24 Individual Comments

Submission 211 (Sara Francia, May 2, 2019)

Merced - Fresno 2014+; Central Valley Wye - RECORD #211 DETAIL

Status :	Action Pending
Record Date :	5/2/2019
Submission Date :	5/2/2019
Interest As :	Individual
First Name :	Sara
Last Name :	Francia
Submission Content :	

Hello,

211-2 We received a letter stating therr will be a meeting at the library regarding routes in chowchilla.We are unable to make the meeting. Could we have the minutes sent to us? Or could we stream it live?

Thank you

Sara Francia

Sent from Yahoo Mail on Android

Response to Submission 211 (Sara Francia, May 2, 2019)

211-2

The Authority received this email communication on May 2, 2019, and attempted at that time to follow up with a direct response for the commenter.

The comment appears to be referring to the open house meeting that was held at Fairmead Elementary School on May 15, 2019. The California Environmental Quality Act (CEQA) notice of availability indicated that a public hearing would be held on June 5, 2019. No environmental review meetings were held at Chowchilla Library during either the CEQA or National Environmental Policy Act (NEPA) comment periods; however, copies of the environmental documents were provided at the library for public review.

Submission 214 (Sandra Knapp, May 8, 2019)

Merced - Fresno 2014+; Central Valley Wye - RECORD #214 DETAIL

Status :	Action Pending
Record Date :	5/8/2019
Submission Date :	5/8/2019
Interest As :	Individual
First Name :	Sandra
Last Name :	Knapp

Submission Content :

214-3 To my mind, and to many of my friends, this is the most egregious waste of the State's money imaginable! With global warming, all coastal forms of transportation are likely to be in peril and should be addressed immediately - considering the speed with which State projects move! (Glacial)

Sandra Knapp

Response to Submission 214 (Sandra Knapp, May 8, 2019)

214-3

Please refer to Standard Response CVY-Response-GENERAL-1: Oppose HSR Project.

Submission 216 (Michael Dunn, May 8, 2019)

Merced - Fresno 2014+; Central Valley Wye - RECORD #216 DETAIL	
Status :	Action Pending
Record Date :	5/8/2019
Submission Date :	5/8/2019
Interest As :	Individual
First Name :	Michael
Last Name :	Dunn
Submission Content :	

216-4 I am opposed the the Central Valley Wye options as listed between Fresno and Merced. The proximity to the community of Chowchilla will have a negative impact on the quality of life.

Response to Submission 216 (Michael Dunn, May 8, 2019)

216-4

Please refer to Standard Response CVY-Response-GENERAL-1: Oppose HSR Project.

Submission 217 (Denise Stone, May 15, 2019)

Merced - Fresno 2014+; Central Valley Wye - RECORD #217 DETAIL	
Status :	Action Pending
Record Date :	5/15/2019
Submission Date :	5/15/2019
Interest As :	Individual
First Name :	Denise
Last Name :	Stone
Submission Content :	

217-5 I have reviewed the Central Valley Wye Draft Supplemental EIR/EIS. My preferred alignment is Avenue 21 / Road 13. I do not want to see either Fairmead or Chowchilla split into two parts. The Avenue 21 / Road 13 alignment does not impact as many residences / businesses as any of the other alignments will.

Response to Submission 217 (Denise Stone, May 15, 2019)

217-5

Please refer to the response to submission MF2-218, comment 6.

Submission 218 (John Allen, May 15, 2019)

Merced - Fresno 2014+; Central Valley Wye - RECORD #218 DETAIL	
Status :	Action Pending
Record Date :	5/15/2019
Submission Date :	5/15/2019
Interest As :	Individual
First Name :	John
Last Name :	Allen
Submission Content :	

218-6 I have reviewed the Central Valley Wye Draft Supplemental EIR/EIS. My preferred alignment is Avenue 21 / Road 13. I do not want to see either Fairmead or Chowchilla split into two parts. The Avenue 21 / Road 13 alignment does not impact as many residences / businesses as any of the other alignments will.

Response to Submission 218 (John Allen, May 15, 2019)

218-6

The commenter's preference for the Avenue 21 to Road 13 Wye Alternative is acknowledged. The Draft Supplemental Environmental Impact Report/Environmental Impact Statement (EIR/EIS) states that this alternative would affect Fairmead and Chowchilla differently compared with the three alternatives with east–west alignments adjacent to State Route (SR) 152 by virtue of being farther south of both communities (please refer to Figure 2-5 in the Draft Supplemental EIR/EIS).

Section 3.12, Socioeconomics and Communities, describes the comparative differences among the four alternatives with respect to community division and displacement of residences and businesses.

The potential effect of the Central Valley Wye on the community of Fairmead has been one of many important considerations during the multi-year development of the alternatives for study. As the commenter notes, the Avenue 21 to Road 13 Wye Alternative would avoid Fairmead. However, as discussed in Chapter 8, Preferred Alternative, the California High-Speed Rail Authority (Authority) identified the SR 152 (North) to Road 11 Wye Alternative as the Preferred Alternative after balancing multiple factors, as described in Sections 8.4 and 8.5. These factors include the regional transportation and transportation safety benefits derived from aligning the east–west high-speed rail (HSR) alignment with SR 152 as well as the impacts across all alternatives related to biological resources and wetlands, noise, displacements, the conversion of land uses in Fairmead, the conversion of Important Farmland, aesthetics and visual resources in Fairmead, the Robertson Boulevard Tree Row, and community cohesion in Fairmead. Although no alternative can avoid all impacts, the Authority determined that, among the alternatives carried forward into the environmental review process, the SR 152 (North) to Road 11 Wye Alternative represents the best balance of adverse and beneficial impacts on the natural environment and community resources, maximizing the transportation and safety benefits of the HSR system.

Submission 219 (Hugh Yamshon, May 23, 2019)

Merced - Fresno 2014+; Central Valley Wye - RECORD #219 DETAIL	
Status :	Action Pending
Record Date :	5/23/2019
Submission Date :	5/23/2019
Interest As :	Individual
First Name :	Hugh
Last Name :	Yamshon
Submission Content :	

Project hotline recording attached. Caller only left name and phone number.

219-7 Name is Hugh Yamshon. Phone number is (209) 769-4494.

Response to Submission 219 (Hugh Yamshon, May 23, 2019)

219-7

The comment is noted but does not pertain to any specific content or conclusion within the environmental document. The Authority attempted to follow up with the commenter by phone at the time the comment was made in May 2019.

Submission 221 (Matt Dole, May 23, 2019)

Merced - Fresno 2014+; Central Valley Wye - RECORD #221 DETAIL	
Status :	Action Pending
Record Date :	5/23/2019
Submission Date :	5/23/2019
Interest As :	Individual
First Name :	Matt
Last Name :	Dole
Submission Content :	

221-9 Copy of Project Infoline voice mail recording attached. Transcribed message as follows: "Good afternoon, my name is Matt Dole and my phone number is (209) 480-6334 and my email is dole.matt@yahoo.com. I'm calling to find out more info about the Central Valley Wye. I live in Waterford and I see something about a network upgrade, but I'm not seeing any literature in print or online to tell me exactly what this means. Please reach out. If you're going to call during the week, please call after 3:00 p.m., otherwise email is fine."

Response to Submission 221 (Matt Dole, May 23, 2019)

221-9

In response to this telephone inquiry, the Authority attempted to reach out to the commenter to gather more information.

Figure 2-6 in the Final Supplemental EIR/EIS shows the Central Valley Wye Alternatives along with planned network upgrades. One such network upgrade would apply only to the SR 152 (North) to Road 19 Wye Alternative, which is not the Preferred Alternative (the SR 152 [North] to Road 11 Wye Alternative is the Preferred Alternative) and involve reconductoring 38.4 miles of the Warnerville-Wilson 230-kilovolt (kV) transmission line, as shown in Figure 2-11. This existing line travels from Merced to Stanislaus County, east of the BNSF Railway (BNSF); it also travels through the city of Waterford. As noted, however, the SR 152 (North) to Road 19 Wye Alternative is not the Preferred Alternative. No electrical interconnections or network upgrades are associated with the Preferred Alternative that involve the city of Waterford (please refer to Figure 2-15 in the Final Supplemental EIR/EIS).

Submission 226 (Cliff Schonert, May 31, 2019)

Merced - Fresno 2014+; Central Valley Wye - RECORD #226 DETAIL	
Status :	Action Pending
Record Date :	5/31/2019
Submission Date :	5/31/2019
Interest As :	Individual
First Name :	Cliff
Last Name :	Schonert
Submission Content :	

226-24 The CHEST HIGH EXTREMELY DRY WEEDS (HSR AUTHORITY PROPERTY) surrounding the MADERA AMTRAK STATION are a CATASTROPHIC FIRE HAZARD, just patiently waiting for a IGNITION SOURCE.
The HSR AUTHORITY needs to force the CONTRACTORS OF RECORD to implement the WEED CONTROL PLAN; as outlined in the OFFICIAL CONTRACT DOCUMENTS.
Due to the MADERA COUNTY DEADLINE of MAY 31 for WEED ABATEMENT having past without any WEED ABATEMENT being performed....Residents of the MADERA ACRES COMMUNITY shall have no alternative but to file a CLAIM/LAWSUIT concerning NON COMPLIANCE of the HSR AUTHORITY - OFFICIAL CONTRACT DOCUMENTS.

Response to Submission 226 (Cliff Schonert, May 31, 2019)

226-24

The commenter, in his email received by the Authority on May 23, 2019, states that an adverse condition was then present near the Madera Amtrak Station. The commenter is correct that this property is owned by the Authority. The Madera Amtrak Station, however, is located along Road 26 between Avenues 19 and 18 ¾, several miles south of the Central Valley Wye study area considered in the Draft and Final Supplemental EIR/EIS. Accordingly, the Authority property near the Madera Amtrak Station is not part of any of the Central Valley Wye alternatives being analyzed in this document.

While the comment does not raise any specific issue regarding the adequacy of environmental analysis or the alternatives that were considered in the Draft Supplemental EIR/EIS, the Authority takes seriously the issue of property management raised by the commenter as to property it has acquired for the approved north-south alignment of the Merced to Fresno Project Section.

The Authority acknowledges that weed abatement on HSR-owned property between Avenue 17 and Avenue 19 was an issue. The Authority completed a supplemental work order in June 2019 specifically to address weed abatement in this area. Review of 2020 aerial maps indicate that the property was disced and the situation described by the commenter has not been present for some time.

In addition, at a program-wide level, the Authority has developed and is now using a standardized Right-of-Way Manual that prescribes detailed policies for the management of the properties it owns (currently and prospectively). This management policy addresses concerns like those raised by the commenter, including weed abatement, pest management, and other similar matters, to ensure that the Authority is a "good neighbor" in the communities all along the proposed rail corridor.

Submission 228 (Pamela West, May 15, 2019)

05/15/19
High Speed Rail Project.
Merced To Fresno Section.
Central Valley WYE.
Draft, Supplemental EIR, EIS.
California High Speed Rail Authority.
770 L Street, Suite #620, MS-1.
Sacramento, California, 95814.

Re: Chowchilla, California.

228-35 I live in Chowchilla, California, where we are lacking in transportation.

We have many citizens, especially elders, who can no longer drive, who need transportation to five Larger cities in the Central Valley, where medical services are available. Those cities are: Fresno, Los Banos, Merced, Modesto, and Turlock.

It would help tremendously if we could have trains stopping in Chowchilla, for transport to these larger cities and medical care. We could buy monthly passes, if not too expensive, for transport.

We also have need of this transport for people who are working, as there are few jobs here. Also, people need to be able to get to the major cities, to shop, as we do not have many stores here. I hope you will consider including Chowchilla in plans for transport to major cities.

Thank You.
Pamela L. West
Signed:  .
Date: 05/15/19, 12:00 Noon.

Response to Submission 228 (Pamela West, May 15, 2019)

228-35

Thank you for the comment. Although an HSR station is not proposed for Chowchilla, stations are proposed for Merced (about 19 miles north) and Fresno (about 40 miles south). These would be the closest stations.

Although not part of the proposed project, it is anticipated that public and/or private transit providers will create "feeder services" to proposed HSR stations, thereby helping connect communities without stations to the benefits of HSR service.

Submission 231 (Richard Monahan, June 12, 2019)

CALIFORNIA HIGH SPEED RAIL DRAFT EIR COMMENTS

231-27 It has appeared to me for a number of years that the high speed rail project has become nothing more than a glaring example of crony capitalism (crony socialism). Business/ government partnerships are a good example of crony capitalism.

Crony Capitalism

Big business prime contractors are happy to work in tangent with organized labor to provide overpriced service to state government. Small subcontractors are able to get a piece of the pie so long as they play ball with organized labor.

231-27 **Prevailing Wage**

Organized labor is happy to go along with any project where the rent seeking contractors are required to pay '*prevailing wage*' rates and non-union labor is effectively barred from participation.

If construction projects actually cost less when the contractors paid prevailing wage then all contractors would pay prevailing wage.

Cost of Prevailing Wage

If the unions could mandate prevailing wage rates in all private construction projects in California then there would be no private construction projects. No one could afford to buy a new house in California and none would be built under a prevailing wage only law. There would no new private construction projects if the state mandated the prevailing wage in all new construction contracts.

231-27 Organized labor has largely lost out in competition with non-union labor in the free market. Union labor has been marginalized by non-union labor and businesses.

Union Labor and government

Organized labor unions need to have the government engage in crony capitalist projects in order to provide work for their members and to be able to fill their coffers with union dues.

Union labor has largely destroyed or driven overseas unionized American industry and the largest union is the SEIU because most of their members work for state and local governments.

231-27 Unfortunately, state and local government units don't close down when they no longer provide any useful services at a reasonable price. Taxpayers must continue to pay for these agencies long after they should have been closed down. In a free market the consumers can refuse to do business with businesses that don't provide services or products at prices they are willing to pay.

Opportunity costs and marginal utility

It pretty well goes without saying that the high speed rail project would not have been built by private industry. Private investors need to consider the cost of money (interest) as well as other potential investment opportunities (opportunity costs) 231-27 before investing in a construction project. Private investors will 231-27 chose to build a project in a way that gets the 'most bang for the buck' (marginal utility).

2

Submission 231 (Richard Monahan, June 12, 2019) - Continued

231-27 **Business decisions versus political decisions**

In the free market business decisions are made on the basis of projected profitability. Both opportunity costs and marginal utility are taken into consideration as well as the costs of money in making decisions.

When private investors make good business decisions the result is profits for the investors and prosperity for everyone. When poor decisions are made the business ventures close down and their assets are transferred to other more profitable businesses.

Political decisions are non-economic decisions.

Whether or not high speed rail is ever built doesn't really matter to the crony capitalists and crony labor. Whether or not anyone ever chooses to ride high speed rail also doesn't matter.
231-27 Whether or not anyone can actually afford to ride high speed rail doesn't matter. The only thing that matters is that the gullible public is promised something for nothing and they are dumb enough to believe it.

Once the project starts the rent seeking businesses and unions are on the gravy train. The project might as well be to build a copy of the Great Pyramid of Giza in Earlimart. Such a project would be hailed as a great way to build up Earlimart and provide thousands of jobs.

Government Construction Projects do not produce Prosperity.

The country has been down this path before. The Hoover-

231-27 Roosevelt depression lasted from 1929-1946. Billions of dollars in borrowed money did not produce prosperity. The depression ended in 1946 when government spending was cut as well as taxes. This was the country's best year to date.

The 1920 depression was worse than the 1929 crash but only lasted one year and was followed by the 'Harding Miracle'. Government spending was cut in half and taxes were cut. (See: *The Forgotten Depression: 1921: The Crash That Cured Itself by James Grant)*

231-27 The taxpayers would never agree to pay for this project out of their taxes because it is far too expensive and provides far too few benefits for the average person. Perhaps some business travelers would be willing to pay to travel high speed rail but without a ongoing subsidy the average person would be priced out of the market.

Trying to get the money out of Washington causes even greater problems than raising taxes in California. (See *Blind Robbery!: How the Fed, Banks and Government Steal Our Money by Philipp Bagus and Andreas Marquart)*

Alternate Routes

Back in 1996 the Intercity High Speed Rail Commission made the decision to build high speed rail along the 99 corridor rather than along the I5 corridor:

C. INTERSTATE 5 CORRIDOR (SACRAMENTO TO BAKERSFIELD)

Review of the I-5 and SR-99 corridors showed that, although the SR-99 corridor options would be about 6% more costly than the I-5 corridor options, the SR-99 corridor would provide far better service to the growing Central Valley population, while offering fast, competitive service between the San Francisco Bay Area and Los Angeles metropolitan regions. The SR-99 corridor was found to have the highest overall ridership potential, with ridership projections estimated at 1.2 million more annual passengers than the highest I-5 corridor projections (Charles River Associates 1996).

Submission 231 (Richard Monahan, June 12, 2019) - Continued

231-28

The I-5 corridor has very little existing or projected population between the San Francisco Bay Area and Los Angeles. In contrast, according to the California Department of Finance, well over 3 million residents are projected to live between Fresno and Bakersfield along the SR-99 corridor by 2015, which directly serves all the major Central Valley cities (Charles River Associates 1996). Residents along the SR-99 corridor lack a competitive transportation alternative to the automobile, and the Commission's detailed ridership analysis showed that they would be ideal candidates to use an HST system. The I-5 corridor would not be compatible with current land use planning in the Central Valley that accommodates growth in the communities along the SR-99 corridor.

Express trains in the SR-99 corridor would connect San Francisco to Fresno in just 1 hr and 15 min, and Fresno to Los Angeles in 1 hr and 20 min. This corridor would link San Francisco to Bakersfield in about 1 hr and 50 min, and Bakersfield to Los Angeles in less than 50 min. The SR-99 corridor was estimated to have 3.3 million more intermediate-market ridership (passengers to or from the Central Valley) per year than the highest I-5 corridor projections. Therefore, while SR-99 corridor travel times would be 11 to 16 min longer than the I-5 alternatives between Los Angeles and San Francisco, overall ridership and revenue for the SR-99 corridor would be higher.

The Commission considered linking the I-5 corridor to Fresno and Bakersfield with spur lines but rejected this concept since it would add approximately $2 billion to the I-5 corridor capital costs, provide less ridership than the SR-99 corridor, and create severe operational constraints (California Intercity High Speed Rail Commission 1996). [U.S. D.OT. Report]

I would like to obtain a copy of the 1996 record of decision by the Commission.

The Authority should reconsider the I5 corridor in light of all the developments that have taken place since 1996.

Opportunity costs and marginal utility considerations favor the I5 Corridor.

I am attaching a copy of a report comparing the current 99 corridor and potential I5 corridor routes by Anthony E. Waller.

5

231-29

Other possible route options not previously considered

PURCHASE THE DESIRED ROUTE FROM A FREIGHT RAILROAD BY THE USE OF IMMINENT DOMAIN!

In light of the inability of the State to complete any project at a reasonable cost, the Authority should examine the following options:

Coastal Route: The former Southern Pacific coastal route that is now operated by the Union Pacific.

Central Valley Route: The former Southern Pacific route that is now operated by the Union Pacific as well as the former Santa Fe route that is now operated by the BNSF.

Cost of purchasing a freight railroad right of way

It is highly likely that simply purchasing the desired route from an unlucky freight railroad could be accomplished for less money than building the system from scratch. I know that this would inconvenience one or more of the freight railroads, however when has this type of consideration stopped the State of California, in recent memory.

Cost cutting measures

CEQA

Dan Walters has said in the past that there must be

6

Submission 231 (Richard Monahan, June 12, 2019) - Continued

231-30 something in the water in Sacramento that makes people stupid. CEQA is the one of the best examples of California stupid that you could find. It would be far cheaper to pay for bottled water from Lake Arrowhead and have it shipped to Sacramento than to put up with laws like this.

The Authority should try to obtain an exemption from CEQA before any further work is performed.

231-31 **PREVAILING WAGE**

This law was cursed on California by Goodwin Knight. The project cost would drop like a rock if it were exempt from the prevailing wage law.

Further Reading:

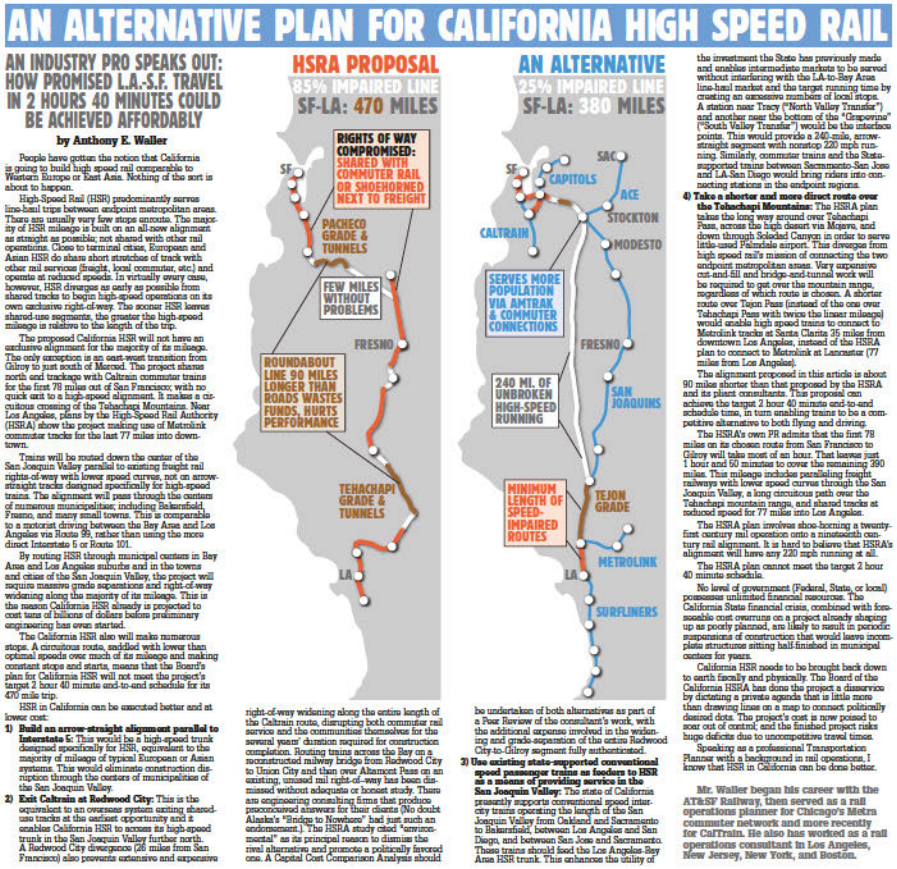
America's Great Depression by Murray N. Rothbard;

Bureaucracy by Ludwig von Mises;

Economics in One Lesson by Henry Hazlitt.

Thank you for the opportunity to comment on this undertaking.

June 12, 2019 *Richard Monahan*



AN ALTERNATIVE PLAN FOR CALIFORNIA HIGH SPEED RAIL

AN INDUSTRY PRO SPEAKS OUT: HOW PROMISED L.A.-S.F. TRAVEL IN 2 HOURS 40 MINUTES COULD BE ACHIEVED AFFORDABLY

by Anthony E. Waller

People have gotten the notion that California is going to build high speed rail comparable to Western Europe or East Asia. Nothing of the sort is about to happen.

High-Speed Rail (HSR) predominantly serves line-haul trips between endpoint metropolitan areas. There are usually very few stops enroute. The majority of HSR mileage is built on an all-new alignment as straight as possible; not shared with other rail operations. Close to terminal cities, European and Asian HSR do share short stretches of track with other rail services (freight, local commuter, etc.) and operate at reduced speeds. In virtually every case, however, HSR diverges as early as possible from shared tracks to begin high-speed operations on its own exclusive right-of-way. The sooner HSR leaves shared-use segments, the greater the high-speed mileage is relative to the length of the trip.

The proposed California HSR will not have an exclusive alignment for the majority of its mileage. The only exception is an east-west transition from Gilroy to just south of Merced. The project shares north end trackage with Caltrain commuter trains for the first 78 miles out of San Francisco, with no quick exit to a high-speed alignment. It makes a circuitous crossing of the Tehachapi Mountains. Near Los Angeles, plans by the High-Speed Rail Authority (HSRA) show the project making use of Metrolink commuter tracks for the last 77 miles into downtown.

Trains will be routed down the center of the San Joaquin Valley parallel to existing freight rail rights-of-way with lower speed curves, not on arrow-straight tracks designed specifically for high-speed trains. The alignment will pass through the centers of numerous municipalities; including Bakersfield, Fresno, and many small towns. This is comparable to a motorist driving between the Bay Area and Los Angeles via Route 99, rather than using the more direct Interstate 5 or Route 101.

By routing HSR through municipal centers in Bay Area and Los Angeles suburbs and in the towns and cities of the San Joaquin Valley, the project will require massive grade separations and right-of-way widening along the majority of its mileage. This is the reason California HSR already is projected to cost tens of billions of dollars before preliminary engineering has even started.

The California HSR also will make numerous stops. A circuitous route, saddled with lower than optimal speeds over much of its mileage and making constant stops and starts, means that the Board's plan for California HSR will not meet the project's target 2 hour 40 minute end-to-end schedule for its 470 mile trip.

HSR in California can be executed better and at lower cost:

1) **Build an arrow-straight alignment parallel to Interstate 5:** This would be a high-speed trunk designed specifically for HSR, equivalent to the majority of mileage of typical European or Asian systems. This would eliminate construction disruption through the centers of municipalities of the San Joaquin Valley.
2) **Exit Caltrain at Redwood City:** This is the equivalent to an overseas system exiting shared-use tracks at the earliest opportunity and it enables California HSR to access its high-speed trunk in the San Joaquin Valley further north. A Redwood City divergence (26 miles from San Francisco) also prevents extensive and expensive right-of-way widening along the entire length of the Caltrain route, disrupting both commuter rail service and the communities themselves for the several years' duration required for construction completion. Routing trains across the Bay on a reconstructed railway bridge from Redwood City to Union City and then over Altamont Pass on an existing, unused rail right-of-way has been dismissed without adequate or honest study. There are engineering consulting firms that produce preconceived answers for their clients (No doubt Alaska's "Bridge to Nowhere" had just such an endorsement.). The HSRA study cited "environmental" as its principal reason to dismiss the rival alternative and promote a politically favored one. A Capital Cost Comparison Analysis should be undertaken of both alternatives as part of a Peer Review of the consultant's work, with the additional expense involved in the widening and grade-separation of the entire Redwood City-to-Gilroy segment fully authenticated.
3) **Use existing state-supported conventional speed passenger trains as feeders to HSR as a means of providing service in the San Joaquin Valley:** The state of California presently supports conventional speed intercity trains operating the length of the San Joaquin Valley from Oakland and Sacramento to Bakersfield, between Los Angeles and San Diego, and between San Jose and Sacramento. These trains should feed the Los Angeles-Bay Area HSR trunk. This enhances the utility of the investment the State has previously made and enables intermediate markets to be served without interfering with the LA-to-Bay Area line-haul market and the target running time by creating an excessive number of local stops. A station near Tracy ("North Valley Transfer") and another near the bottom of the "Grapevine" ("South Valley Transfer") would be the interface points. This would provide a 240-mile, arrow-straight segment with nonstop 220 mph running. Similarly, commuter trains and the State-supported trains between Sacramento-San Jose and LA-San Diego would bring riders into connecting stations in the endpoint regions.
4) **Take a shorter and more direct route over the Tehachapi Mountains:** The HSRA plan takes the long way around over Tehachapi Pass, across the high desert via Mojave, and down through Soledad Canyon in order to serve little-used Palmdale airport. This diverges from high speed rail's mission of connecting the two endpoint metropolitan areas. Very expensive cut-and-fill and bridge-and-tunnel work will be required to get over the mountain range, regardless of which route is chosen. A shorter route over Tejon Pass (instead of the one over Tehachapi Pass with twice the linear mileage) would enable high speed trains to connect to Metrolink tracks at Santa Clarita 26 miles from downtown Los Angeles, instead of the HSRA plan to connect to Metrolink at Lancaster (77 miles from Los Angeles).

The alignment proposed in this article is about 90 miles shorter than that proposed by the HSRA and its pliant consultants. This proposal can achieve the target 2 hour 40 minute end-to-end schedule time, in turn enabling trains to be a competitive alternative to both flying and driving.

The HSRA's own PR admits that the first 78 miles on its chosen route from San Francisco to Gilroy will take most of an hour. That leaves just 1 hour and 50 minutes to cover the remaining 390 miles. This mileage includes paralleling freight railways with lower speed curves through the San Joaquin Valley, a long circuitous path over the Tehachapi mountain range, and shared tracks at reduced speed for 77 miles into Los Angeles.

The HSRA plan involves shoe-horning a twenty-first century rail operation onto a nineteenth century rail alignment. It is hard to believe that HSRA's alignment will have any 220 mph running at all.

The HSRA plan cannot meet the target 2 hour 40 minute schedule.

No level of government (Federal, State, or local) possesses unlimited financial resources. The California State financial crisis, combined with foreseeable cost overruns on a project already shaping up as poorly planned, are likely to result in periodic suspensions of construction that would leave incomplete structures sitting half-finished in municipal centers for years.

California HSR needs to be brought back down to earth fiscally and physically. The Board of the California HSRA has done the project a disservice by dictating a pravda agenda that is little more than drawing lines on a map to connect politically desired dots. The project's cost is now poised to soar out of control, and the finished project risks huge deficits due to uncompetitive travel times.

Speaking as a professional Transportation Planner with a background in rail operations, I know that HSR in California can be done better.

Mr. Waller began his career with the AT&SF Railway, then served as a rail operations planner for Chicago's Metra commuter network and more recently for CalTrain. He also has worked as a rail operations consultant in Los Angeles, New Jersey, New York, and Boston.

HSRA PROPOSAL
85% IMPAIRED LINE
SF-LA: 470 MILES
RIGHTS OF WAY COMPROMISED: SHARED WITH COMMUTER RAIL OR SHOEHORNED NEXT TO FREIGHT
SF
PACHECO GRADE & TUNNELS
FEW MILES WITHOUT PROBLEMS
FRESNO
ROUNDABOUT LINE 90 MILES LONGER THAN ROADS WASTES FUNDS, HURTS PERFORMANCE
TEHACHAPI GRADE & TUNNELS
LA

AN ALTERNATIVE
25% IMPAIRED LINE
SF-LA: 380 MILES
SF
SAC
CAPITOLS
ACE
STOCKTON
CALTRAIN
MODESTO
SERVES MORE POPULATION VIA AMTRAK & COMMUTER CONNECTIONS
FRESNO
SAN JOAQUINS
240 MI. OF UNBROKEN HIGH-SPEED RUNNING
MINIMUM LENGTH OF SPEED-IMPAIRED ROUTES
TEJON GRADE
METROLINK
LA
SURFLINERS

Response to Submission 231 (Richard Monahan, June 12, 2019)

231-27

The commenter makes numerous general assertions regarding labor, economics, and economic history and implies opposition to the proposed project on those grounds.

Please also refer to Standard Response CVY-Response-GENERAL-1: Oppose HSR Project.

231-28

The comment suggests that the Intercity High-Speed Rail Commission decided to build HSR along the SR 99 corridor rather than the Interstate (I) 5 corridor in 1996 and that the Authority should reconsider the I-5 corridor in light of developments since 1996. The Intercity High-Speed Rail Commission issued a report in 1996 entitled Corridor Evaluation and Environmental Constraints Analysis, in which it recommended a continued planning focus for the statewide HSR system in the populated areas of the Central Valley along the SR 99 corridor rather than the I-5 corridor or the coastal corridor. The Authority, which was established in 1996, considered the commission's recommendations but published its own corridor evaluation report in 1999. Based on this additional study, and further assessment, the Authority elected to focus its Program EIR/EIS for the statewide HSR system on a corridor that would serve Central Valley cities between Sacramento and Bakersfield; therefore, it eliminated the I-5 corridor between Sacramento and Bakersfield from further consideration.

The rationale for rejecting an I-5 corridor alternative is even more compelling now in light of development that has occurred since 1996. The bulk of the Central Valley population between Merced and Bakersfield, which continues to reside along the SR 99 corridor, is projected to exceed 5 million by 2029, whereas the population along the I-5 corridor is forecast to be significantly less since it is away from the population centers of Fresno, Bakersfield, Madera, and Merced. Local land use planning also continues to focus growth in communities along the SR 99 corridor, maximizing intermodal transportation opportunities and improving intercity travel within the Central Valley as well as between the Central Valley and the Bay Area and Los Angeles Basin.

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

231-29

The comment suggests the Authority should purchase a freight railroad route for the HSR, such as routes operated by Union Pacific Railroad (UPRR) and BNSF. Condemning freight railroad rights-of-way in the Central Valley for the HSR is not a feasible or reasonable alternative. As shown in Figure 2-7 of the 2018 California State Rail Plan, the BNSF corridor between Merced and Fresno is considered a freight bottleneck, and the current high levels of freight traffic are expected to grow.

Please also refer to Standard Response CVY-Response-GENERAL-2: Alternatives Analysis and Selection for CVY regarding considerations for corridor selection. This standard response explains the 2005 Authority and FRA decision against incorporating existing freight tracks into the statewide HSR system because such tracks are not designed to accommodate train speeds of 220 miles per hour and, moreover, are not grade separated.

The California State Rail Plan includes proposed improvements for a coastal route, including a plan for increased passenger service between San Francisco and Los Angeles through reinstitution of Coast Daylight service to complement Amtrak's existing Coast Starlight service between Seattle and Los Angeles. The proposed improvements are intended to enable more consistent train movement, at a maximum speed of 79 miles per hour on portions of this corridor.

231-30

The comment is noted. Please also refer to Standard Response CVY-Response-General-1: Oppose HSR Project. The Authority prepared the Draft Supplemental EIR/EIS to comply with CEQA, an applicable law.

231-31

Please refer to Standard Response CVY-Response-GENERAL-1: Oppose HSR Project.

Submission 232 (Daniel Whately, June 17, 2019)

Merced - Fresno 2014+; Central Valley Wye - RECORD #232 DETAIL	
Status :	Action Pending
Record Date :	6/17/2019
Submission Date :	6/17/2019
Interest As :	Individual
First Name :	Daniel
Last Name :	Whately
Submission Content :	

232-36 Once a Driller, Always a Driller.
Oh, wrong section. Apologies.

Response to Submission 232 (Daniel Whately, June 17, 2019)

232-36

The comment is noted but does not pertain to any specific content or conclusion within the environmental document.

Submission 233 (Richard Monahan, June 15, 2019)

233-37 I am sending along a third attachment to my email re the Supplemental Draft EIR: This attachment concerns the price Warren Buffet paid for the entire BNSF Railroad: $26 billion. Less than the cost of building high speed rail from Merced to Bakersfield.

Burlington Northern Officially Joins the Warren Buffett Family

logo SEARCH QUOTES

BERKSHIRE HATHAWAY PORTFOLIO TRACKER

Burlington Northern Officially Joins the Warren Buffett Family

Alex Crippen | @alexcrippen

Published 2:54 PM ET Fri, 12 Feb 2010 | Updated 12:04 AM ET Wed, 17 March 2010

Warren Buffett's $26 billion "bet on America" is now official.

Berkshire Hathaway has just issued a news releaseannouncing the "closing of the merger of Burlington Northern Santa Fe Corporation ('BNSF') with and into a subsidiary of Berkshire."

As a subsidiary, Burlington shares will no longer be publicly traded.

BNSF shareholders approved Berkshire's acquisition of the railroad at a special meeting held yesterday (Thursday.)

Burlington Northern shareholders were given the choice of being paid for their shares in cash, Berkshire stock, or a combination of the two.

Final results of those elections:

Cash	40.85%
Stock	43.36%

TRENDING NOW

1. Here's how big tech companies like Google and Facebook set salaries for software engineers
2. Militarized Iranian fast-boats stopped tug boats from salvaging damaged oil tanker: US officials
3. The world's largest airplane is up for sale for $400 million
4. Here's how much Americans in their 30s have in their 401(k)s
5. This is how much a $1.7 million Bugatti hypercar's oil change costs — it's as much as another car

Burlington Northern Officially Joins the Warren Buffett Family.html[6/15/2019 9:38:36 AM]

Submission 233 (Richard Monahan, June 15, 2019) - Continued

No Election	15.79%

The release says BNSF shareholders choosing cash or failing to make an election will get $100/share cash. Those choosing stock will get 92.25% of their $100/share in Berkshire stock and the remainder in cash.

In total, Berkshire will pay about $15.87 billion in cash and issue approximately 80,932 shares of Class A stock, along with approximately 21 million shares of Class B.

Next stop for the Berkshire Bs will be their addition to the widely followed benchmark S&P 500 stock index, replacing Burlington Northern.

That happens after tonight's closing bell at 4p ET, giving the many investors in S&P index funds a piece of Warren Buffett and Berkshire.

Current Berkshire stock prices:

Class A:

Class B:

For more Buffett Watch updates follow alexcrippen on Twitter.

Email comments to buffettwatch@cnbc.com

Alex Crippen
Senior Coordinating Producer

RELATED SECURITIES

Symbol	Price	Change	%Change
BRK.A	308206.00 ▲	761.00	0.25%

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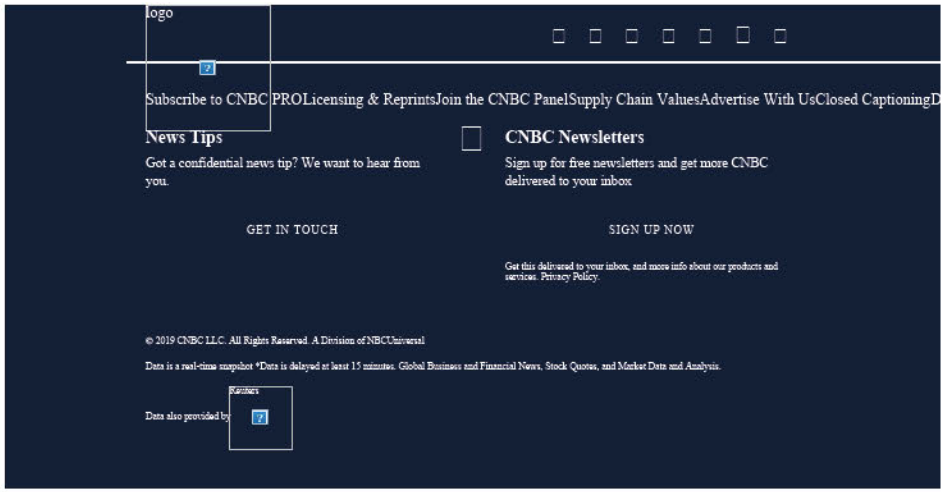


Burlington Northern Officially Joins the Warren Buffett Family.html[6/15/2019 9:38:36 AM]

Response to Submission 233 (Richard Monahan, June 15, 2019)

233-37

The comment is noted, but it does not pertain to any of the conclusions of the Draft Supplemental EIR/EIS. Therefore, no further response is required.

Submission 253 (Steve Massaro, June 21, 2019)

Merced - Fresno 2014+; Central Valley Wye - RECORD #253 DETAIL

Status :	Unread
Record Date :	6/21/2019
Submission Date :	6/21/2019
Interest As :	Individual
First Name :	Steve
Last Name :	Massaro
Submission Content :	

Please accept my comments to the Central Valley Wye Draft Supplemental EIR/EIS.

Thank you,
Steve Massaro
Attachments : 2019_comments_to_Wye_EIR_Massaro_062119.pdf (103 kb)

June 19, 2019

Draft Supplemental EIR/EIS for Merced to Fresno Wye
California High Speed Rail Authority
770 L Street, Suite 620 MS-1
Sacramento, CA 95841

Email: CentralValley.Wye@hsr.ca.gov

Comments to Draft Supplemental EIR/EIS

My name is Steve Massaro, my comments will focus mainly the Avenue 21 / Road 13 alignment.

253-322 Let me begin by stating that I have been involved in stakeholder and technical work groups dealing with High Speed Rail (HSR) for almost 10 years and have appreciated the working relationship of Director Diana Gomes. However, given that this projects scope has deviated from the intent of Prop. 1A, is overbudget, lacking adequate funding, behind schedule and plagued with mismanagement, I oppose its continuation at this time.

My comments on the Draft EIR follow below.

253-323
1. The Draft CEQA document does not address the fact that the scope of the project has changed. Originally Phase 1 was to connect San Francisco to Los Angeles with a required travel time of 2 hours 40 minutes.
Governor Newsom made significant changes to the project. Scope of the work is limited at this time to an initial segment from Merced to Bakersfield. Given the fact that FRA is canceling any remaining funding and trains will not be high speed, why is that not addressed in this document? I believe CEQA requires major changes in scope and funding be addressed in the document.

253-324
2. A major concern of mine with the Avenue 21 alignment is the closure of multiple private agricultural roads and passage ways. I will focus on portions of the alignment that affect my property but holds true along all alignments.
Civil Drawing CV-S1240-C shows the closure of all private and Chowchilla Water District roads that would cross the HSR track. I farm on both sides of the proposed track, closing these roads without any means of traversing the rail line would cause a logistical, transportation nightmare and hardship. If these closures hold true all agricultural equipment movement would be funneled to the Road 16 overcrossing. Road 16 is one of the heaviest traveled roads in this area, as it is a main thoroughfare that connects, Madera, Firebaugh and Chowchilla. This would raise the risk of a major traffic incidence especially during the very busy growing and harvest times. Agricultural access all along the Ave. 21 alignment need to be addressed and rectified with property owners!

Submission 253 (Steve Massaro, June 21, 2019) - Continued

253-325

3. Civil Drawings, CV-S1220-C, Shows the closure of Ave. 21 at the intersection of Road 15. This eliminates the connection to Road 16 which is a major connection point for local school districts home to school transportation programs. Avenue 21 is one of only two rural east/west avenues that have a continuous connection from Road 16 to Road 4. The Road 16 / Avenue 21 intersection should not be eliminated. The multiple closures on this alignment will cause a hardship especially to local schools.

253-326

4. Drawings CV-R1230-C & CV-R1231-C show a grade separated overcrossing that is approximately one mile in length. It was my understanding that HSR was supposed to try and lessen the impacts to agriculture, this overcrossing seems extremely excessive and destructive. I was told by a HSR engineer at a technical workshop that it had to be that large to meet ADA requirements. Come on! That is the epidemy of ridiculousness. There are overcrossings that currently span four lanes of Highway 152 that are half this size. Why use up so much land just to go over HSR track? Please justify.

253-327

5. As for the preferred alignment, Highway 152 / Road 11. There seems to be a lack of adequate grade separated "interchanges" along the Highway 152 corridor. Currently as shown in the Transportation Section 3.2; there is only one grade separated interchange between Highway 59 and Robertson Blvd that would allow access to Highway 152. This would funnel all vehicle traffic from connecting county roads to one access point at Road 9. I would hope that if this alternative is carried forward some sort of Highway access could be configured at the Road 4 overcrossing. Especially since Road 4 is a major thoroughfare with connection points to Ave. 21 and Ave. 18 ½ as well as the Alview Dairyland School.

Thank you,

Steve Massaro
20754 Road 16
Chowchilla, CA 93610

Response to Submission 253 (Steve Massaro, June 21, 2019)

253-322

The comment stating opposition to the project is noted. The commenter is invited to review the 2019 Project Update Report concerning the Authority's position regarding long-term financing of the project.

Please refer to Standard Response: CVY-Response-GENERAL-1: Oppose HSR Project, Standard Response: CVY-Response-GENERAL-3: Funding and Project Costs, and the response to submission MF2-243, comment 83.

253-323

Please see Standard Response: CVY-Response-GENERAL-5: Interim Operating Plans and 2019 Project Update Report.

The statewide project has not changed. Phased implementation of the project has always been contemplated. The Authority plans to complete construction of Merced to Bakersfield (electrified for HSR service) first, then continue construction to the west to San Jose so as to complete and implement Valley to Valley service, then continue construction to complete Phase I.

253-324

The comment references a design drawing for the Avenue 21 to Road 13 Wye Alternative as an example of closing private agricultural roads. The comment expresses concern over funneling agricultural equipment to county roads that may create a safety hazard.

As identified in Chapter 8, the Preferred Alternative, the SR 152 (North) to Road 11 Wye Alternative, would minimize the number of road closures. Roadway overpasses would be provided approximately every 2 to 5 miles. Impacts on the agricultural economy related to permanent road closures are addressed in Impact SO#14 (Section 3.12.6.3, page 3.12-61). The transportation impact analysis reviewed both the temporary and permanent proposed roadway closures and modifications (Impacts TR#8 and TR#9), including grade separations, that would be caused by the Central Valley Wye alternatives to determine possible traffic rerouting. The analysis concluded that even with traffic re-routing due to road closures, rural roadways would continue to operate at acceptable levels. Additional text has been added to Impact TR#9 to acknowledge the potential for agricultural equipment to use county roads.

Additionally, the IAMFs incorporated into the design of the Central Valley Wye alternatives would largely avoid temporary and permanent disruption of agricultural infrastructure, including access (road) infrastructure. For disruption of access (road) infrastructure, TR-IAMF#2 (Construction Transportation Plan) would require detours, temporary signage, advanced notification of temporary road closures, and other measures to maintain traffic flow and avoid delays during construction. The measures would ensure continued access to irrigation infrastructure as well as ongoing access to irrigation canals. With ongoing access during construction, maintenance activities at the irrigation canals would not be interrupted. Road closures in agricultural areas would be coordinated with local and state agricultural agencies and trucking firms to minimize or avoid any disruption of agricultural activities, particularly from June through September (the peak harvest season in the resource study area).The contractor would provide advanced notification, allowing agricultural operators time to plan for closures and avoid crop damage. The IAMFs would minimize disruption of irrigation infrastructure and access (road) infrastructure, thereby minimizing any effect on agricultural productivity.

Response to Submission 253 (Steve Massaro, June 21, 2019) - Continued

253-325

Please refer to the response to submission MF2-243, comment 85.

Further, the commenter is correct in stating that construction of the Avenue 21 to Road 13 Wye Alternative would require permanent closure of Road 15 at Avenue 21; however, construction of this alternative would maintain access across the HSR corridor at Avenue 21 and Road 16.

As described in Impact TR#17, Permanent Impacts on School Bus Routes, on page 3.2-47 of the Draft Supplemental EIR/EIS, any permanent school bus route changes required by road closures associated with the Central Valley Wye alternatives would be identified as the final design for the alternatives is completed, allowing schools enough time to evaluate their existing routes and make any necessary adjustments. Based on the current preliminary level of design (Authority 2016), the maximum out-of-direction travel distance required for school buses would be 3.1 miles under each of the Central Valley Wye alternatives. This represents an approximate 10 percent increase in travel distance compared with the total average round-trip distance of the bus routes (25–35 miles). This level of change is not expected to result in long detours, and the Authority would work with local jurisdictions to provide additional access, as needed.

253-326

Please refer to the response to submission MF2-243, comment 84.

Also, please note that the drawing sheets referenced in the comment are for the Avenue 21 to Road 13 Wye Alternative, which includes an overpass at the HSR tracks. The FRA would require a specific height for the bridge above the HSR tracks; this would create a high arc in the bridge. In addition, Road 16 has a 60-mile-per-hour speed limit, which was taken into consideration in overpass design. Americans with Disabilities Act requirements prescribe maximum slopes for pedestrians and bicycles. Therefore, to meet the slope requirements, the bridge would have to be approximately 4,200 feet long (0.8 mile).

The other three Central Valley Wye alternatives, including the Preferred Alternative, SR 152 (North) to Road 11 Wye Alternative, have a Road 16 underpass at the HSR tracks as well as on- and off-ramps to SR 152. Therefore, no overpass bridge option is needed for the other three alternatives.

253-327

Please refer to the response to submission MF2-243, comment 84.

In addition, please note that Section 2.2.4.3 describes adequate interchanges along SR 152, including three new interchanges (Road 9/Hemlock Road, SR 233/Robertson Boulevard, and Road 16).

The Authority has coordinated with and will continue to coordinate with Caltrans and local jurisdictions regarding improvements to SR 152. The introduction of grade-separated interchanges along SR 152, where adjacent to the HSR, would improve the safety of motorists using SR 152 due to a reduction in conflicts with local intersecting roadways. The proposed SR 152 interchanges for the Preferred Alternative (Road 9/Hemlock Road, SR 233/Robertson Boulevard, and Road 16) are approximately 6 miles apart, resulting in no more than 3 miles of out-of-direction travel for drivers wishing to access SR 152. The designs of the three new interchanges, including Road 9, took into account vehicular capacity of the roadways to achieve a level of service (LOS) designation rating of A, which represents excellent (free-flow) conditions and the least amount of traffic congestion.

Submission 255 (Cynthia Hickey, June 21, 2019)

Merced - Fresno 2014+; Central Valley Wye - RECORD #255 DETAIL

Status :	Unread
Record Date :	6/21/2019
Submission Date :	6/21/2019
Interest As :	Individual
First Name :	Cynthia
Last Name :	Hickey

Submission Content :

255-336 My family has been farming in Chowchilla for 40 years and are invested in our community. After reviewing the 4 Chowchilla Wye routes we* fully support the "no project" *alternative. However, *if the project does continue we are adamantly opposed to the Ave. 21 route.*

255-337 The negative aspects of the HSR greatly out-weigh any benefit to our local community. We live in a long ago developed farming community and *dividing up parcels of agricultural land is a financial strain to farmers. * Closing roads is not only a personal inconvenience, it also presents an unnecessary financial burden. We are aware of other farmers who have not been paid for their land purchased by HSR and we know there are many struggling farmers who would not be able to continue running their business if payments are delayed. Moving irrigation lines, pumps, and access road to accommodate the HSR is costly. If my family utilizes the HSR (which we most likely will not) we would still need to drive about 30 miles to the nearest station. So, we have to deal with the problems that HSR bring without any benefit.

255-338 The Avenue 21 route would personally affect us the most since it is 1/2 mile away from our farm. However the Road 11/152 and Road 13/152 will also affect us as we use various routes to get Chowchilla, Merced, Madera, and other locations. Our country roads are not well maintained and large trucks and tractors regularly cause pot-holes. These conditions change throughout the years depending on rain and traffic. We doubt that Madera County will improve maintenance of our roads and *HSR will give us less options to drive once access is limited to leave our neighborhood. *If HSR is built, it seems to make most sense to align it with the highway.

255-339 *We are also concerned with connecting Chowchilla to the Bay Area*. Over the years we have witnessed local home prices increase due to the influx Bay Area/Silicon Valley commuters and retirees moving to Chowchilla. Income disparity (primarily originating from the Silicon Valley tech market) is creating an unsustainable housing market in the Bay Area and other parts of California. HSR will create a system where workers can easily commute 100 miles. This is detrimental to all communities involved by adding to a certain imbalance.

255-340 For most of the past 40 years Chowchilla seems to be populated by five basic groups:
1-middle class to wealthy agricultural business owners
2-poor to struggling to middle class agricultural business owners
3- middle class city/county/community workers (police officers, teachers, prison workers, nurses, etc)
4-poor to middle class farm workers
5-poor unemployed/disabled people.

Adding a sixth group of wealthy Bay Area commuters will create gentrification and displace many of the poor. We feel this is unethical and detrimental to our community. We own rental properties in Chowchilla and stand to profit from more commuters with higher incomes than our usual tenants BUT we are nevertheless opposed to any action that will bring an unsustainable number of commuters to the area. *We do not want Chowchilla to become part of the solution to the housing crisis in the Bay Area because it will be an unsustainable solution.*

255-341 We are also generally opposed to the HSR through the Central Valley for the many reasons that have been expressed elsewhere by other groups such as "HSR Boondoogle." We hope that the project is stopped before it unnecessarily disrupts more communities. * I hope there is legal action taken against CAHSR since the current project does not reflect what the voters approved in 2008. * Cost has doubled/tripled, the actual length of time to get from SF to LA will be longer, projected ridership is uncertain, and management of the project has been a mess. I regret voting for Prop 1a and this will unfortunately influence my future voting on public projects.

Cindy Hickey

Response to Submission 255 (Cynthia Hickey, June 21, 2019)

255-336

The commenter's opposition is noted. Please refer to Standard Response CVY-Response-GENERAL-1: Oppose HSR Project. The Avenue 21 to Road 13 Wye Alternative was not identified as the Preferred Alternative. The Preferred Alternative is the SR 152 (North) to Road 11 Wye Alternative.

255-337

The comment is noted. Please refer to Standard Response CVY- Response-GENERAL-1: Oppose HSR Project.

The acquisition of land, and the corollary displacement of residences, businesses, agricultural operations, and community and public facilities, is discussed in Section 3.12, Impacts SO#3 through SO#6. The analysis acknowledges the potential for disruptions to individual property owners and the wider agricultural economy. Similarly, the Authority would comply with SO-IAMF#2, Compliance with Uniform Relocation Assistance and Real Property Acquisition Policies Act, and SO-IAMF#3, Relocation Mitigation Plan, which would provide relocation assistance and require development of a relocation mitigation plan to minimize disruptions that would affect individuals and community cohesion caused by relocation.

Regarding potential effects related to moving irrigation lines, pumps, and access roads, the Draft Supplemental EIR/EIS acknowledges, in Impact AG#4, that construction of the project has the potential to disrupt agricultural infrastructure. The cost of moving such infrastructure to accommodate the project would be borne by the Authority, not the landowner. The Uniform Relocation Assistance and Real Property Acquisition Policies Act requires the owning agency to notify all affected property owners of the agency's intent to acquire an interest in their property, including a written offer of just compensation for the value of the property. In addition, as described under Impact PUE#5, in areas where relocating an irrigation facility is necessary, the contractor will verify that the new facility is operational prior to disconnecting the original facility, where feasible. Irrigation facility relocation preferences are included in the design-build contract to reduce unnecessary impacts on the operation of irrigation facilities.

255-338

The comment indicates a preference for one of the three wye alternatives that would follow SR 152. It also states that the Avenue 21 to Road 13 Wye Alternative is not preferred. 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, which will describe the contractor's protection of public roadways and address the need to upgrade roads to handle construction equipment and materials. Moreover, the Draft Supplemental EIR/EIS analyzed several types of transportation impacts, including impacts on major roadways and rural roads, both during construction as well as during operation of the project. As demonstrated in Section 3.2, Transportation, these analyses took into account road closures associated with the various project alternatives (please refer to Impact TR#2, Permanent Impacts on Major Roadways from Permanent Road Closures and Relocations). In addition, please note that the Authority's policy is to provide roadway overpasses approximately every 2 miles, resulting in no more than 1 mile of out-of-direction travel for vehicles that need to cross the HSR tracks. In rural areas, the distance between overcrossings or undercrossings would vary from less than 2 miles to approximately 5 miles in areas where other roads are perpendicular to the proposed HSR alignment.

Response to Submission 255 (Cynthia Hickey, June 21, 2019) - Continued

255-339

As described on page 3.18-28 of the Draft Supplemental EIR/EIS (and discussed more generally in the preceding and following pages), the Authority anticipates that operation of the HSR system, including the Central Valley Wye Alternatives, would strengthen economic ties between the communities of the Central Valley, as well as those in the Bay Area and Southern California, and possibly increase the value of residential and commercial properties in the region. However, although the travel time and estimated cost of a one-way trip between San Francisco and Los Angeles (i.e., about $89 in 2015 dollars) would facilitate periodic in-person business meetings, the time and cost would not be likely to facilitate daily commuting from the Central Valley communities to jobs in coastal metropolitan areas on a broad scale (Authority 2016). Some individuals, however, may choose to use the HSR system for weekly or even more frequent trips, especially those with higher incomes. For example, some people with jobs in the Bay Area may choose to live in the San Joaquin Valley region, an area where more affordable housing is available. Under that circumstance, individuals would pay more for their commute in exchange for their time on the train working, reading, or relaxing. As such, the HSR system is not anticipated to remove obstacles to local population growth and stimulate the construction of new housing. Rather, the increasingly high cost of living in the state's coastal metropolitan areas may encourage businesses to relocate to communities in the San Joaquin Valley where employees can find more affordable housing and the cost of doing business can be contained; alternatively, people may seek employment in the San Joaquin Valley, with its affordable housing, and work for companies with improved access to the large business communities in the coastal metropolitan areas. The extent to which such persons and organizations would choose to relocate from coastal cities to the San Joaquin Valley is outside the control of the Authority; however, local cities have control over land use regulations and can influence long-term growth patterns resulting from population and economic growth.

255-340

Please refer to the response to submission MF2-255, comment 339.

255-341

Please refer to Standard Response CVY-Response-GENERAL-1: Oppose HSR Project.

Submission 257 (Marcie Schnoor, June 5, 2019)

Merced - Fresno 2014+; Central Valley Wye - RECORD #257 DETAIL	
Status :	Action Pending
Record Date :	6/26/2019
Submission Date :	6/5/2019
Interest As :	Public Hearing Participant
First Name :	Marcie
Last Name :	Schnoor
Submission Content :	
Attachments :	CVY_PublicHearingComment_Schnoor_060519.pdf (131 kb)

CALIFORNIA High-Speed Rail Authority

Central Valley Wye
Comment Card

NAME: Marcie Schnoor DATE: 6/5/19

MEETING LOCATION: Chowchilla AFFILIATION: resident

ADDRESS: 10777 Ave 25 1/2 EMAIL: marcieschnoor@yahoo.com PHONE: (559) 474-1157

CITY: Chowchilla STATE: CA ZIP: 93610

WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST?*
(Check all that apply)
*NOTE: This does not substitute for formal request to receive legal notices.

- ○ STATEWIDE
- ☒ CENTRAL VALLEY WYE

PLEASE SPECIFY WHICH CORRIDOR(S) YOUR COMMENT COVERS?*
(Check all that apply)

- ☒ SR 152 (NORTH) TO ROAD 11 WYE
- ○ SR 152 (NORTH) TO ROAD 13 WYE
- ○ SR 152 (NORTH) TO ROAD 19 WYE
- ○ AVENUE 21 TO ROAD 13 WYE

257-342

Against highspeed rail! Our highways need to be repaired. There is not enough money to pay for a project of this magnitude. Valuable farm land is at stake. The project needs to be stopped before anymore land or money is wasted!!

PLEASE SUBMIT THIS COMMENT CARD IN THE COMMENT BOX AT THE REGISTRATION TABLE.
YOU MAY ALSO MAIL YOUR COMMENTS TO: CALIFORNIA HIGH-SPEED RAIL AUTHORITY,
C/O CIRCLEPOINT, 200 WEBSTER STREET , SUITE 200, OAKLAND CA 94607
OR SUBMIT YOUR COMMENTS AT WWW.HSR.CA.GOV OR VIA EMAIL TO CENTRALVALLEY.WYE@HSR.CA.GOV

THE COMMENT PERIOD FOR THE DRAFT SUPPLEMENTAL EIR/EIS IS FROM FRIDAY, MAY 3, 2019 TO THURSDAY, JUNE 20, 2019.
COMMENTS MUST BE RECEIVED ELECTRONICALLY, OR POSTMARKED ON OR BEFORE THURSDAY, JUNE 20, 2019.

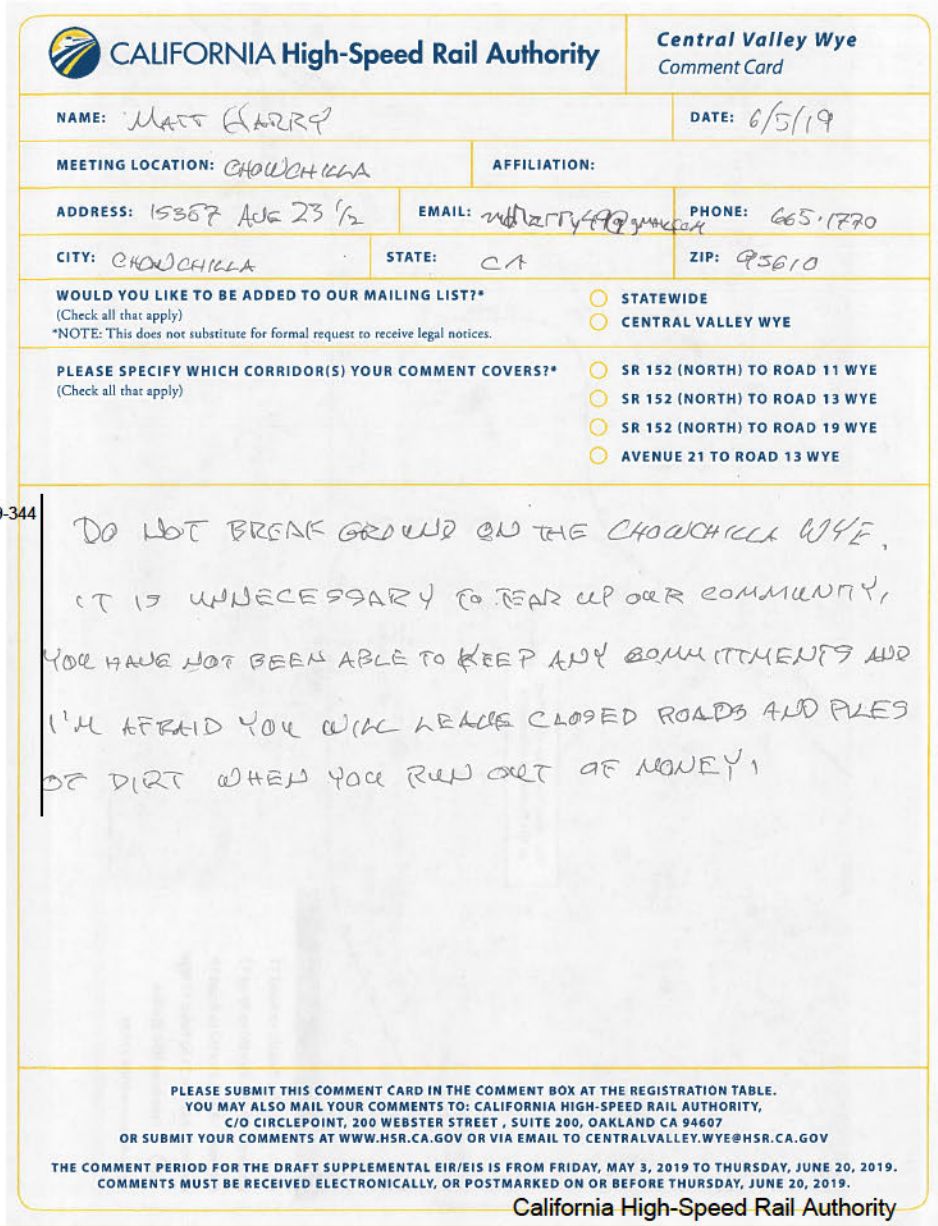
Response to Submission 257 (Marcie Schnoor, June 5, 2019)

257-342

Please refer to Standard Response CVY-Response-GENERAL-1: Oppose HSR Project.

Submission 259 (Matt Harry, June 5, 2019)

Merced - Fresno 2014+; Central Valley Wye - RECORD #259 DETAIL	
Status :	Action Pending
Record Date :	6/26/2019
Submission Date :	6/5/2019
Interest As :	Public Hearing Participant
First Name :	Matt
Last Name :	Harry
Submission Content :	
Attachments :	CVY_PublicHearingComment_Harry_060519.pdf (123 kb)



CALIFORNIA High-Speed Rail Authority

Central Valley Wye
Comment Card

NAME: MATT HARRY DATE: 6/5/19

MEETING LOCATION: CHOWCHILLA AFFILIATION:

ADDRESS: 15567 AVE 23 1/2 EMAIL: [illegible] PHONE: 665.1770

CITY: CHOWCHILLA STATE: CA ZIP: 93610

WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST?*
(Check all that apply)
*NOTE: This does not substitute for formal request to receive legal notices.
- ○ STATEWIDE
- ○ CENTRAL VALLEY WYE

PLEASE SPECIFY WHICH CORRIDOR(S) YOUR COMMENT COVERS?*
(Check all that apply)
- ○ SR 152 (NORTH) TO ROAD 11 WYE
- ○ SR 152 (NORTH) TO ROAD 13 WYE
- ○ SR 152 (NORTH) TO ROAD 19 WYE
- ○ AVENUE 21 TO ROAD 13 WYE

259-344

DO NOT BREAK GROUND ON THE CHOWCHILLA WYE, IT IS UNNECESSARY TO TEAR UP OUR COMMUNITY, YOU HAVE NOT BEEN ABLE TO KEEP ANY COMMITMENTS AND I'M AFRAID YOU WILL LEAVE CLOSED ROADS AND PILES OF DIRT WHEN YOU RUN OUT OF MONEY!

PLEASE SUBMIT THIS COMMENT CARD IN THE COMMENT BOX AT THE REGISTRATION TABLE.
YOU MAY ALSO MAIL YOUR COMMENTS TO: CALIFORNIA HIGH-SPEED RAIL AUTHORITY,
C/O CIRCLEPOINT, 200 WEBSTER STREET , SUITE 200, OAKLAND CA 94607
OR SUBMIT YOUR COMMENTS AT WWW.HSR.CA.GOV OR VIA EMAIL TO CENTRALVALLEY.WYE@HSR.CA.GOV

THE COMMENT PERIOD FOR THE DRAFT SUPPLEMENTAL EIR/EIS IS FROM FRIDAY, MAY 3, 2019 TO THURSDAY, JUNE 20, 2019.
COMMENTS MUST BE RECEIVED ELECTRONICALLY, OR POSTMARKED ON OR BEFORE THURSDAY, JUNE 20, 2019.

Response to Submission 259 (Matt Harry, June 5, 2019)

259-344

The comment is acknowledged. As described in Chapter 2 of the Draft Supplemental EIR/EIS, Section 2.5.2, the Authority would advance design, acquire rights-of-way, and proceed with construction for the Central Valley Wye only upon securing needed funding.

Submission 261 (Pat Fortin, June 5, 2019)

Merced - Fresno 2014+; Central Valley Wye - RECORD #261 DETAIL	
Status :	Action Pending
Record Date :	6/26/2019
Submission Date :	6/5/2019
Interest As :	Public Hearing Participant
First Name :	Pat
Last Name :	Fortin
Submission Content :	
Attachments :	CVY_PublicHearingComment_Fortin_060519.pdf (117 kb)

CALIFORNIA High-Speed Rail Authority

Central Valley Wye
Comment Card

NAME: PAT FORTIN DATE: 6-5-2019

MEETING LOCATION: CHOWCHILLA FAIRGROUNDS AFFILIATION:

ADDRESS: EMAIL: PHONE: 209-389-0609

CITY: STATE: CA. ZIP: 95333

WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST?*
(Check all that apply)
*NOTE: This does not substitute for formal request to receive legal notices.

- ○ STATEWIDE
- ☒ CENTRAL VALLEY WYE

PLEASE SPECIFY WHICH CORRIDOR(S) YOUR COMMENT COVERS?*
(Check all that apply)

- ☒ SR 152 (NORTH) TO ROAD 11 WYE
- ○ SR 152 (NORTH) TO ROAD 13 WYE
- ○ SR 152 (NORTH) TO ROAD 19 WYE
- ○ AVENUE 21 TO ROAD 13 WYE

261-346

BEING SOMEONE WHO HAS LIVED WITH GOOD TRANSPORTATION AVENUES I AM VERY MUCH IN FAVOR OF THIS PROJECT AND HOPE IT BECOMES A REALITY IN MY LIFE TIME.

Pat Fortin

PLEASE SUBMIT THIS COMMENT CARD IN THE COMMENT BOX AT THE REGISTRATION TABLE.
YOU MAY ALSO MAIL YOUR COMMENTS TO: CALIFORNIA HIGH-SPEED RAIL AUTHORITY,
C/O CIRCLEPOINT, 200 WEBSTER STREET , SUITE 200, OAKLAND CA 94607
OR SUBMIT YOUR COMMENTS AT WWW.HSR.CA.GOV OR VIA EMAIL TO CENTRALVALLEY.WYE@HSR.CA.GOV

THE COMMENT PERIOD FOR THE DRAFT SUPPLEMENTAL EIR/EIS IS FROM FRIDAY, MAY 3, 2019 TO THURSDAY, JUNE 20, 2019.
COMMENTS MUST BE RECEIVED ELECTRONICALLY, OR POSTMARKED ON OR BEFORE THURSDAY, JUNE 20, 2019.

Response to Submission 261 (Pat Fortin, June 5, 2019)

261-346

The comment of support for the project is noted. No further response is needed.

Submission 262 (Jeffrey Sterling, June 5, 2019)

Merced - Fresno 2014+; Central Valley Wye - RECORD #262 DETAIL	
Status :	Action Pending
Record Date :	6/26/2019
Submission Date :	6/5/2019
Interest As :	Public Hearing Participant
First Name :	Jeffrey
Last Name :	Sterling
Submission Content :	
Attachments :	CVY_PublicHearingComment_Sterling_060519.pdf (164 kb)

CALIFORNIA High-Speed Rail Authority

Central Valley Wye
Comment Card

NAME: Jeffrey D. Sterling DATE: 6-5-19

MEETING LOCATION: Chowchilla AFFILIATION: None

ADDRESS: 520 N. 7th St. EMAIL: PHONE: 559-930-4303

CITY: Chowchilla STATE: Ca. ZIP: 93610

WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST?*
(Check all that apply)
*NOTE: This does not substitute for formal request to receive legal notices.

- STATEWIDE
- CENTRAL VALLEY WYE

PLEASE SPECIFY WHICH CORRIDOR(S) YOUR COMMENT COVERS?*
(Check all that apply)

- SR 152 (NORTH) TO ROAD 11 WYE
- SR 152 (NORTH) TO ROAD 13 WYE
- SR 152 (NORTH) TO ROAD 19 WYE
- AVENUE 21 TO ROAD 13 WYE

262-347 I am still against the high speed rail and all of the proposed areas for the Wye. This project is costing way too much money and is already way over budget. This money could have been used to fix our highways, City & County roads, bridges that are in need of dire repair. Good farming land will be destroyed, homes will be torn down, people will have to look for another place to live. Businesses had to close down. These people lost their income! This money could have been used to ~~upgrade~~ upgrade & improve Amtrak!! This project is bad news for all of California!!!

PLEASE SUBMIT THIS COMMENT CARD IN THE COMMENT BOX AT THE REGISTRATION TABLE.
YOU MAY ALSO MAIL YOUR COMMENTS TO: CALIFORNIA HIGH-SPEED RAIL AUTHORITY,
C/O CIRCLEPOINT, 200 WEBSTER STREET , SUITE 200, OAKLAND CA 94607
OR SUBMIT YOUR COMMENTS AT WWW.HSR.CA.GOV OR VIA EMAIL TO CENTRALVALLEY.WYE@HSR.CA.GOV

THE COMMENT PERIOD FOR THE DRAFT SUPPLEMENTAL EIR/EIS IS FROM FRIDAY, MAY 3, 2019 TO THURSDAY, JUNE 20, 2019.
COMMENTS MUST BE RECEIVED ELECTRONICALLY, OR POSTMARKED ON OR BEFORE THURSDAY, JUNE 20, 2019.

Response to Submission 262 (Jeffrey Sterling, June 5, 2019)

262-347

The commenter expresses opposition to the HSR system and the Central Valley Wye Alternatives. Please refer to Standard Response General 1, Opposition to the HSR Project.

With respect to the commenter's concerns regarding displacement of residences and businesses, as described in Impact SO#3, Displacements and Relocations of Residences, on pages 3.12-45 through 3.12-48 of the Draft Supplemental EIR/EIS, the Authority is required to assist displaced residents with their relocation needs, in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act (SO-IAMF#2), which provides benefits to displaced individuals, assists them financially, and provides advisory services related to the relocation of their residences or businesses. Benefits are available to both owner occupants and tenants of either residential or business properties. Prior to any acquisition, the Authority would develop a relocation mitigation plan (SO-IAMF#3), in consultation with affected cities and counties, that would be tailored to the specific needs of the affected communities.

Submission 268 (Sheila Stocker, June 5, 2019)

Merced - Fresno 2014+; Central Valley Wye - RECORD #268 DETAIL	
Status :	Action Pending
Record Date :	6/26/2019
Submission Date :	6/5/2019
Interest As :	Public Meeting Participant
First Name :	Sheila
Last Name :	Stocker
Submission Content :	
Attachments :	CVY_PublicHearing_Speaker_Stocker_060519.pdf (35 kb) CVY_PublicHearing_SpeakerCard_Stocker_060519.pdf (68 kb)

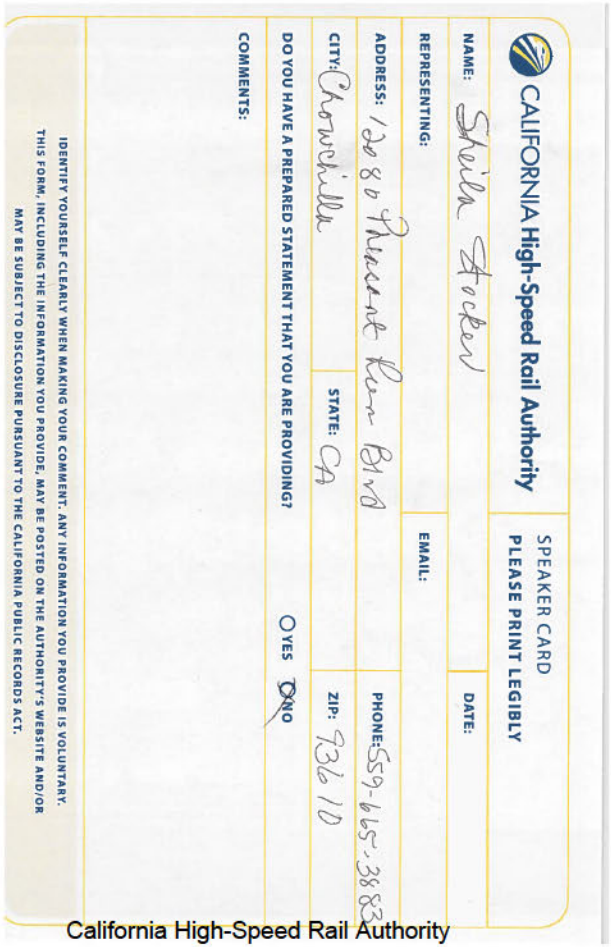
268-386

SHEILA STOCKER: I just have a couple of questions that I need some clarification on and maybe others out here do as well. We had public hearings like this a few years ago. Two or three, whenever it was, and we were told at that time by the person representing High-Speed Rail that the train would go by every six minutes, and he gave us a number for the decibel level it projected as it passed.

Someone in the audience at that time worked at an airport and said that decibel level was higher than jet planes' noise that they put out. We're out by the golf course in Green Hills and was told that would buzz every window in every house in our area.

Now, I was just talking to this nice young man back here that was giving me information. He said all of that wasn't true. So what is true? Is the decibel that high that it shatters windows in residential areas? Does it go by every six minutes? If that's the case, why in the world, if California insists on doing this to begin with, why would they put it right by a high residential area? It makes no sense when we have all of this countryside, although the farmers aren't going to like that either. It just doesn't make any sense to me.

Submission 268 (Sheila Stocker, June 5, 2019) - Continued



CALIFORNIA High-Speed Rail Authority

SPEAKER CARD

PLEASE PRINT LEGIBLY

NAME: Sheila Stocker

DATE:

REPRESENTING:

EMAIL:

ADDRESS: 1280 Pheasant Run Blvd

CITY: Chowchilla STATE: CA PHONE: 559-665-3883

ZIP: 93610

DO YOU HAVE A PREPARED STATEMENT THAT YOU ARE PROVIDING? ○ YES ⊗ NO

COMMENTS:

IDENTIFY YOURSELF CLEARLY WHEN MAKING YOUR COMMENT. ANY INFORMATION YOU PROVIDE IS VOLUNTARY. THIS FORM, INCLUDING THE INFORMATION YOU PROVIDE, MAY BE POSTED ON THE AUTHORITY'S WEBSITE AND/OR MAY BE SUBJECT TO DISCLOSURE PURSUANT TO THE CALIFORNIA PUBLIC RECORDS ACT.

Response to Submission 268 (Sheila Stocker, June 5, 2019)

268-386

Chapter 2 of the Draft Supplemental EIR/EIS, Section 2.4.1, describes a service plan concept for the horizon year of 2040. This involves the HSR line through the Central Valley having eight trains per hour per direction during peak periods and five trains per hour at other times.

During peak hours, each track would have a train traveling on it every 10 minutes. Noise effects from train passbys are described in Section 3.4, Impact NV#5, including moderate and severe noise impacts at residences. The level of noise from train passbys would diminish with distance. The noise from trains passing by at 50 feet from the centerline of the alignment would be between 85 and 95 A-weighted decibels (dBA), which would not shatter glass. Because the project's right-of-way would be more than 50 feet from the centerline, no residences would be closer than 50 feet, and no residences would be affected by noise that would be capable of shattering glass.

Submission 271 (Matt Harry, June 5, 2019)

Merced - Fresno 2014+; Central Valley Wye - RECORD #271 DETAIL	
Status :	Action Pending
Record Date :	6/26/2019
Submission Date :	6/5/2019
Interest As :	Public Hearing Participant
First Name :	Matt
Last Name :	Harry
Submission Content :	
Attachments :	CVY_PublicHearing_Speaker_Harry_060519.pdf (48 kb) CVY_PublicHearing_SpeakerCard_Harry_060519.pdf (72 kb)

MATT HARRY: Hi. How are you? My name is Matt Harry, and I live within about 500 feet of the preferred alternative, and quite a few concerns. I drive the Highway 99 corridor every single day into Fresno. I have watched the progress or lack thereof of the initial -- the construction package one, and it's -- progress has been pretty dismal, and I think you understand that. You've got some precedent that hasn't been favorable, a lot of money challenges, a lot of project challenges.

271-389

I'm an engineer by trait. I have worked around a railroad a lot in Northern California. I'm not unfamiliar with it. There are challenges, I understand. This project initially, wonderful idea. I do not disagree with it in principal. In its execution has been dismal, and what I'm afraid of, is the type of road closures, dirt piles, confusion, chaos, construction in Madera that I see. Road closures planned for a year, it's gone on for three years. I stopped by Road 27 project, and I don't see anybody working on it. I see a couple of cars parked there. I don't see anybody working. I don't see any sense of urgency to complete and make the commitments.

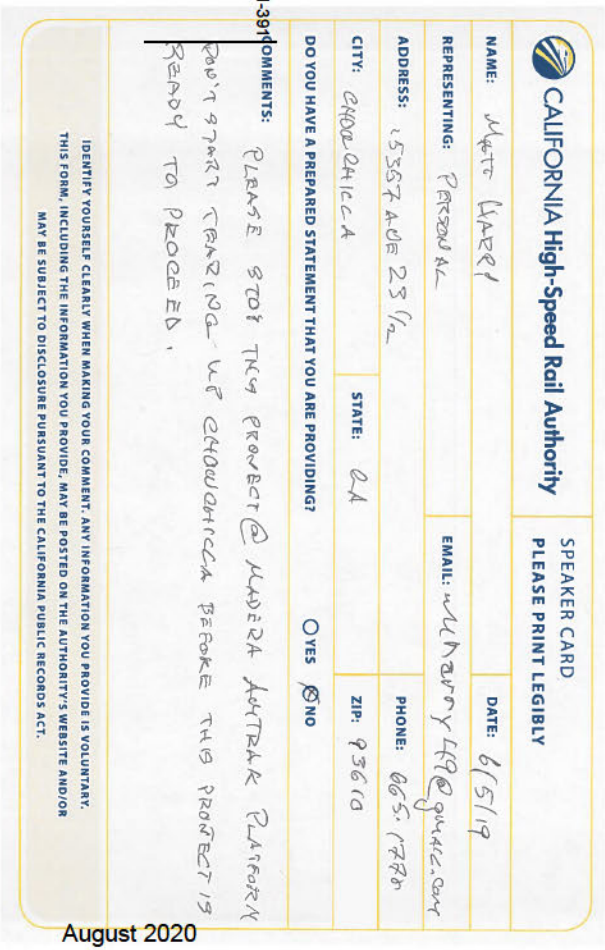
What I would hate to see is the Chowchilla WYE project initialized, broken ground, start moving things, and the same thing happen in our little town that is happening in Madera and in Fresno right now. It doesn't need to happen. You guys could save an awful lot of money by it right there until you're ready to go, until your way, until you have and identified the source of money to complete. You guys run out of money here, we're going to have closed roads and piles of dirt.

271-390

Along corridors from what I see, the preferred right-of-way isn't even along what I would consider transportation corridors. You're going out on the avenues and the roads out here where there is no railroad tracks, where there is no industrialization. You're going over guys' farms. What I see, I'm just really sorry the way these alternatives have come out. I live out in the rural country. I was raised around here. I went to the little schools around here, Chowchilla High School, class of '74, yea. What I see, I see a big hole right here, right here in the middle, and I know what's going on in there. The people that came to these meetings don't want this alignment going through their properties and their neighbors. Well, neither do we. Like I say, I don't disagree with the project in principal, but if you're going to do it, you've got to come on and do it. It's not happening in Madera. Road 27, three years it's been closed. I don't see anybody working on the project. So those are my concerns.

Thank you. Thanks for coming. Thanks for hearing us. Appreciate it. Thanks.

Submission 271 (Matt Harry, June 5, 2019) - Continued



CALIFORNIA High-Speed Rail Authority

SPEAKER CARD

PLEASE PRINT LEGIBLY

NAME: Matt Harry

DATE: 6/5/19

REPRESENTING: Personal

EMAIL: mharry119@gmail.com

ADDRESS: 15567 Ave 23 1/2

PHONE: 805.788

CITY: Chowchilla

STATE: CA

ZIP: 93610

DO YOU HAVE A PREPARED STATEMENT THAT YOU ARE PROVIDING? O YES ⊗ NO

271-391 COMMENTS: Please stop this project @ Madera Ave Track Platform don't start tearing up Chowchilla before this project is ready to proceed.

IDENTIFY YOURSELF CLEARLY WHEN MAKING YOUR COMMENT. ANY INFORMATION YOU PROVIDE IS VOLUNTARY. THIS FORM, INCLUDING THE INFORMATION YOU PROVIDE, MAY BE POSTED ON THE AUTHORITY'S WEBSITE AND/OR MAY BE SUBJECT TO DISCLOSURE PURSUANT TO THE CALIFORNIA PUBLIC RECORDS ACT.

Response to Submission 271 (Matt Harry, June 5, 2019)

271-389

As described in Chapter 2 of the Draft Supplemental EIR/EIS, Section 2.5.2, the Authority would advance design, acquire rights-of-way, and proceed with construction for the Central Valley Wye only upon securing the needed funding.

The Authority is committed to reducing the potential for interruptions for residences, businesses, schools, and emergency vehicles during construction. As required by TR-IAMF#1 and TR-IAMF#2, the project contractor would protect public roadways during construction and prepare a detailed Construction Transportation Plan, describing provisions for minimizing access disruptions for residents, businesses, delivery vehicles, and buses to the extent practicable.

271-390

The Authority has included, as a project objective for each project section within the statewide HSR system, to maximize the use of existing transportation corridors and rights-of-way to the extent feasible. As noted in the Draft Supplemental EIR/EIS, Sections 2.1.2.1 and 2.1.2.2, this objective has been particularly important for developing alternatives for the Central Valley Wye.

The Merced to Fresno Section Final EIR/EIS studied east–west alignments for the wye along Avenues 21 and 24, but did not study an east–west wye alignment along SR 152.

Following decisions by the Authority and the Federal Railroad Administration (FRA) in 2012 for portions of the Merced to Fresno Project Section outside the wye area, the agencies further evaluated the wye connection and engaged in additional outreach, leading to additional consideration of east–west and north–south alignments (refer to Figure 2-3 in the Draft Supplemental EIR/EIS).

The four alternatives carried forward for detailed study align with either SR 152 or Avenue 21 (east–west) and Road 11, Road 13, or Road 19 (north–south).

Please also refer to Standard Response CVY-Response-GENERAL-2: Alternatives Analysis and Selection for CVY.

271-391

Please refer to Standard Response CVY-Response-GENERAL-2: Alternatives Analysis and Selection for CVY.

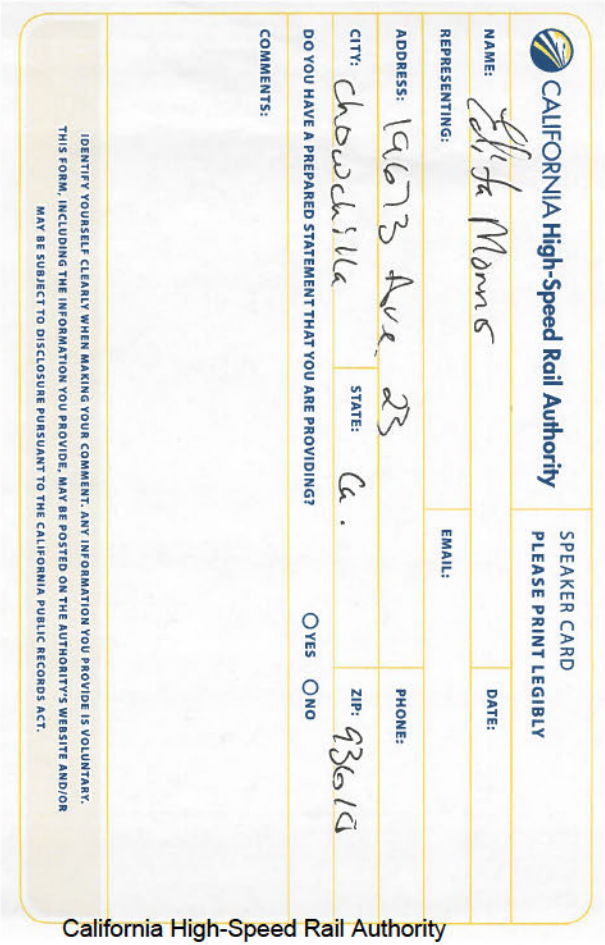
Submission 272 (Edita Moreno, June 5, 2019)

Merced - Fresno 2014+; Central Valley Wye - RECORD #272 DETAIL	
Status :	Action Pending
Record Date :	6/26/2019
Submission Date :	6/5/2019
Interest As :	Public Hearing Participant
First Name :	Edita
Last Name :	Moreno
Submission Content :	
Attachments :	CVY_PublicHearing_Speaker_Moreno_060519.pdf (37 kb) CVY_PublicHearing_SpeakerCard_Moreno_060519.pdf (62 kb)

272-392

EDITA MORENO: Hello. My name is Edita Moreno, and I am in three of the WYE. The reason I want to come up is I want to make sure my comment is clear, even though they have answered some other questions. We are the area Fairmead. It's a lower poverty area. It took us a lot of years to get our little ranch. We wanted to start a little business so we have animals. My biggest concern is trying to relocate, trying to keep our interest rate at the same level because the interest rate has gone up in the last four years. So that's important to us. How much time are they going to give us to relocate? I don't want to be rushed out of my place, trying to find another place with animals and my children. I want everything to be fair, you know? I want everything to be fair, that our feelings, our animals, I don't want to be chaotic. That's my biggest concern because for the last four years, we bought our property, we weren't told that, you know, there's a possibility of the train. They didn't disclose that to us. So we kind of jumped into a situation without even knowing. So it's been four years that I can't call this place our home. They took as many years to have. Now we are getting close to deciding and have to relocate. It's really fearful, you know? What's going to happen to the interest rate? What's going to happen to relocating because Fairmead is a lower poverty. So we were able to buy there. We are working in. It's no not that easy to get approved for something much higher in another area. So I want to make sure it's fair. Just because we're in the poverty line, we're not going to be thrown to the curb. That's important to us. Thank you.

Submission 272 (Edita Moreno, June 5, 2019) - Continued



CALIFORNIA High-Speed Rail Authority

SPEAKER CARD

PLEASE PRINT LEGIBLY

NAME: Edita Moreno

DATE:

REPRESENTING:

EMAIL:

ADDRESS: 19673 Ave 23

PHONE:

CITY: Chowchilla STATE: Ca. ZIP: 93610

DO YOU HAVE A PREPARED STATEMENT THAT YOU ARE PROVIDING? ○YES ○NO

COMMENTS:

IDENTIFY YOURSELF CLEARLY WHEN MAKING YOUR COMMENT. ANY INFORMATION YOU PROVIDE IS VOLUNTARY. THIS FORM, INCLUDING THE INFORMATION YOU PROVIDE, MAY BE POSTED ON THE AUTHORITY'S WEBSITE AND/OR MAY BE SUBJECT TO DISCLOSURE PURSUANT TO THE CALIFORNIA PUBLIC RECORDS ACT.

Response to Submission 272 (Edita Moreno, June 5, 2019)

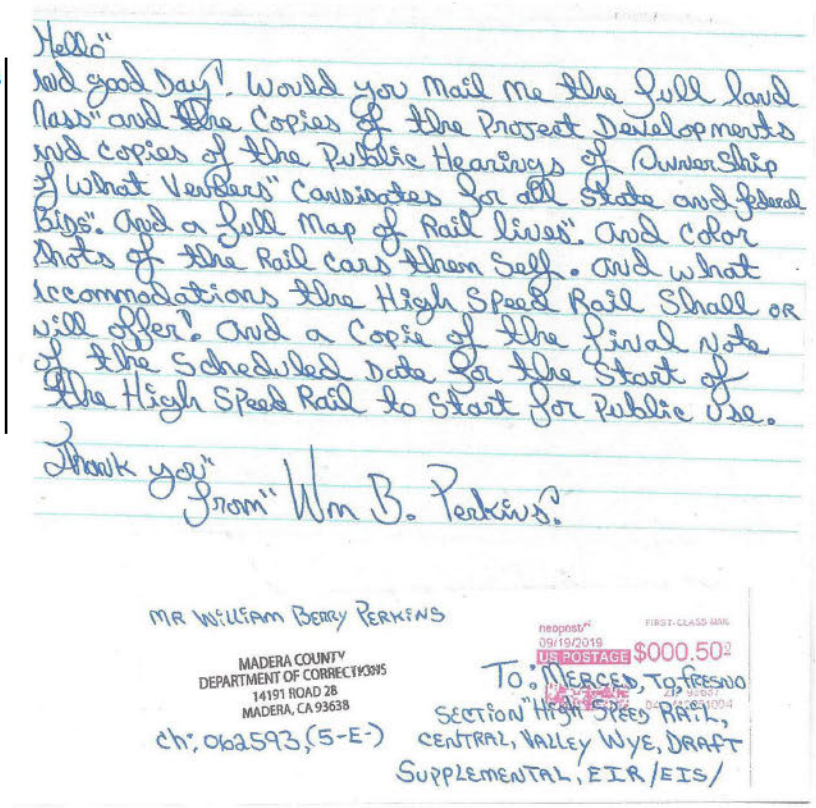
272-392

The Authority is committed to assisting individuals and businesses, including those in the community of Fairmead, with their relocation needs. As described in Impact SO#3, Displacements and Relocations of Residences, on pages 3.12-45 through 3.12-48 of the Draft Supplemental EIR/EIS, displaced home owners and/or tenants may be eligible to be relocated to replacement housing, in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act (SO-IAMF#2), which provides benefits to displaced individuals, assists them financially, and provides advisory services related to the relocation of their residences or businesses. Benefits are available to both owner occupants and tenants of either residential or business properties. Prior to any acquisition, the Authority would develop a relocation mitigation plan (SO-IAMF#3), in consultation with affected cities and counties, that would be tailored to the specific needs of the affected communities, including the community of Fairmead.

The Authority would conduct outreach meetings for residents, including low-income, minority, and sensitive populations within the community of Fairmead, to understand their special relocation needs, per the requirements set forth in SO-MM#1. The Authority would help displaced residents find suitable housing within the communities where they currently reside, if desired. The Authority would also work with residents of affected communities by conducting community workshops that support long-term neighborhood cohesion.

Submission 281 (William B. Perkins, Madera County Department of Corrections, September 19, 2019)

281-403



Hello"
Have a good Day". Would you mail me the full land Pass" and the Copies of the Project Developments and Copies of the Public Hearings of Ownership of what Verbers" Candidates for all State and Federal Bids". And a full Map of Rail lines". And Color Pots of the Rail cars them Self. and what Accommodations the High Speed Rail Shall or will offer? And a Copie of the final note of the Scheduled Date for the Start of the High Speed Rail to Start for Public Use.

Thank you"
From" Wm B. Perkins.

MR WILLIAM BERRY PERKINS
MADERA COUNTY
DEPARTMENT OF CORRECTIONS
14191 ROAD 28
MADERA, CA 93638
Ch: 062593, (5-E-)

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To: MERCED, To FRESNO
SECTION "HIGH SPEED RAIL,
CENTRAL, VALLEY WYE, DRAFT
SUPPLEMENTAL, EIR/EIS/

Response to Submission 281 (William B. Perkins, Madera County Department of Corrections, September 19, 2019)

281-403

The Authority responded to the request for additional information regarding the project in 2019 as well as the March 2020 request for information on the Revised Draft Supplemental EIR/Second Draft Supplemental EIS. The individual's remaining comments are noted and do not pertain to any of the conclusions in the Draft Supplemental EIR/EIS.

Submission 282 (Denise Stone, October 1, 2019)

Merced - Fresno 2014+; Central Valley Wye - RECORD #282 DETAIL

Status :	Action Pending
Record Date :	10/2/2019
Submission Date :	10/1/2019
Interest As :	Individual
First Name :	Denise
Last Name :	Stone

Submission Content :

282-404 We believe the least amount of impact to the community of Fairmead would be if the Avenue 21 to Road 13 wye were the chosen wye route.

Denise StoneJohn Allen
White Mammoth Ranch
22581 Road 20
Chowchilla, CA 93610

Response to Submission 282 (Denise Stone, October 1, 2019)

282-404

As described in Section 3.14, Impact AG#2, the Avenue 21 to Road 13 Wye Alternative would permanently convert 2,263 acres of Important Farmland, which is less than the amount converted under the SR 152 (North) to Road 19 Wye Alternative but more than the amount under the SR 152 (North) to Road 13 Alternative and the SR 152 (North) to Road 11 Wye Alternative. Please refer to Standard Response CVY-Response-GENERAL-2: Alternatives Analysis and Selection for CVY.

Submission 292 (Steve Massaro, October 29, 2019)

Merced - Fresno 2014+; Central Valley Wye - RECORD #292 DETAIL

Status :	Action Pending
Record Date :	10/29/2019
Submission Date :	10/29/2019
Interest As :	Individual
First Name :	Steve
Last Name :	Massaro
Submission Content :	

My name is Steve Massaro, my comments will focus mainly the Avenue 21 / Road 13 alignment.

292-549 Let me begin by stating that I have been involved in stakeholder and technical work groups dealing with High Speed Rail (HSR) for almost 10 years and have appreciated the working relationship of Director Diana Gomes. However, given that this projects scope has deviated from the intent of Prop. 1A, is overbudget, lacking adequate funding, behind schedule and plagued with mismanagement, I oppose its continuation at this time.

My comments on the Draft EIR follow below.

292-550 1. The Draft CEQA/NEPA document does not address the fact that the scope of the project has changed. Originally Phase 1 was to connect San Francisco to Los Angeles with a required travel time of 2 hours 40 minutes.
Governor Newsom made significant changes to the project. Scope of the work is limited at this time to an initial segment from Merced to Bakersfield. Given the fact that FRA is canceling any remaining funding and trains will not be high speed, why is that not addressed in this document? I believe CEQA/NEPA requires major changes in scope and funding be addressed in the document.

292-551 2. A major concern of mine with the Avenue 21 alignment is the closure of multiple private agricultural roads and passage ways. I will focus on portions of the alignment that affect my property but holds true along all alignments.
Civil Drawing CV-S1240-C shows the closure of all private and Chowchilla Water District roads that would cross the HSR track. I farm on both sides of the proposed track, closing these roads without any means of traversing the rail line would cause a logistical, transportation nightmare and hardship. If these closures hold true all agricultural equipment movement would be funneled to the Road 16 overcrossing. Road 16 is one of the heaviest traveled roads in this area, as it is a main thoroughfare that connects, Madera, Firebaugh and Chowchilla. This would raise the risk of a major traffic incidence especially during the very busy growing and harvest times. Agricultural access all along the Ave. 21 alignment need to be addressed and rectified with property owners!

292-552 3. Civil Drawings, CV-S1220-C, Shows the closure of Ave. 21 at the intersection of Road 15. This eliminates the connection to Road 16 which is a major connection point for local school districts home to school transportation programs. Avenue 21 is one of only two rural east/west avenues that have a continuous connection from Road 16 to Road 4. The Road 16 / Avenue 21 intersection should not be eliminated. The multiple closures on this alignment will cause a hardship especially to local schools.

4. Drawings CV-R1230-C & CV-R1231-C show a grade separated overcrossing that is approximately one mile in length. It was my understanding that HSR was supposed to try and lessen the impacts to agriculture, this

October 28, 2019

Draft Supplemental EIR/EIS for Merced to Fresno Wye
California High Speed Rail Authority
770 L Street, Suite 620 MS-1
Sacramento, CA 95841

Email: CentralValley.Wye@hsr.ca.gov

Comments to Draft Supplemental EIR/EIS

My name is Steve Massaro, my comments will focus mainly the Avenue 21 / Road 13 alignment.

Let me begin by stating that I have been involved in stakeholder and technical work groups dealing with High Speed Rail (HSR) for almost 10 years and have appreciated the working relationship of Director Diana Gomes. However, given that this projects scope has deviated from the intent of Prop. 1A, is overbudget, lacking adequate funding, behind schedule and plagued with mismanagement, I oppose its continuation at this time.

My comments on the Draft EIR follow below.

1. The Draft CEQA/NEPA document does not address the fact that the scope of the project has changed. Originally Phase 1 was to connect San Francisco to Los Angeles with a required travel time of 2 hours 40 minutes.
   Governor Newsom made significant changes to the project. Scope of the work is limited at this time to an initial segment from Merced to Bakersfield. Given the fact that FRA is canceling any remaining funding and trains will not be high speed, why is that not addressed in this document? I believe CEQA/NEPA requires major changes in scope and funding be addressed in the document.

2. A major concern of mine with the Avenue 21 alignment is the closure of multiple private agricultural roads and passage ways. I will focus on portions of the alignment that affect my property but holds true along all alignments.
   Civil Drawing CV-S1240-C shows the closure of all private and Chowchilla Water District roads that would cross the HSR track. I farm on both sides of the proposed track, closing these roads without any means of traversing the rail line would cause a logistical, transportation nightmare and hardship. If these closures hold true all agricultural equipment movement would be funneled to the Road 16 overcrossing. Road 16 is one of the heaviest traveled roads in this area, as it is a main thoroughfare that connects, Madera, Firebaugh and Chowchilla. This would raise the risk of a major traffic incidence especially during the very busy growing and harvest times. Agricultural access all along the Ave. 21 alignment need to be addressed and rectified with property owners!

Submission 292 (Steve Massaro, October 29, 2019) - Continued

3. Civil Drawings, CV-S1220-C, Shows the closure of Ave. 21 at the intersection of Road 15. This eliminates the connection to Road 16 which is a major connection point for local school districts home to school transportation programs. Avenue 21 is one of only two rural east/west avenues that have a continuous connection from Road 16 to Road 4. The Road 16 / Avenue 21 intersection should not be eliminated. The multiple closures on this alignment will cause a hardship especially to local schools.

292-553

4. Drawings CV-R1230-C & CV-R1231-C show a grade separated overcrossing that is approximately one mile in length. It was my understanding that HSR was supposed to try and lessen the impacts to agriculture, this overcrossing seems extremely excessive and destructive. I was told by a HSR engineer at a technical workshop that it had to be that large to meet ADA requirements. Come on! That is the epidemy of ridiculousness. There are overcrossings that currently span four lanes of Highway 152 that are half this size. Why use up so much land just to go over HSR track? Please justify.

292-554

5. As for the preferred alignment, Highway 152 / Road 11. There seems to be a lack of adequate grade separated "interchanges" along the Highway 152 corridor. Currently as shown in the Transportation Section 3.2; there is only one grade separated interchange between Highway 59 and Robertson Blvd that would allow access to Highway 152. This would funnel all vehicle traffic from connecting county roads to one access point at Road 9. I would hope that if this alternative is carried forward some sort of Highway access could be configured at the Road 4 overcrossing. Especially since Road 4 is a major thoroughfare with connection points to Ave. 21 and Ave. 18 ½ as well as the Alview Dairyland School.

Thank you,

Steve Massaro

Steve Massaro
20754 Road 16
Chowchilla, CA 93610

Response to Submission 292 (Steve Massaro, October 29, 2019)

292-549

Please refer to the response to submission MF2-253, comment 322.

292-550

Please refer to the response to submission MF2-253, comment 323.

292-551

Please refer to the response to submission MF2-253, comment 324.

292-552

Please refer to the response to submission MF2-253, comment 325.

292-553

Please refer to the response to submission MF2-253, comment 326.

292-554

Please refer to the response to submission MF2-253, comment 327.

Submission 309 (William Berry Perkins, Madera County Department of Corrections, March 17, 2020)

309-850

3-11-2020

Hello
And good Day!. I am Mr William Berry Perkins. And Would Most Thankful if you Would Mail Me the full Information of the High Speed Rail Authority, Second Draft Supplemental, EIR/EIS/ of all. the Venders the Resources, and the "Time Analysis" of When" and What Date will the California High Speed Rail Authority Be Ready for Public Use. And all Information of the Newest Memorandums" and all the Resources" will the High Speed Rail Authority offer on the trains it self. And a full Color Photos" of all the Workers on Building Step By Step" Plans". and all the land Availability to Build Such a Mass Project of this Size. also What Impact will this have On the Environment and the "Biological" Reports of this Second Draft from all the California High Speed Rails Authority time lines" to the full Cost to the Starting Dates for Public Use.

Thank you
for your time and all your Help
On this California High Speed Rail
Authority Second Draft. Wm B. Perkins

MR WILLIAM BERRY PERKINS
MADERA COUNTY
DEPARTMENT OF CORRECTIONS
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95814

Response to Submission 309 (William Berry Perkins, Madera County Department of Corrections, March 17, 2020)

309-850

The comment does not pertain to any specific environmental issue raised in the Revised Draft Supplemental EIR/Second Draft Supplemental EIS. The Authority notes the information requests included in the comment and provided copies of relevant Central Valley Wye section and Authority documents.

Submission 316 (Trudie Nieuwkoop, April 27, 2020)

Merced - Fresno 2014+; Central Valley Wye - RECORD #316 DETAIL

Status :	Action Pending
Record Date :	4/27/2020
Submission Date :	4/27/2020
Interest As :	Individual
First Name :	Trudie
Last Name :	Nieuwkoop
Submission Content :	

[-]-------- Forwarded message --------
From: Trudie Nieuwkoop <trudienieuwkoop@gmail.com>
Date: Fri, Apr 24, 2020 at 10:54 AM
Subject: Merced to Fresno Section/Public Comment
To: <CentraValley.Why@hsr.ca.gov>

To: Merced to Fresno Section,

316-860 I am a citizen in the way of HSR on Hwy. 152 in Chowchilla, CA. I am against HSR all together and would love to see the project NOT happen. We are a family, business owner and land owner in the way of HSR on Hwy. 152. This project is costing the tax payer billions of dollars to construct and does not benefit the the Valley at all. Very few riders ride Amtrac at this time what makes you think that people of the Valley will ride this rail? The only ones benefiting from this project are people from the big cities which Chowchilla, CA. is not. You will be taking our

316-861 family home, family business and family property. Lets save the crotch

316-862 bumble bee and every other species that will be effected by HSR. Another concern of mine is the pollution that HSR will be making and causing more people with asthma to suffer even more because of the pollution that HSR will produce. THINK AGAIN FOLKS. Sincerely, The Nieuwkoop Family

Response to Submission 316 (Trudie Nieuwkoop, April 27, 2020)

316-860

While this comment is not related to the analysis of the Crotch bumble bee in the Revised Draft Supplemental EIR/Second Draft Supplemental EIS, the Authority appreciates all comments and is responding in full here.

The commenter's opposition to the project is noted. The Authority has worked to minimize the total acreage and number of residences it needs to purchase in order to have sufficient right-of-way. Throughout the alternatives development process and most recently in the identification of the Preferred Alternative (refer to Chapter 8) the Authority has considered the number of residential property acquisitions as a key criterion, consistently seeking to keep the number of residences acquired to an absolute minimum. Please also refer to Standard Response CVY-Response-GENERAL-1: Oppose HSR Project.

In addition, please refer to Standard Response CVY-Response-General-2: Alternatives Analysis and Selection for CVY. This response includes a discussion of why the Authority selected an alignment to parallel State Route 99 instead of Interstate 5, noting that the SR 99 routing would provide opportunities for stations to better serve people in the many cities along that corridor, versus the I-5 corridor, which is relatively far less populated. The stations closest to Chowchilla will be located in Merced and Fresno.

The assertions regarding the performance of existing passenger rail lines are noteworthy. According to the California State Rail Plan (2018), Amtrak's San Joaquin line, with 1.1 million annual passengers in 2016, was for that year the nation's seventh most-popular Amtrak route (highest number of passengers).

316-861

As set forth in Section 3.7 of the Revised Draft Supplemental EIR/Second Draft Supplemental EIS, the Wye alignment alternatives would traverse areas known or likely to contain the Crotch bumble bee. This section properly discloses known background information, assesses the prospective impacts of the different alternatives, and provides mitigation measures to avoid, minimize, or compensate for potential effects on that species. As summarized in Table 3.7-19, all project-related effects on all biological resources, including other protected species, can be reduced to a less-than-significant level (under CEQA).

316-862

While this comment is not related to the analysis of the Crotch bumble bee in the Revised Draft Supplemental EIR/Second Draft Supplemental EIS, the Authority appreciates all comments and is responding in full here.

As described in Chapter 2, Alternatives, high speed trains would be powered by electricity. Consequently, as described further in Section 3.3, Air Quality, long-term operations of high-speed rail would be expected to substantially reduce regional pollution as trips would shift from automobile and other modes to electric-powered trains.

Section 3.3, Air Quality, also assesses the potential for construction of high-speed rail to result in temporary emissions, which could create or exacerbate human health effects. As summarized in Table 3.3-32, all construction-period air quality effects can be reduced to a less-than-significant level under CEQA. Please also note that between the Draft Supplemental EIR/EIS and the Final Supplemental EIR/EIS, the Authority provided additional language in Section 3.3 (in particular, Section 3.3.4.5) to describe in more clear, plain language how air quality impacts of a project can have human health effects.