 2010
Page Two

- d. Gordon Shaw will construct the Facility and sell it to the Authority at completion; or
 - e. Gordon Shaw will sell to the Authority the 154 acres ready for development and will enter into an option with the Authority to purchase the additional acreage identified in the site plan.
5. The option selected shall be negotiated by Gordon Shaw and the Authority with all terms to be agreeable to all three parties.
 6. This letter is not a binding obligation to sell or lease the subject property. The parties will enter into an integrated written agreement that sets forth all the terms of the agreement (the "Agreement").
 7. Nothing herein shall affect the current operation of the property by Gordon Shaw.

GORDON W. SHAW PROPERTIES, INC.


BY: WILLIAM BARKETT,
PRESIDENT

Response to Submission 245 (Matthew Treber, Madera County (on behalf of Wye Madera County Taskforce), June 21, 2019)

245-104

The Authority acknowledges the interests of the Wye Madera County Taskforce in locating the HMF in Madera County, as reflected in the eight enclosures that accompany the Taskforce comment letter. Please refer to Standard Response: CVY-Response-GENERAL-4: Heavy Maintenance Facility.

245-105

The Authority is committed to reducing the potential for interruptions for residences, businesses, schools, and emergency vehicles during construction activities. As required by TR-IAMF#1 and TR-IAMF#2, the project contractor will protect public roadways during construction and prepare a detailed Construction Transportation Plan (CTP), which will describe construction phasing and schedules; provisions to minimize access disruptions for residents, businesses, delivery vehicles, and buses to the extent practicable; and the protection of public roadways during construction. As set forth in TR-IAMF#2, the CTP would be developed and implemented in close consultation with affected jurisdictions, offering ample opportunity for local jurisdictions' concerns to be understood and incorporated.

As set forth in TR-IAMF#1, prior to construction, the contractor will provide a photographic survey, documenting the condition of the public roadways that would provide access to the project area for trucks. Following construction, the contractor will be responsible for repairing structural damage to the roadways to return them to pre-construction condition or better. The contractor will be required to submit a before-and-after road conditions report to the Authority for review. This will ensure that the project will not result in deterioration on local streets and rural roads from use by construction traffic.

Adherence to these measures and other impact avoidance and minimization features (IAMF) will minimize if not fully avoid the scenarios and situations described by the commenter. As set forth in TR-IAMF#2, the Authority will work with the jurisdictions associated with the commenter in developing and implementing the CTP.

245-106

The comment requests funding for updating local plans and zoning. The comment does not address the analysis in the Draft EIR/EIS. Funding for updating local plans and zoning is not necessary to mitigate project impacts. The request for funding to update local plans is noted and will be considered by the Authority outside the environmental review process.

245-107

The comment does not relate to the analysis in the Draft EIR/EIS or any specific environmental concern. The request for amenities like signage that do not relate to environmental impacts in the Draft EIR/EIS will be addressed by the Authority outside the environmental review process. The Authority will continue to engage with the Task Force. Notably, following publication of the Draft Supplemental EIS/EIR for CEQA review, the Authority conducted several meetings with the Task Force to better understand the group's concerns and seek ways to address those concerns.

245-108

Please refer to Standard Response: CVY-Response-GENERAL-4: Heavy Maintenance Facility.

245-109

Please refer to Standard Response: CVY-Response-GENERAL-4: Heavy Maintenance Facility.

245-110

The request for funding to update local plans is noted and will be considered by the Authority outside the environmental review process.

245-112

The request for funding to update local zoning designations is noted and will be considered by the Authority outside of the environmental review process.

Response to Submission 245 (Matthew Treber, Madera County (on behalf of Wye Madera County Taskforce), June 21, 2019) - Continued

245-113

The Authority is committed to the mission identified in its enabling legislation and in Proposition 1A (i.e., to provide California with a new high-speed passenger rail service that is capable of going from San Francisco to Los Angeles in fewer than 3 hours). The system would be delivered through a phased implementation strategy. Every construction package issued by the Authority for construction of the first phase of the system would have a commitment for full funding through completion of that package. Therefore, funding shortfalls that result in construction work stoppages and warrant third-party cleanup efforts would not occur.

245-114

The comment does not relate to any specific environmental concern. The Authority will continue to engage with the Task Force. Notably, following publication of the Draft Supplemental EIS/EIR for CEQA review, the Authority conducted several meetings with the Task Force to better understand the group's concerns and seek ways to address those concerns.

245-115

The commenter requests that the Authority provide funding for local emergency service equipment and training so as to be able to provide service to high-speed rail (HSR) facilities.

As discussed in Impact SS#8, SS-IAMF#2: Safety and Security Management Plan, commits the Authority to prepare and implement safety, security, and emergency plans related to HSR operation. A fire and life safety program will be coordinated with local emergency response organizations to provide them with an understanding of the rail system, facilities, and operations, and to obtain their input for modifications to emergency response operations and facilities, such as evacuation routes. The preliminary emergency evacuation concept for elevated structures anticipated to be incorporated formally as part of the above Safety and Security Management Plan is to include evacuation routes. While ladders may not reach all the way to the ground from elevated structures, they will extend within the range of conventional fire trucks. Therefore, there is no need for local emergency responders to upgrade emergency service equipment or construct new facilities to house such equipment.

245-116

The Authority is unable to provide a commitment regarding long-term funding for operation and maintenance of the Fairmead Elementary School property. In the Draft Supplemental EIR/EIS, EJ-MM#1 had outlined a process by which the Authority would purchase Fairmead Elementary School (assuming the property became available for sale) and convert the school into a community center for Fairmead. In this Final Supplemental EIR/EIS, EJ-MM#1 has been revised to reflect that the Authority will instead provide funding to Madera County toward the purchase of a site and construction of a community center to serve Fairmead. EJ-MM#1 includes a number of performance standards to avoid or minimize any potential for secondary environmental effects. The Authority would also help community leaders, as well as Madera County, identify funding mechanisms for operation, maintenance, and insurance of the community center.

245-117

The impacts of HSR construction on transportation are addressed in Section 3.2.6.3. As required by TR-IAMF#1 and TR-IAMF#2, the project contractor will protect public roadways during construction and prepare a detailed CTP, which will describe protection of public roadways during construction; sequencing construction operations, temporary closures, and detours; provisions for off-street parking for construction-related vehicles as well as parking during special events; maintenance of pedestrian, bicycle, and transit access; and restrictions on construction hours and truck routes. In addition, specific traffic control plans will be prepared during each phase of construction. As set forth in TR-IAMF#2, the CTP would be developed in close consultation with affected local jurisdictions.

Third party agreements are arranged with the Authority prior to construction and outline the relationship between the Authority, the selected contractor, and local jurisdiction. The third party agreements with local jurisdictions detail the submittal and review process for the local jurisdiction. These agreements also include reviewing and approving actions by the local jurisdiction for design plans, including detour routes and construction staging. Similar third party agreements with local jurisdictions would be expected for construction of the Central Valley Wye. The selected contractor for the Central Valley Wye would comply with any executed third party agreements.

Response to Submission 245 (Matthew Treber, Madera County (on behalf of Wye Madera County Taskforce), June 21, 2019) - Continued

245-118

As required by TR-IAMF#1 and TR-IAMF#2, the project contractor will protect public roadways during construction and prepare a detailed CTP, which will describe protection of public roadways during construction; sequencing construction operations, temporary closures, and detours; provisions for off-street parking for construction-related vehicles as well as parking during special events; maintenance of pedestrian, bicycle, and transit access; and restrictions on construction hours and truck routes. The CTP will be developed and implemented in close consultation with affected jurisdictions. In addition, specific traffic control plans will be prepared during each phase of construction.

245-119

The comment suggests changes to proposed roadway closures as well as compensation for closure-related issues. The commenter is referring to a prospective extension of a roadway (Avenue 17 to State Route [SR] 145) substantially south of the Central Valley Wye study area, in the area of Madera Acres. The southern limit of the Central Valley Wye Study area is Avenue 19. Avenue 17 would not be affected by any of the Central Valley Wye alternatives.

The analysis of emergency route impacts of the Central Valley Wye alternatives was informed by the Authority's policy to provide roadway overpasses approximately every 2 miles, resulting in no more than 1 mile of out-of-direction travel for vehicles to cross the HSR tracks. However, in rural areas, the distance between overcrossings or undercrossings would vary from fewer than 2 miles to approximately 5 miles where other roads are perpendicular to the proposed HSR alignment. The project design would include coordination with emergency responders to incorporate roadway modifications that maintain existing traffic patterns and fulfill response route needs, resulting in negligible effects on response times by service providers. Section 3.11.6, Environmental Consequences (Safety and Security), of the Draft Supplemental EIR/EIS provides additional detail regarding emergency response time during HSR operations.

245-120

As depicted in Chapter 2, Alternatives, Figure 2.14, the Preferred Alternative would incorporate three new roadway undercrossings/overcrossings at the immediate SR 99 and SR 152 interchange area. These new undercrossings/overcrossings will ensure adequate and redundant circulation through this area.

As demonstrated in Section 3.2, Transportation, any of the Central Valley Wye alternatives, including the Preferred Alternative, would decrease regional vehicle miles traveled (VMT) relative to no-project conditions. While there is no nexus for a mitigation measure as suggested by the commenter, the Authority remains committed to working with Madera County, the City of Chowchilla, and the California Department of Transportation (Caltrans) throughout the design phase of the project and through anticipated revisions to the Freeway Agreement referenced in Section 3.2.2.

Please also refer to the response to submission MF2-245, comment 140.

245-121

Chapter 8 of the Draft Supplemental EIR/EIS identifies the SR 152 (North) to Road 11 Wye Alternative as the Preferred Alternative. It has the second-lowest number of permanent road closures (33 roads) and the lowest number of temporary road closures (13 roads) compared with the Avenue 21 to Road 13 Wye Alternative (30 permanent road closures and 15 temporary road closures). The transportation impact analysis reviewed both the temporary and permanent proposed roadway closures and modifications, including grade separations, that would be caused by the Central Valley Wye alternatives to determine possible traffic rerouting. This analysis was completed for the current (15 percent) level of design; final design of the roadways and interchanges will occur at a later stage in the process (refer to Section 3.2.4.3, page 3.2-13).

Response to Submission 245 (Matthew Treber, Madera County (on behalf of Wye Madera County Taskforce), June 21, 2019) - Continued

245-122

As required by TR-IAMF#1 and TR-IAMF#2, the project contractor will protect public roadways during construction and prepare a detailed CTP, which will describe protection of public roadways during construction, including the need to upgrade roads to handle the construction equipment and materials. Prior to construction, the contractor will provide a photographic survey, documenting the condition of the public roadways that would provide access to the project area for trucks. Following construction, the contractor will be responsible for repairing structural damage to the roadways to return them to pre-construction condition or better. The contractor will be required to submit a before-and-after road conditions report to the Authority for review. The CTP will be developed and implemented in close consultation with affected jurisdictions. This will ensure that the project will not result in deterioration on local streets and rural roads from use by construction traffic.

Once construction is complete, traffic on several local roads will slightly increase as a result of permanent road closures. However, the amount of traffic increase would not be at levels that would substantially increase roadway deterioration or maintenance needs beyond what would be expected under future no-project conditions.

245-123

As of July 2019, the Authority has assumed federal lead agency status under NEPA Assignment. However, in granting NEPA Assignment to the Authority, the Federal Railroad Administration (FRA) has retained its authority to make air quality conformity determinations under the Clean Air Act.

The project, in this case the Merced to Fresno Project Section as a whole, must demonstrate conformity under the federal Clean Air Act General Conformity Rule (not Transportation Conformity Rule).

The Authority has entered into a Memorandum of Understanding (MOU) with the San Joaquin Valley Air Pollution Control District (SJVAPCD) to “fully offset” project construction emissions to net zero via SJVAPCD’s Voluntary Emission Reduction Agreement program. As such, project construction emissions would be offset to net zero and therefore would not adversely affect the region’s ability to demonstrate conformity under the federal Clean Air Act. A copy of this MOU has been included as an attachment to this Final Supplemental EIR/EIS.

Response to Submission 245 (Matthew Treber, Madera County (on behalf of Wye Madera County Taskforce), June 21, 2019) - Continued

245-124

Economic and community impacts are discussed in Chapter 3.12. Section 3.12.4.4 explains that CEQA does not treat a project's economic and social changes as significant effects on the environment. Accordingly, economic effects discussed in Impacts SO#9 through SO#16 and SO#19 through SO#22 are not described as significant under CEQA, mitigation measures are not required, and none are proposed.

As described in Impact SO#19, Permanent Impacts on Regional Employment, on page 3.12-67 of the Draft Supplemental EIR/EIS, the HSR project would improve state and regional connectivity while facilitating access to employment and educational opportunities, creating job opportunities throughout the region. The HSR project is expected to result in net employment growth, which would benefit the regional economy, including the economy of Madera County.

The Authority acknowledges that there could be some permanent impacts on the agricultural economy, as described in Impact SO#20, Permanent Impacts on Agricultural Economy, on pages 3.12-68 and 3.12-69 of the Draft Supplemental EIR/EIS. The Authority would alleviate the impacts through financial compensation to individual property owners, provided during the right-of-way acquisition process, and help property owners file claims so they can receive compensation for economic losses related to farm productivity.

Community impacts are discussed in Impacts SO#1 and SO#2, which address temporary and permanent community division. The analysis proposes two mitigation measures, SO-MM#1 and SO-MM#2, which are designed to address permanent effects on the community of Fairmead and to maintain community cohesion.

245-125

As described in Impact SO#15, Permanent Impacts on County and City Property Tax Revenues from Property Acquisition, on pages 3.12-63 and 3.12-64, and in Impact SO#21, Permanent Impacts on County and City Property Tax Revenues from Changes in Property Values, on pages 3.12-69 and 3.12-70 of the Draft Supplemental EIR/EIS, the Authority acknowledges that there would be some decrease in property tax revenues as a result of construction of the Central Valley Wye alternatives. However, the loss would represent a small percentage of the total tax revenues collected by the counties. In addition, the loss in property tax revenues would be partially offset by anticipated increases in sales tax revenues (described in Impact SO#22, Permanent Impacts on Sales Tax Revenues, on page 3.12-70 of the Draft Supplemental EIR/EIS). Furthermore, as described on page D-11 in Appendix 3.12-D, Economic Effects on School Districts, of the Draft Supplemental EIR/EIS, the regional benefits of the HSR project could increase property values in some areas of the San Joaquin Valley as a result of the region's increased connectivity to the rest of the state, partially counteracting some of the decrease in local property tax revenues.

As explained in section 3.12.4.4, CEQA does not treat a project's economic effects as significant effects on the environment.

245-126

Please refer to the response to submission MF2-245, comment 124.

Response to Submission 245 (Matthew Treber, Madera County (on behalf of Wye Madera County Taskforce), June 21, 2019) - Continued

245-127

Aesthetics and visual resources impacts are discussed in Chapter 3.16. IAMFs, discussed in section 3.16.1.1 provide for design standards, context-sensitive solutions, and a design review process for all of the Central Valley Wye. These IAMFs ensure community input will help define the aesthetics for the CVY. For Robertson Boulevard, further mitigation is provided, please refer to AVR-MM#3, which requires the incorporation of design criteria for elevated guideways that can adapt to local context. The measure specifically requires the design/build contractor to prepare and submit to the Authority a technical memorandum that describes how it coordinated with local jurisdictions on the design of elevated guideways so that they fit in with the visual context of the areas near them (page 3.16-51). The provisions of this measure will generally accommodate the request of the comment.

245-128

The comment does not relate to the analysis in the Draft EIR/EIS or any specific environmental concern. The request for amenities, like signage, that do not relate to environmental impacts in the Draft EIR/EIS will be addressed by the Authority outside the environmental review process. The Authority will continue to engage with the Task Force. Notably, following publication of the Draft Supplemental EIS/EIR for CEQA review, the Authority conducted several meetings with the Task Force to better understand the group's concerns and seek ways to address those concerns.

245-129

Please refer to the discussions in Section 3.8, Hydrology and Water Resources, of the Draft Supplemental EIR/EIS regarding construction period and permanent impacts on groundwater (Impacts HYD#5 and HYD#6). These discussions note that the constructed features proposed for the Central Valley Wye alternatives are very small relative to the size of the underlying groundwater basins. The total area of permanent disturbance for any of the four Central Valley Wye alternatives (ranging from 2,414 to 2,804 acres) would constitute less than one tenth of one percent of the total 3.5 million acres of groundwater basin area. Accordingly, the Draft Supplemental EIR/EIS concluded that the project would not have any significant effects on groundwater recharge. Similarly, the relatively small footprint would not unduly impede access to groundwater. Because no impact was identified, there is no nexus for mitigation measures such as proposed by the commenter.

245-130

Please refer to mitigation SO-MM#2, which includes numerous measures intended to provide improvements to the community of Fairmead and help offset identified effects (e.g., installation of local stormwater management facilities).

245-131

The Authority assumed NEPA Assignment on July 23, 2019, with execution of an MOU with the FRA. Accordingly, the Authority circulated the Draft Supplemental EIR/EIS for NEPA purposes effective on September 13, 2019, through October 28, 2019.

This followed the Authority's earlier circulation of the document for CEQA review from May 3, 2019, through June 20, 2019.

Please also refer to Standard Response: CVY-Response-GENERAL-5: Phased Implementation, Interim Operating Plans and Draft 2020 Business Plan.

Response to Submission 245 (Matthew Treber, Madera County (on behalf of Wye Madera County Taskforce), June 21, 2019) - Continued

245-132

While the Authority did not issue a CEQA “notice of preparation” for the supplemental EIR, local agencies and stakeholders had ample opportunity to provide input into the scope of this document. The Authority disclosed its intention to conduct additional study of the wye as part of the Merced to Fresno Draft EIR/EIS in 2011, and the Final EIR/EIS in 2012. Subsequent to 2012, the Authority conducted an extensive outreach process about the scope of the supplemental environmental review of the Central Valley Wye, as summarized in Sections 2.1.2.1 and 2.1.2.2 and Chapters 9 and 10 of the Draft EIR/EIS. Moreover, as a NEPA supplemental document, scoping is not required (refer to 40 Code of Federal Regulations [C.F.R.] 1502.9(c)(4)).

As explained in the Draft Supplemental EIR/EIS, the document is a supplement to the Merced to Fresno Final EIR/EIS focused on the Central Valley alternatives as they relate to the larger Merced to Fresno Project Section. The Central Valley Wye is not a stand-alone project, it is an integral part of the Merced to Fresno Project Section as the connector between the north/south alignment between Merced and Fresno and the east/west alignment connecting to the San Jose to Merced Project Section. Please refer to Standard Response: CVY-Response-GENERAL-7: Relationship between the Merced to Fresno Final EIR/EIS and the Central Valley Wye Final Supplemental EIR/EIS documents.

245-133

The Draft Supplemental EIR/EIS evaluates the Central Valley Wye Alternatives as a geographically limited component of the Merced to Fresno Project Section, not as a stand-alone project. Please refer to Standard Response: CVY-Response-GENERAL-7 Relationship between the Merced to Fresno Final EIR/EIS and the Central Valley Wye Final Supplemental EIR/EIS documents. Text has been added to Chapter 3.1 and Appendix 3.1-C to further clarify how this document supplements the Merced to Fresno Project Section Final EIR/EIS. Notably, all of the Central Valley Wye alternatives converge on their western end at SR 152 and Carlucci Road, which is also where all alternatives under consideration for the adjacent San Jose to Merced section converge. The selection of a Central Valley Wye Alternative would not preclude selection of any of the San Jose to Merced section alternatives west of Carlucci Road.

245-134

The Authority respectfully disagrees with the comment that changed circumstances result in the Supplemental EIR/EIS not fully disclosing environmental impacts. The Authority has consistently represented a phased approach to implementation of the HSR system, building the Phase 1 system between San Francisco and Los Angeles/Anaheim incrementally over time as funding becomes available. Construction is underway in the Central Valley utilizing funding from multiple sources. The Authority is pursuing completion of all Phase 1 project section EIR/EISs, in conformance with its federal grant requirements, to facilitate construction of all of Phase 1 as funding is secured. The Draft Supplemental EIR/EIS, in combination with the Merced to Fresno Final EIR/EIS, fully addresses the environmental impacts of the Merced to Fresno Project Section. Notably, the comment does not identify any particular environmental topic that is insufficiently analyzed.

As discussed in Section 2.3, certain environmental analysis topics utilize assumptions about HSR system operations and forecast ridership to characterize adverse impacts and benefits. These topics include reductions in vehicle miles travelled (“VMT”), reduced air pollution from automobiles due to reduced VMT, reduced levels of energy required for transportation, and levels of operational train noise. These topics consider HSR operations and ridership in 2040 assuming all of Phase 1 is implemented. If a lesser extent of the Phase 1 system is operational in 2040 and/or ridership on the HSR system is less, some project benefits of the HSR system, such as reductions in vehicle mile travelled or reduced air pollution from automobiles, will be reduced. Some adverse impacts, such as the level of operational train noise, will similarly be reduced if operations are lower in 2040 with a system that is less than the full Phase 1 system between San Francisco and Los Angeles/Anaheim.

Please also see the response to submission MF2-246, comment 169 in Chapter 23.

Response to Submission 245 (Matthew Treber, Madera County (on behalf of Wye Madera County Taskforce), June 21, 2019) - Continued

245-135

The Authority has consistently presumed that the environmental review for the Central Valley Wye would be completed prior to the completion of the environmental review for the San Jose to Merced Project Section. The selection of a Central Valley Wye alternative has no bearing on the selection of an alternative for the San Jose to Merced Project Section because all of the Central Valley Wye alternatives as well as all of the San Jose to Merced Project Section alternatives converge at a single point (at Carlucci Road).

The Authority circulated a Draft EIR/EIS for the San Jose to Merced Project Section for public review and comment on April 28, 2020.

245-136

The comment suggests the Draft Supplemental EIR/EIS was required to utilize projections of ridership, phasing, and timing of the HSR system from the 2018 Business Plan, rather than the 2016 Business Plan. The Draft Supplemental EIR/EIS, section 2.3, explains that the impacts analysis topics that require assumptions about HSR ridership utilized ridership projections from the 2016 Business Plan, updating the information from that used in the 2012 Final EIR/EIS based on the Authority's 2012 Business Plan. Although the Authority published a 2018 Business Plan, it did not depart markedly from the 2016 Business Plan in terms of ridership projections, HSR system phasing, or timing. Accordingly, the Authority determined it was not necessary for purposes of environmental analysis to revise the Draft Supplemental EIR/EIS prior to publication to reflect the 2018 Business Plan. Text has been added to Section 1.3 to acknowledge the 2018 Business Plan, as well as the Authority's 2020 Business Plan. Text has been added to Section 2.3 to clarify the continued reliance on the 2016 Business Plan ridership forecasts.

The comment asserts that higher levels of ridership associated with the 2016 Business Plan (relative to those in the 2018 Business Plan) are unrealistic and may overstate the benefits of the proposed project. The differences in ridership projections between the two plans are modest. In the 2018 Business Plan, the medium ridership forecast for 2040 decreased by 6.5 percent, from 42.8 to 40 million; and the high ridership forecast decreased by 10.1 percent, from 56.8 to 51.6 million. Differences with the Authority's 2020 Business Plan are similarly modest. The Draft 2020 Business Plan Phase 1 medium ridership forecast for 2040 is 38.6 million, and the high is 50.0 million (Authority 2020).

To the extent that the lower ridership levels projected in the 2018 Business Plan or the Draft 2020 Business Plan would result in fewer trains operating in 2040, the impacts associated with train operations in 2040 (HSR operational train noise) would be somewhat less than the impacts presented in this Draft EIR/EIS, and the benefits accruing to the project (e.g., reduced VMT, reduced GHG emissions, reduced energy consumption) would also be less than the benefits presented in this Draft EIR/EIS. Like the impacts, the benefits would continue to build and accrue over time and would eventually reach the levels discussed in this Draft EIR/EIS for the Phase 1 system.

Response to Submission 245 (Matthew Treber, Madera County (on behalf of Wye Madera County Taskforce), June 21, 2019) - Continued

245-137

The project objective cited in the comment no longer included a 2020 implementation date as such date was no longer a realistic date. The implication of this change is simply that the planning, environmental review, and construction of the HSR is taking longer than originally anticipated when the 2020 date was included in the Merced to Fresno Project Section Draft EIR/EIS in 2011. Please also refer to the response to submission MF2-246, comment 169 in Chapter 23.

245-138

Please refer to Standard Response: CVY-Response-GENERAL-4: Heavy Maintenance Facility.

245-139

The Authority respectfully disagrees with the comment that the Draft Supplemental EIR/EIS does not comply with CEQA requirements to consider alternatives. The Draft Supplemental EIR/EIS describes four alternatives, the preferred alternative and three other alternatives. The different locations of the alternatives (SR 152 (north) versus Avenue 21, and Roads 13 and 19 versus 11, provide both avoidance and minimization of the significant impacts associated with the preferred alternative, SR 152 (North) to Road 11. As a linear transportation project, it is not possible to fashion an HSR alignment that completely avoids all adverse environmental impacts.

Please refer to Standard Response: CVY-Response-GENERAL-2: Alternatives Analysis and Selection for CVY regarding considerations of corridor selection.

245-140

The Authority respectfully disagrees with the assertion that the Draft Supplemental EIR/EIS failed to evaluate the effects of the proposed project on transportation and circulation. The Merced to Fresno Project Section: Central Valley Wye Transportation Technical Report (Authority and FRA 2016) provided additional technical details on transportation. Although the transportation technical report was finalized in 2016, the content of the Draft Supplemental EIR/EIS continued to evolve to incorporate updated data. The most current transportation information was provided in the Central Valley Wye Technical Report Memorandum of Updates (refer to Appendix 3.1-D). Appendix A of the Draft Supplemental EIR/EIS includes IAMFs for transportation. Section 3.2.6.3 describes transportation and circulation impacts related to the Central Valley Wye alternatives. Traffic modeling was conducted to determine levels of service and VMT for the Central Valley Wye alternatives. Chapter 8 of the Draft Supplemental EIR/EIS identifies the SR 152 (North) to Road 11 Wye Alternative as the Preferred Alternative. It has the second-lowest number of permanent road closures (33 roads) and the lowest number of temporary road closures (13 roads) compared with the Avenue 21 to Road 13 Wye Alternative (30 permanent road closures and 15 temporary road closures). The Authority acknowledges that road modifications will require local transportation plans to be updated. The Authority will coordinate with local planning agencies and the Madera County Transportation Commission to supply required information and data, traffic modeling, and transportation plans during final design that can be used to update local transportation plans. The request for funding is noted. However, funding to update local transportation plans is not necessary to avoid or mitigate for a physical environmental impact.

Response to Submission 245 (Matthew Treber, Madera County (on behalf of Wye Madera County Taskforce), June 21, 2019) - Continued

245-141

The commenter accurately describes the requirements to demonstrate Transportation Conformity 40 C.F.R. parts 51 and 93; however, the Transportation Conformity Rule applies only to projects where the Federal Highway Administration or the Federal Transit Administration is the federal lead agency under NEPA. The FRA was the federal lead agency for this project, and FRA lead agency projects must demonstrate conformity under the federal Clean Air Act General Conformity Rule. The project remains subject to the General Conformity Rule under the July 2019 NEPA Assignment MOU between FRA and the State of California.

Projects whose net construction- and operations-period criteria pollutant emissions fall below General Conformity de minimis levels are deemed to conform to the State Implementation Plan. With respect to the proposed project, the Authority has entered into an MOU with the SJVAPCD to "fully offset" project construction emissions to "net zero" via SJVAPCD's Voluntary Emission Reduction Agreement program. As such, project construction emissions would be offset to "net zero." A copy of this MOU has been included as an attachment to this Final Supplemental EIR/EIS.

With respect to long-term project operations, the proposed project would result in a net reduction in all criteria pollutant emissions, as detailed in the Draft Supplemental EIR/EIS in Table 3.3-19 on page 3.3-66. As such, the proposed project would not impede the region's ability to demonstrate conformity under the federal Clean Air Act. Additional requirements to demonstrate federal Clean Air Act conformity are not required.

Please also refer to the response to submission MF2-245, comment 143 below.

245-142

During final design, the Authority will continue to coordinate with Madera County regarding temporary and permanent road closures, reclassifications, and alterations that may change the Madera region's Significant Roadway Network or the Regional Transportation Plan/Transportation Improvement Program. Because of the frequency of the proposed roadway overpasses along the alignment for the Central Valley Wye alternatives, the additional distance traveled by vehicles to cross the proposed HSR tracks is expected to be negligible relative to regional VMT and, therefore, would not cause additional air quality impacts (refer to discussion in Section 3.3, Air Quality and Climate Change, under Impact AQ#7 [page 3.3-65]).

245-143

As of July 2019, the Authority has assumed lead federal agency status under NEPA Assignment. However, in granting NEPA Assignment to the Authority, the FRA has retained its authority to make air quality conformity determinations under the Clean Air Act. The project must demonstrate conformity under the federal Clean Air Act General Conformity Rule (not Transportation Conformity Rule).

Projects whose net construction- and operations-period criteria pollutant emissions fall below General Conformity de minimis levels are deemed to conform to the State Implementation Plan. With respect to the proposed project, the Authority has entered into an MOU with the SJVAPCD to offset project construction emissions to zero via the SJVAPCD's Voluntary Emission Reduction Agreement program. As such, project construction emissions would be offset to zero. A copy of this MOU has been included as an attachment to this Final Supplemental EIR/EIS.

With respect to long-term project operations, the proposed project would result in a net reduction in all criteria pollutant emissions, as detailed in the Draft Supplemental EIR/EIS in Table 3.3-19 on page 3.3-66. As such, the proposed project would not impede the region's ability to demonstrate conformity under the federal Clean Air Act.

Response to Submission 245 (Matthew Treber, Madera County (on behalf of Wye Madera County Taskforce), June 21, 2019) - Continued

245-144

As of July 2019, the Authority has assumed lead federal agency status under NEPA Assignment. However, in granting NEPA Assignment to the Authority, FRA has retained its authority to make air quality conformity determinations under the Clean Air Act. The project must demonstrate conformity under the federal Clean Air Act General Conformity Rule (not Transportation Conformity Rule).

Projects whose net construction- and operations-period criteria pollutant emissions fall below General Conformity de minimis levels are deemed to conform to the State Implementation Plan. With respect to the proposed project, the Authority has entered into an MOU with the SJVAPCD to offset project construction emissions to zero via SJVAPCD's Voluntary Emission Reduction Agreement program. As such, project construction emissions would be offset to zero. A copy of this MOU has been included as an attachment to this Final Supplemental EIR/EIS.

With respect to long-term project operations, the proposed project would result in a net reduction in all criteria pollutant emissions, as detailed in the Draft Supplemental EIR/EIS in Table 3.3-19 on page 3.3-66. As such, the proposed project would not impede the region's ability to demonstrate conformity under the federal Clean Air Act. Therefore, no additional mitigation would be required.

245-145

Projects whose net construction- and operations-period criteria pollutant emissions fall below General Conformity de minimis levels are deemed to conform to the State Implementation Plan. With respect to the proposed project, the Authority has entered into an MOU with the SJVAPCD to offset project construction emissions to zero via SJVAPCD's Voluntary Emission Reduction Agreement program. As such, project construction emissions would be offset to zero. A copy of this MOU has been included as an attachment to this Final Supplemental EIR/EIS.

With respect to long-term project operations, the proposed project would result in a net reduction in all criteria pollutant emissions, as detailed in the Draft Supplemental EIR/EIS in Table 3.3-19 on page 3.3-66. As such, the proposed project would not impede the region's ability to demonstrate conformity under the federal Clean Air Act. Additional requirements to demonstrate federal Clean Air Act conformity are not required; therefore, there is no basis for the additional mitigation proposed by the commenter.

245-146

The comment suggests the mitigation measures are insufficiently detailed and do not provide performance standards. The comment does not, however, identify any specific mitigation measure the commenter contends is inadequate. The mitigation measures discussed in the Draft Supplemental EIR/EIS are detailed, and where details are not currently known, the mitigation measures provide measurable performance standards. AQ-MM#4, addressing air quality, provides an example of a detailed mitigation measure with a performance standard.

The information requested by the commenter about specifics regarding timing and responsibility for implementing and overseeing mitigation measures is normally included in a mitigation monitoring and reporting program (MMRP). Draft CEQA documents are not required to include MMRPs, nor is such inclusion typical. The Authority will include an MMRP as part of the Authority's Board of Directors' resolution for project approval.

The relationship between mitigation measures adopted in 2012 and the measures proposed in this document is described in Chapter 3.1 and Appendix 3.1-C of the Final Supplemental EIR/EIS.

Response to Submission 245 (Matthew Treber, Madera County (on behalf of Wye Madera County Taskforce), June 21, 2019) - Continued

245-147

As noted in Section 2.2.3.7, Impact Avoidance and Minimization Features, in Chapter 2, Alternatives, the Authority has developed IAMFs that are applicable to the Central Valley Wye alternatives. IAMFs are standard practices, actions, and design features that the Authority has incorporated into the Central Valley Wye alternatives.

IAMFs are distinct from mitigation measures insofar as they are considered part of the proposed project, are not considered “optional,” are applied prior to the identification of any project impact, and will be implemented by the Authority regardless of whether any impact is identified. The Authority disagrees that the IAMFs result in any failure to evaluate and disclose impacts. Volume II, Appendix 2-B, California High-Speed Rail: Impact Avoidance and Minimization Features, presents complete descriptions of all IAMFs the Authority has developed program-wide.

The Draft Supplemental EIR/EIS describes IAMFs applicable to each resource section in Chapter 3, Affected Environment, Environmental Consequences, and Mitigation Measures.

The Mitigation Monitoring and Enforcement Program would track each IAMF to document its implementation.

245-148

As noted in Section 2.2.3.7, Impact Avoidance and Minimization Features, in Chapter 2, Alternatives, the Authority has developed IAMFs that are applicable to the Central Valley Wye alternatives. IAMFs are standard practices, actions, and design features that the Authority has incorporated into the Central Valley Wye alternatives.

IAMFs are distinct from mitigation measures insofar as they are considered part of the proposed project, are not considered “optional,” are applied prior to the identification of any project impact, and will be implemented by the Authority regardless of whether any impact is identified.

Volume II, Appendix 2-B, California High-Speed Rail: Impact Avoidance and Minimization Features, presents complete descriptions of all IAMFs the Authority has developed program-wide.

The Draft Supplemental EIR/EIS describes IAMFs applicable to each resource section in Chapter 3, Affected Environment, Environmental Consequences, and Mitigation Measures. The Mitigation Monitoring and Enforcement Program would track each IAMF to document its implementation.

Response to Submission 245 (Matthew Treber, Madera County (on behalf of Wye Madera County Taskforce), June 21, 2019) - Continued

245-149

The Authority respectfully declines to incorporate the suggested revisions to AVR-IAMF#1. AVR-IAMF#1 refers to the Authority requiring the contractor to issue a technical memorandum documenting how it has used the Authority's adopted design standards and guidelines, such as those contained in Authority Technical Memorandum 200.06. The design standards and guidelines identify the roles and responsibilities of the Authority, its contractors, and local agencies.

For Impact AVR#4, which the Draft Supplemental EIR/EIS identified as significant under CEQA, the proposed mitigation measure was AVR-MM#3, Incorporate Design Criteria for Elevated Guideways That Can Adapt to Local Context, which is similar to the language the commenter proposes for AVR-IAMF#1. AVR-MM#3 specifically requires the design/build contractor to prepare and submit to the Authority a technical memorandum that describes how it coordinated with local jurisdictions on the design of elevated guideways so that they fit in with the visual context of the areas near them (page 3.16-51). The provisions of this measure will generally accommodate the request of the comment as applies to the elevated guideway discussed in Impact AVR#4.

245-150

The Authority respectfully declines to incorporate the suggested revisions to AVR-IAMF #2. AVR-IAMF #2 refers to the Authority requiring the contractor to issue a technical memorandum documenting how it has used context sensitive solutions, as described in the Authority's adopted Urban Design Guidelines, for elevated guideways generally. Please also refer to the response to submission MF2-245, comment 150 regarding AVR-M#3, which applies to Impact AVR-IAMF #4.

245-151

The Authority notes the suggestion to delete this Impact Avoidance and Mitigation Feature, but will retain the measure as the Authority has elected to retain AVR-IAMF#1 and AVR-IAMF#2 unmodified. Please also refer to the responses to submission MF2-245, comments 149 and 150.

245-152

As stated in Section 3.14.2, the definition of "Important Farmland" is derived from federal law (the Farmland Protection Policy Act) as well as the State of California's Farmland Mapping and Monitoring Program. "Important Farmland" is an umbrella term that includes the following categories as defined in the above regulations: "Prime Farmland," "Farmland of Statewide Importance," "Unique Farmland," and "Farmland of Local Importance." These categories encompass all types of farmland, except for grazing land, which could be encountered during construction and operations of the Central Valley Wye alternatives. Consistent with the above regulations as well as with CEQA, the analysis in Section 3.14 considers whether the project would adversely affect any of the above categories of "Important Farmland." Accordingly, the IAMF is appropriately focused on avoiding or minimizing effects on Important Farmland. The Authority appreciates the proposed changes to this IAMF but respectfully declines to incorporate the terms of this proposed measure because the majority of the suggested revisions do not meaningfully alter the intent or requirements of the IAMF.

245-153

The Authority appreciates the proposed changes to this IAMF but respectfully declines to incorporate the terms of this proposed measure because the suggested revisions do not meaningfully alter the intent or requirements of the IAMF.

245-154

The Authority appreciates the proposed changes to this IAMF but respectfully declines to incorporate the terms of this proposed measure because the suggested revisions do not meaningfully alter the intent or requirements of the IAMF.

245-155

The commenter proposes an additional IAMF to be incorporated into the project to require the Authority to obtain encroachment permits from the applicable land use authority for actions affecting local roads. The Authority respectfully declines to incorporate the terms of this proposed measure because the Authority, as a state agency, is not required by law to obtain local government permission for work on local roads. The Authority has generally elected to require its contractors to obtain encroachment permits from local agencies, but this has occurred as a policy matter only.

Response to Submission 245 (Matthew Treber, Madera County (on behalf of Wye Madera County Taskforce), June 21, 2019) - Continued

245-156

The Authority will use all designated haul routes and will restore any roadways damaged during construction to their current configuration and re-pave them. The Authority is unable to commit to the commenter's request to revise TR-IAMF #1 to rebuild any such damaged roadways at a larger than current configuration. Enhancing the existing capacity or condition of local roadways is not required to avoid an adverse environmental effect. The Authority will also work with local agencies, and pursuant to a cooperative agreement, will consider local agency requests in that context.

245-157

The Authority appreciates the proposed changes to this IAMF but respectfully declines to incorporate the proposed revisions because the majority of the suggested revisions do not meaningfully alter the intent or requirements of the IAMF, and other suggested revisions would be inconsistent with federal and state authority. As set forth in TR-IAMF#2, the CTP would be developed in close consultation with affected local jurisdictions. Accordingly, the Authority and its contractor will engage the local agencies as a CTP is prepared and the CTP will reflect local concerns to the maximum extent feasible.

245-158

Please refer to the response to submission MF2-245, comment 157.

245-159

The Authority appreciates the proposed changes to this IAMF but respectfully declines to incorporate the proposed revisions because the majority of the suggested revisions do not meaningfully alter the intent or requirements of the IAMF, and other suggested revisions to seek authorization from local land use authorities would be inconsistent with federal and state authority.

245-160

The Authority respectfully declines to incorporate the suggested revisions because they do not meaningfully alter the intent or requirements of the IAMF.

245-161

The Authority respectfully declines to incorporate the suggested revisions because they do not meaningfully alter the intent or requirements of the IAMF.

245-162

The Authority appreciates the proposed changes to this IAMF but respectfully declines to incorporate the suggested revisions because they do not meaningfully alter the intent or requirements of the IAMF, and other suggested revisions to seek approval from local agencies would be inconsistent with federal and state authority.

245-163

The Authority appreciates the proposed changes to this IAMF but respectfully declines to incorporate the suggested revisions because they do not meaningfully alter the intent or requirements of the IAMF, and other suggested revisions to seek approval from local agencies would be inconsistent with federal and state authority. Moreover, as set forth in TR-IAMF#2, the CTP would be developed and implemented in close consultation with affected jurisdictions, offering ample opportunity for local jurisdictions' concerns to be understood and incorporated.

245-164

The Authority respectfully declines to incorporate the suggested revisions because they do not meaningfully alter the intent or requirements of the IAMF. Moreover, as set forth in TR-IAMF#2, the CTP would be developed and implemented in close consultation with affected jurisdictions, offering ample opportunity for local jurisdictions' concerns to be understood and incorporated.

Response to Submission 245 (Matthew Treber, Madera County (on behalf of Wye Madera County Taskforce), June 21, 2019) - Continued

245-165

Impacts to roads associated with construction of any "shoofly" tracks will be treated the same as any other construction activity associated with the Central Valley Wye alternatives and roadways damaged by such construction activity will be repaired consistent with the requirements of TR-IAMF#1. The Authority appreciates the proposed changes to this IAMF but respectfully declines to incorporate the suggested revisions because they are duplicative with other existing design features, and the suggested revision to seek approval from local agencies would be inconsistent with federal and state authority.

245-166

The Authority respectfully declines to incorporate the suggested revisions because they do not meaningfully alter the intent or requirements of the IAMF.

245-167

The attachments to the comment letter are noted and were reviewed and considered in developing responses to comments to this letter. Please refer to individual responses to submission MF2-245, comments 104 through 167.