

California High Speed Train Merced to Fresno Section Final EIR/EIS

Errata Sheet: Volume IV

The errata listed below are herewith corrected in Volume IV of the Final Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) for the Merced to Fresno section of the California High-Speed Train System.

The following errors are herewith corrected (note corrected text in underline and strikethrough).

Table 1
 Errata in Final EIR/EIS, Volume IV

Reference	Current Volume IV Text	Updated Volume IV Text (changes to text are underlined or noted)	Reason for Update
Chapter 15, Introduction			
Page 15-1 Section 15.1	As part of the public review process for the August 2011 Draft EIR/EIS, the Authority and FRA received approximately 900 written comment letters and verbal comments at public hearings containing approximately 2,000 individual comments on the Draft EIR/EIS and on the proposed project generally.	As part of the public review process for the August 2011 Draft EIR/EIS, the Authority and FRA received approximately <u>700</u> written comment letters and verbal comments at public hearings containing approximately 2,000 individual comments on the Draft EIR/EIS and on the proposed project generally.	Text correction

Errata Sheet: Table of Contents Corrections

The page numbers for the following entries were incorrectly reported in Volume IV. The corrected page numbers are produced below.

Table 2
 Corrected Table of Contents for Volume IV

Chapter 16. Standard Responses		
MF-Response-TRAFFIC-3	Freeway Congestion	16-47
MF-Response-AQ-3	General Environmental Concern	16-50
MF-Response-AQ-5	Induced Growth Impacts	16-50
MF-Response-NOISE-2	Schools	16-52

Chapter 18 – State Agency Comments		
Agency	Submission Number	Page Number
California State Senate	371	18-27
California State Senate	554	18-29
California State Senator, 12th District	482	18-31
Central Valley Flood Protection Board	726	18-33
Department of Transportation - Caltrans, Division of Design	721	18-37
Native American Heritage Commission	282	18-48
State of California Department of Transportation	775	18-53

Chapter 19 – Local Agency Comments		
Agency	Submission Number	Page Number
City of Fresno	705	19-123
City of Fresno, Development and Resource Management Department	1107	19-126
City of Gilroy	549	19-132
City of Madera	582	19-135
City of Merced	590	19-158
City of Merced	301	19-168
East Merced Resource Conservation District	178	19-170
Fresno Irrigation District	708	19-172
Fresno City and County Historical Society (Atty. for), Baker Manock & Jensen PC	704	19-194

Chapter 19 – Local Agency Comments		
Agency	Submission Number	Page Number
Fresno County Board of Supervisors	388	19-198
Fresno Metropolitan Flood Control District	771	19-200
Fresno Unified School District	664	19-221
Golden Empire Transit District	245	19-224
Golden Empire Transit District	557	19-226
Kern Council of Governments	725	19-228
Kern County Board of Supervisors	248	19-235
King County Farm Bureau	465	19-237
Kings County Farm Bureau	850	19-239
Kings County Water District	647	19-241
Le Grand Union High School District	581	19-244
Le Grand Union High School District	263	19-247
Lower San Joaquin Levee District	362	19-250
Madera County	605	19-252
Madera County Board of Supervisors	268	19-267
Madera County Economic Development Commission	827	19-269
Madera Irrigation District	601	19-271
Merced County	380	19-274
Merced County	772	19-277
Merced County Association of Governments	735	19-292
Merced County Board of Supervisors	244	19-294
Merced County Department of Agriculture	729	19-296
Merced Irrigation District	662	19-298
Merced Union High School District	468	19-303
Plainsburg Union Elementary School District	822	19-305
Plainsburg Union Elementary School District	284	19-307
Planada Community Services District Board of Directors	698	19-311
San Joaquin Valley Air Pollution Control District	587	19-316
Stanislaus County Environmental Review Committee	553	19-320

Chapter 31 – Local Agency Comments Received After the Close of the Comment Period

Agency	Submission Number	Page Number
Alview-Dairyland Union School District	1090	31-1
City of Chowchilla	1100	31-3
City of Livingston	870	31-7
City of Riverbank	1135	31-9
Fresno County Economic Opportunities Commission	1149	n/a
Madera Unified School District	867	31-11
Transbay Joint Powers Authority	950	31-16

Note: "n/a" indicates that the comment is not provided in Volume 4 of the Merced to Fresno Section Final EIR/EIS because the letter was for informational purposes only.

Chapter 32 – Statewide Comments

Last Name	First Name	Organization	Submission Number	Page Number
Breckenridge	Judith		475	32-9
Candy MD	Jon W		396	32-11
Candy, MD	Jon W		572	32-13
Clifford	James	GDF	410	32-15
Dean	Whitting		549	32-17
Dickman	C		645	32-19
Dolan	Daniel	Western States Title Services	661	32-21
Friedmann	Yon	ET3 Aqua = Terra Transportation and Infrastructure System	316	32-25

Errata Sheet: Submission Corrections

The following submissions and responses were inadvertently not produced in Volume IV. They are attached to this errata document. Some submissions were duplicates of form letters and only the original copy of the form letter was reproduced in this document. The total number of form letters represented in this errata are disclosed in Table 3.

Table 3
 Total Form Letters Received for Volume IV Errata Submissions

Total Form Letters Received			
Business or Organization	Submission Number	Type 1 Letters	Type 2 Letters
Madera Friends of HSR	988	n/a	50
Madera Friends of HSR	989	n/a	50
Madera Friends of HSR	990	n/a	50
Madera Friends of HSR	991	n/a	50
Madera Friends of HSR	992	n/a	50
Madera Friends of HSR	993	n/a	27
Madera Friends of HSR	995	75	n/a
Madera Friends of HSR	996	75	n/a
Madera Friends of HSR	997	75	n/a
Madera Friends of HSR	998	75	n/a
Madera Friends of HSR	999	75	n/a
Madera Friends of HSR	1000	75	n/a
Madera Friends of HSR	1001	75	n/a
Madera Friends of HSR	1002	61	n/a
	Total	586	277

Chapter 20 – Business and Organization Comments		
Business or Organization	Submission Number	Page Number
Kelsey Ranch	816	20-971
Madera Friends of HSR	988	20-973
Madera Friends of HSR	989	20-975
Madera Friends of HSR	990	20-977
Madera Friends of HSR	991	20-979
Madera Friends of HSR	992	20-981
Madera Friends of HSR	993	20-983
Madera Friends of HSR	995	20-985

Chapter 20 – Business and Organization Comments		
Business or Organization	Submission Number	Page Number
Madera Friends of HSR	996	20-987
Madera Friends of HSR	997	20-989
Madera Friends of HSR	998	20-991
Madera Friends of HSR	999	20-993
Madera Friends of HSR	1000	20-995
Madera Friends of HSR	1001	20-997
Madera Friends of HSR	1002	20-999

Chapter 21 – Individual Comments by Last Name A-C			
Last Name	First Name	Submission Number	Page Number
Abbe	Jenny	48	21-127
Biggers	David	574	21-129
Cederquist	Wayne	114	21-131

Chapter 26 – Individual Comments by Last Name S-U			
Last Name	First Name	Submission Number	Page Number
Tessa	Sue	93	26-129
Unknown	Unknown	174	26-131

Chapter 27 – Individual Comments by Last Name V-Y			
Last Name	First Name	Submission Number	Page Number
Yergat	Kirk	475	27-52
Zaya	Donald	547	27-54

Chapter 28 - Public Meeting Comments, 8/23/2011				
Fairmead Public Information Meeting				
Last Name	First Name	Organization	Submission Number	Page Number
Ahmed	Waseem		133	28-657

King	Royce		127	28-659
Miller	Carmen		118	28-661

Chapter 28 - Public Meeting Comments, 8/24/2011				
Le Grand Public Information Meetings				
Last Name	First Name	Organization	Submission Number	Page Number
Bianchi	Monica		144	28-663
Frias	Irma		140	28-666
Runyon	Barry	Azteca Milling	136	28-668

Chapter 28 - Public Meeting Comments, 8/25/2011			
Chowchilla Public Information Meeting			
Last Name	First Name	Submission Number	Page Number
Blech	Duane	150	28-672

Chapter 28 - Public Hearing Comments, 9/14/2011				
Merced Public Hearing				
Last Name	First Name	Organization	Submission Number	Page Number
Hays	Evelyn		266	28-674
Heinrichs	David		299	28-676
Martinez	Daniel		535	28-678
Thornsen	Ashley		536	28-681

Chapter 28 - Public Hearing Comments, 9/15/2011				
Madera Public Hearing				
Last Name	First Name	Organization	Submission Number	Page Number
Balbas	Dan		339	28-683
Urena	Juan		345	28-685

Response to Submission 816 (Henry G. Kelsey, Kelsey Ranch, October 13, 2011)

816-1

See MF-Response-GENERAL-11.

816-2

See MF-Response-AGRICULTURE-1.

816-3

See MF-Response-AGRICULTURE-2.

816-4

See MF-Response-NOISE-5.

816-5

See MF-Response-AGRICULTURE-4.

816-6

See MF-Response-AGRICULTURE-5.

816-7

See MF-Response-BIO-2.

816-8

See MF-Response-SOCIAL-2.

816-9

See MF-Response-AGRICULTURE-1 and MF-Response-AGRICULTURE-2.

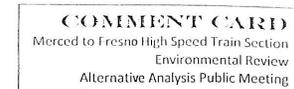
816-10

See MF-Response-GENERAL-18.

Submission 988 (Madera Friends of HSR Form Letter, Type 2, part 2 of 7, Madera Friends of HSR, October 13, 2011)



Name: Maria Maclovio Organization: _____
Address: 798 1/2 S "D" St Phone: 559-664-1385
Madera CA 93638 Email: _____



Name: Alexander Davila Organization: _____
Address: 1050 Monterey Street Phone: (562)457-7284
Madera CA 93637 Email: alexccc123@aol.com

988-1

The A2 Alignment adjacent the UPRR is the best alternative for Madera.

The High Speed Rail offers a huge opportunity for our community. It will offer mass transit to and from our area that will inevitably stimulate economic growth. Located in the heart of California, our community is primed for new business and the economic diversification that High Speed Rail could stimulate. It is time that we get on board.

The A2 Alignment along the UPRR through the City of Madera protects our most precious resource, our farm land. Madera's *Vision 2025* plan prioritizes the preservation of our Ag land and the necessity to eliminate blight through new development. The A2 will help eliminate blight through the greater Madera area and improve the landscape of our downtown. The A2 Alignment goes along way in helping us achieve the goals of Madera's *Vision 2025* plan.

Finally, the A2 Alignment gives us the best chance of landing the Heavy Maintenance Facility in our community. We need jobs! With unemployment hovering between 18 and 22%, the HMF will bring thousands of good paying, permanent jobs. Is there another project that would provide the much needed economic boost that our community and our leaders have been clamoring for?

As a citizen of Madera, I support the A2 Alignment for my community and for High Speed Rail.

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As a citizen of Madera, I support the A2 Alignment for my community and for High Speed Rail.

Response to Submission 988 (Madera Friends of HSR Form Letter, Type 2, part 2 of 7, Madera Friends of HSR, October 13, 2011)

988-1

See MF-Response-GENERAL-10.

Submission 989 (Madera Friends of HSR Form Letter, Type 2, part 3 of 7, Madera Friends of HSR, October 13, 2011)



Name: Kari Barrage Organization: _____
Address: 1954 Fillmore Phone: 232-5765
Madera CA 93637 Email: _____



Name: Crystal Murray Organization: _____
Address: 817 St St Apt 17 Phone: 559.514.4894
Madera CA 93638 Email: murray-crystal@yahoo.com

989-1

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As a citizen of Madera, I support the A2 Alignment for my community and for High Speed Rail.

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Response to Submission 989 (Madera Friends of HSR Form Letter, Type 2, part 3 of 7, Madera Friends of HSR, October 13, 2011)

989-1

See MF-Response-GENERAL-10.

Submission 990 (Madera Friends of HSR Form Letter, Type 2, part 4 of 7, Madera Friends of HSR, October 13, 2011)



Name: Darrell A Miller Organization: self
Address: 608 South D Phone: (559) 718:6937
Madera CA 93638 Email: _____



Name: Jose Rodriguez Organization: _____
Address: 862 Kwi St Phone: (559) 664-8584
Madera CA Madera, CA Email: Scorpion9659@yahoo.com

990-1

The A2 Alignment adjacent the UPRR is the best alternative for Madera.

The High Speed Rail offers a huge opportunity for our community. It will offer mass transit to and from our area that will inevitably stimulate economic growth. Located in the heart of California, our community is primed for new business and the economic diversification that High Speed Rail could stimulate. It is time that we get on board.

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As a citizen of Madera, I support the A2 Alignment for my community and for High Speed Rail.

Darrell Miller

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As a citizen of Madera, I support the A2 Alignment for my community and for High Speed Rail.

Jose Rodriguez

Response to Submission 990 (Madera Friends of HSR Form Letter, Type 2, part 4 of 7, Madera Friends of HSR, October 13, 2011)

990-1

See MF-Response-GENERAL-10.

Submission 991 (Madera Friends of HSR Form Letter, Type 2, part 5 of 7, Madera Friends of HSR, October 13, 2011)



Name: Blake Sprasen Organization: _____
Address: 475 William Ct. Phone: 551-977-9625
Madera CA 93637 Email: _____



Name: Jordan Burns Organization: _____
Address: 801 N Gateway Phone: _____
Madera CA 93637 Email: _____

991-1

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Response to Submission 991 (Madera Friends of HSR Form Letter, Type 2, part 5 of 7, Madera Friends of HSR, October 13, 2011)

991-1

See MF-Response-GENERAL-10.

Submission 992 (Madera Friends of HSR Form Letter, Type 2, part 6 of 7, Madera Friends of HSR, October 13, 2011)



Name: Kashinder Bano Organization: Super 7 Food Mart
Address: 300 S Madera Phone: 579-664-1313
Madera CA 93637 Email: _____



Name: Mirnela Sierra Organization: none
Address: 512 south B st Phone: _____
Madera CA 93638 Email: mirnelasierra1@gmail.com

992-1

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As a citizen of Madera, I support the A2 Alignment for my community and for High Speed Rail.

Response to Submission 992 (Madera Friends of HSR Form Letter, Type 2, part 6 of 7, Madera Friends of HSR, October 13, 2011)

992-1

See MF-Response-GENERAL-10.

Submission 993 (Madera Friends of HSR Form Letter, Type 2, part 7 of 7, Madera Friends of HSR, October 13, 2011)



Name: Richard Gonzalez Organization: _____
Address: 220 E. Adell St Phone: _____
Madera CA _____ Email: _____



Name: David Singh Organization: _____
Address: 12 Broad Phone: 505 20 62
Madera CA _____ Email: _____

993-1

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As a citizen of Madera, I support the A2 Alignment for my community and for High Speed Rail.

Response to Submission 993 (Madera Friends of HSR Form Letter, Type 2, part 7 of 7, Madera Friends of HSR, October 13, 2011)

993-1

See MF-Response-GENERAL-10.

Submission 995 (Madera Friends of HSR Form Letter, Type 1, part 2, Madera Friends of HSR, October 13, 2011)



Name: Michael Melvin Organization: _____
Address: 625 Madera Phone: 662-8945
Madera CA 93637 Email: _____



Name: Flavio Ramos Organization: _____
Address: 2236 Tozer Phone: 674-2290
Madera CA 93638 Email: _____

995-1

I support the A2 alignment through the City of Madera.
A2 is the CHSRA preferred alignment.
A2 provides us with the best opportunity for the HMF which would bring jobs.
A2 protects our farm land.
A2 brings the future through Madera and will have a positive impact in our landscape.
A2 will improve the landscape of downtown Madera.
A2 will eliminate blight.

I want A2

I support the A2 alignment through the City of Madera.
A2 is the CHSRA preferred alignment.
A2 provides us with the best opportunity for the HMF which would bring jobs.
A2 protects our farm land.
A2 brings the future through Madera and will have a positive impact in our landscape.
A2 will improve the landscape of downtown Madera.
A2 will eliminate blight.

I want A2

Response to Submission 995 (Madera Friends of HSR Form Letter, Type 1, part 2, Madera Friends of HSR, October 13, 2011)

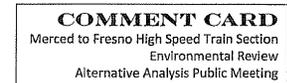
995-1

See MF-Response-GENERAL-10.

Submission 996 (Madera Friends of HSR Form Letter, Type 1, part 3, Madera Friends of HSR, October 13, 2011)



Name: Simone Winters Organization: _____
Address: _____ Phone: 559-478-2445
Madera CA _____ Email: Simone.winters@photos.com



Name: TRENOR WHITE Organization: _____
Address: 705 W PEARL AVE Phone: _____
Madera CA _____ Email: FriendWhite@photos.com

996-1

I support the A2 alignment through the City of Madera.
A2 is the CHSRA preferred alignment.
A2 provides us with the best opportunity for the HMF which would bring jobs.
A2 protects our farm land.
A2 brings the future through Madera and will have a positive impact in our landscape.
A2 will improve the landscape of downtown Madera.
A2 will eliminate blight.

I want A2

I support the A2 alignment through the City of Madera.
A2 is the CHSRA preferred alignment.
A2 provides us with the best opportunity for the HMF which would bring jobs.
A2 protects our farm land.
A2 brings the future through Madera and will have a positive impact in our landscape.
A2 will improve the landscape of downtown Madera.
A2 will eliminate blight.

I want A2

Response to Submission 996 (Madera Friends of HSR Form Letter, Type 1, part 3, Madera Friends of HSR, October 13, 2011)

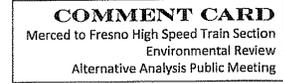
996-1

See MF-Response-GENERAL-10.

Submission 997 (Madera Friends of HSR Form Letter, Type 1, part 4, Madera Friends of HSR, October 13, 2011)



Name: [Signature] Organization: [Signature]
Address: 325 Washlake St Phone: (509) 706-1885
Madera CA 93638 Email: adellene@hatna1.com



Name: Gabby Sosa Organization: Student
Address: 1101 Merced Street Phone: 559-940-4730
Madera CA 93638 Email: Bresosa14@gmail.com

997-1

I support the A2 alignment through the City of Madera.
A2 is the CHSRA preferred alignment.
A2 provides us with the best opportunity for the HMF which would bring jobs.
A2 protects our farm land.
A2 brings the future through Madera and will have a positive impact in our landscape.
A2 will improve the landscape of downtown Madera.
A2 will eliminate blight.

I want A2

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A2 will eliminate blight.

I want A2

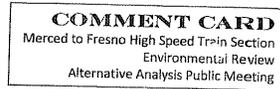
Response to Submission 997 (Madera Friends of HSR Form Letter, Type 1, part 4, Madera Friends of HSR, October 13, 2011)

997-1

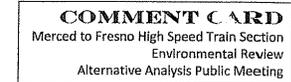
See MF-Response-GENERAL-10.

Submission 998 (Madera Friends of HSR Form Letter, Type 1, part 5, Madera Friends of HSR, October 13, 2011)

197



Name: Carlos Bernader Organization: Student
Address: 7147 winter way Phone: (569) 6747027
Madera CA 93637 Email: C.Bernader.love@gmail



Name: TONY RAMIREZ Organization: PRIVATE
Address: PO BOX 1267 Phone: 363-8232
Madera CA 93639 Email: _____

998-1

I support the A2 alignment through the City of Madera.
A2 is the CHSRA preferred alignment.
A2 provides us with the best opportunity for the HMF which would bring jobs.
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I want A2

Response to Submission 998 (Madera Friends of HSR Form Letter, Type 1, part 5, Madera Friends of HSR, October 13, 2011)

998-1

See MF-Response-GENERAL-10.

Submission 999 (Madera Friends of HSR Form Letter, Type 1, part 6, Madera Friends of HSR, October 13, 2011)



Name: Edoardo Lopez Organization: _____
Address: 2393 Grape wood st Phone: (408) 8401185
Madera CA 93637 Email: _____

999-1

I support the A2 alignment through the City of Madera.
A2 is the CHSRA preferred alignment.
A2 provides us with the best opportunity for the HMF which would bring jobs.
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A2 brings the future through Madera and will have a positive impact in our landscape.
A2 will improve the landscape of downtown Madera.
A2 will eliminate blight.

I want A2



Name: Manuel Acevedo Organization: _____
Address: 1602 Josephine st. Phone: (559) 871-0220
Madera CA 93638 Email: _____

I support the A2 alignment through the City of Madera.
A2 is the CHSRA preferred alignment.
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I want A2

Response to Submission 999 (Madera Friends of HSR Form Letter, Type 1, part 6, Madera Friends of HSR, October 13, 2011)

999-1

See MF-Response-GENERAL-10.

Submission 1000 (Madera Friends of HSR Form Letter, Type 1, part 7, Madera Friends of HSR, October 13, 2011)



Name: Davene Munoz Organization: MSHS
Address: 765 W. Pecan Phone: 675-4450 X1301
Madera CA 93637 Email: munoz-da@madera.k12.ca.us



Name: Deanna Vasquez Organization: Student/Parent
Address: 534 Fairview Av Phone: (559) 975-6626
Madera CA 93638 Email: N/A

1000-1

I support the A2 alignment through the City of Madera.
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I want A2

Response to Submission 1000 (Madera Friends of HSR Form Letter, Type 1, part 7, Madera Friends of HSR, October 13, 2011)

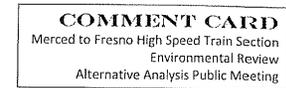
1000-1

See MF-Response-GENERAL-10.

Submission 1001 (Madera Friends of HSR Form Letter, Type 1, part 8, Madera Friends of HSR, October 13, 2011)



Name: Luis Pinebo Organization: _____
Address: _____ Phone: 559 718-0493
Madera CA _____ Email: Luis_P69@yahoo.com



Name: Tiana Moranez Organization: Student
Address: 25711 Rexford dr Phone: 660 4-8605
Madera CA 93638 Email: Tatiana-dou@yahoo.com

1001-1

I support the A2 alignment through the City of Madera.
A2 is the CHSRA preferred alignment.
A2 provides us with the best opportunity for the HMF which would bring jobs.
A2 protects our farm land.
A2 brings the future through Madera and will have a positive impact in our landscape.
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A2 will eliminate blight.

I want A2

Luis pinebo

I support the A2 alignment through the City of Madera.
A2 is the CHSRA preferred alignment.
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I want A2

Response to Submission 1001 (Madera Friends of HSR Form Letter, Type 1, part 8, Madera Friends of HSR, October 13, 2011)

1001-1

See MF-Response-GENERAL-10.

Submission 1002 (Madera Friends of HSR Form Letter, Type 1, part 9, Madera Friends of HSR, October 13, 2011)



Name: E. Alberto Ortiz Organization: _____
Address: 1908 Westsmith Way Phone: (559) 673-07-92
Madera CA 93638 Email: _____



Name: Natanael Velazquez Organization: _____
Address: 27289 Perkins Rd Phone: 559 232 9724
Madera CA 93637 Email: velazquez.natanael@yahoo.com

1002-1

I support the A2 alignment through the City of Madera.
A2 is the CHSRA preferred alignment.
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I want A2

Response to Submission 1002 (Madera Friends of HSR Form Letter, Type 1, part 9, Madera Friends of HSR, October 13, 2011)

1002-1

See MF-Response-GENERAL-10.

Submission 48 (Jenny Abbe, August 22, 2011)

Draft 2012 Business Plan - RECORD #48 DETAIL

Status : Follow-up (changes in final)
Record Date : 8/22/2011
Response Requested :
Stakeholder Type : CA Resident
Submission Date : 8/22/2011
Submission Method : Website
First Name : Jenny
Last Name : Abbe
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Redding
State : CA
Zip Code : 96002
Telephone : 5302091857
Email : jennyabbe@gmail.com
Cell Phone :
Add to Mailing List : No
Stakeholder Comments/Issues : I support the Merced-Fresno portion of the high speed rail link. My great-grandparents lived in Fresno, and worked for the railroad. They relied on rail transport for all their travel, including from Los Angeles to Lake Tahoe each summer starting at the turn of the last century. In return for some admitted inconvenience today to a relatively small swath of homeowners, farmers and businesses, millions will benefit in the future. By failing to find solutions now, the costs to society will grow exponentially. Please don't allow the U.S. to fall further behind in new technology. Approval of this EIR will ultimately help to roll back the environmental damage our combustion car culture has wrought, and provide business, consumers and families a safe and direct travel mode. We look forward to our first trip on California's High-Speed Rail.

48-1

Response to Submission 48 (Jenny Abbe, August 22, 2011)

48-1

See MF-Response-GENERAL-9.

Submission 574 (David Biggers, October 12, 2011)

Merced - Fresno - RECORD #574 DETAIL

Status : No Action Required

Record Date : 10/12/2011

Response Requested :

Stakeholder Type : CA Resident

Submission Date : 10/12/2011

Submission Method : Website

First Name : David

Last Name : Biggers

Professional Title : Rancher/Teacher

Business/Organization :

Address :

Apt./Suite No. :

City : LeGrand

State : CA

Zip Code : 95333

Telephone :

Email : dpkbiggers@hotmail.com

Cell Phone :

Email Subscription : All Sections

Add to Mailing List : Yes

574-1

Stakeholder

Comments/Issues :

The high speed rail project is a situation destined for failure, financially speaking. The authorities attempt to railroad this project quickly through the process and start construction before all the details are settled is shameful and almost criminal. The rail line proposed has changed location several times in our area in the past few months. This gives little if no credence to the competence of those leading this project. The amount of \$\$\$ needed to complete this program versus the benefits it might provide is not even close for a sane person to consider. I, and most everyone in our area are definitely opposed to this particular plan for high speed rail service.

EIR/EIS Comment :

Yes

Response to Submission 574 (David Biggers, October 12, 2011)

574-1

See MF-Response-GENERAL-14.

Submission 114 (Wayne Cederquist, September 19, 2011)

114-1

I would like to urge adoption only of the Freeway 99/Union Pacific alignment alternative for the high speed rail. I am a farmer in the area of Avenue 10 and Road 32 in Madera county who could be drastically affected by the Santa Fe Proposal. Even if my property is not affected, my farming neighbors could have their properties heavily impacted. Following are some of the reasons that the Santa Fe alignment is so bad.

114-2

1. The 'crossovers' from the Santa Fe to the Southern Pacific tracks cuts diagonally across farm properties. This route is not following an existing transportation corridor. Such diagonal geometry affects farms dramatically—far beyond the 100' swath that the rail proposes. Farmers will be forced to maintain roadways on each side of the rail tracks to provide turning room for farm equipment. Labor time will be increased on the ranches as turning at row ends involves more time than most people realize. Some additional land will be left fallow, because when row lengths drop below a minimum length it simply isn't practical to farm them (triangular shaped properties are really inefficient to farm). Irrigation systems and irrigation sets will be drastically affected.
2. Smaller county roadways will most likely not have crossings installed. How is a farmer whose property has been cut by the rail going to move equipment safely and efficiently between the newly separated portions of his farm? I use a 15' wide disc, and really think using the highly traveled avenues and roads which will have crossings installed for moving my equipment is dangerous (in my case Ave 9 which also is the access to Valley Children's Hospital from Freeway 99).
3. Farmers need to spray their crops. Bringing the public into the middle of my pistachio orchards when I am spraying with an air blast sprayer concerns me. Again, the effect on my farming would reach far beyond the 100' swath that the rail authority envisions.

114-3

114-4

4. I have a farm on the northern edge of Madera County located on Avenue 28 about 1 ½ miles east of the Santa Fe tracks on the Chowchilla River and Ash Slough. Wild life abounds in this area. We have deer following the river down from the foothills. Eagles abound. A mountain lion is a nearby resident. Enough natural areas remain on both sides of the Santa Fe tracks that I'm sure this wildlife continues to follow the rivers westward. I'm sure the HSR would require the construction of fences that would impair the travel of wildlife.

114-5

The freeway 99 corridor is an existing transportation route that has already experienced the 'winnowing out' of minor roads and avenues being cut off from crossing the freeway and the Southern Pacific tracks. I purchased my farm

114-5

properties for the purpose of farming, and made sure that I did not develop my ranches in the path of development. My neighbors likewise are farmers as an occupation; none of us purchased our land for the purpose of profiting from the expansion of urban areas. Farming areas should remain farms!

114-6

I also own property adjacent to the Southern Pacific tracks on the east side of Freeway 99. I have already been contacted by the rail authority asking permission to pass onto my property to do an environmental impact assessment. If the Freeway 99 alignment is chosen, I will lose two or three acres of my ranch. While I prefer not to give up acreage, the land that would be taken would entail entire rows, and is upwind from my farm. The effect on my farming, and that of my neighbors, would be limited to the lost acreage only. The existing freeway and railroad are already heavily used transportation corridors, and adding the high speed rail to what already exists would cause very little disruption, and is clearly a far better alternative for the rail.

114-7

I would also point out that Freeway 99 currently divides Madera County into 'east of the freeway' and 'west of the freeway' because of the number of roads closed off by the freeway. Utilizing the A-1 alignment would divide our county yet again. Please protect our county by endorsing the A-2 (Union Pacific alignment), the only the HRS route that adheres to existing transportation corridors.

Sincerely,

Gerald W. Cederquist

Response to Submission 114 (Wayne Cederquist, September 19, 2011)

114-1

See MF-Response-GENERAL-10.

114-2

See MF-Response-AGRICULTURE-2.

114-3

See MF-Response-AGRICULTURE-5.

114-4

See MF-Response-BIO-2.

114-5

See MF-Response-AGRICULTURE-1.

114-6

See MF-Response-GENERAL-10.

114-7

See MF-Response-SOCIAL-4.

Submission 93 (Sue Tessa, September 11, 2011)

Draft 2012 Business Plan - RECORD #93 DETAIL

Status : Follow-up (respond to stakeholder)
Record Date : 9/11/2011
Response Requested :
Stakeholder Type : CA Resident
Submission Date : 9/11/2011
Submission Method : Website
First Name : Sue
Last Name : Tessa
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State : CA
Zip Code : 94025
Telephone :
Email : Crimsontessa@yahoo.com
Cell Phone :
Add to Mailing List : No
Stakeholder Comments/Issues :

93-1

I understand that the first segment of the Central Valley line will cost between \$10 and \$13.9 billion, "far more than the 2009 estimate of \$7.1 billion." The cost varies depending upon which route is selected. "For example, up to \$3.8 billion of the increased cost is associated with elevating the tracks for as much as 42 miles."

I think it is appalling and completely irresponsible for the Rail Authority to spend this kind of money when the state is going bankrupt. There are basic need programs being cut, while this frivolous project continues to drain taxpayer dollars. The Authority has thoroughly bastardized the referendum's intent, the most expensive route has been chosen in the bay area, and the first section to be built will transport no one, yet cost tens of millions. It is this type of deception, greed on some people's parts, and irresponsibility that created the financial crisis in this country. This project must be stopped in its entirety and all spending ceased. The taxpayers who voted on this have no idea that what is being planned bears no resemblance to what they thought they were voting for. Cease and desist!!!!

Response to Submission 93 (Sue Tessa, September 11, 2011)

93-1

See MF-Response-GENERAL-14 and MF-Response-GENERAL-18.

Submission 174 (Unknown Unknown, August 31, 2011)

174-1



CITY OF CLOVIS
CITY HALL • 1033 FIFTH STREET • CLOVIS, CA 93612

AUG 31 2011

High Speed Rail is a disaster for this state right now!

RECEIVED
AUG 31 2011
BY:

August 23, 2011

Dear Clovis Business,

The High-Speed Rail is planned for construction in the Central Valley starting September 2012. There may be an opportunity for your business to be involved in the development and construction of the project.

If you are interested in knowing more, please make plans to attend the California High-Speed Rail Authority forum on September 8, 2011, at the Save Mart Center on the California State University Fresno campus: 2650 E. Shaw Avenue, CA 93710. The California High-Speed Rail Authority, in collaboration with the Economic Development Corporation serving Fresno County and California State University, Fresno, is hosting this forum to give the small business sector an opportunity to hear more about the project and the bidding process as well as to answer any questions.

Please visit www.cahighspeedrail.ca.gov/forum.aspx to pre-register for this forum. In addition, if your firm has an interest in submitting as a prime contractor on any of the Authority's projects and wishes to have an exhibition table or kiosk at the industry forum to meet potential subcontractors for the project, please call California High-Speed Rail Authority at (916) 324-1541 before September 1, 2011.

I hope you take this opportunity to learn more about this project and seek opportunity to offer your services. Please see the agenda on the back of this letter for more details on the forum.

Sincerely,

Tina Sumner, Director
Community & Economic Development Department

Don't want any part of it!

City Manager (559) 324-2060 • Community Services 324-2750 • Engineering 324-2350
Finance 324-2101 • Fire 324-2200 • General Services 324-2060 • Personnel/Risk Management 324-2725
Planning & Development Services 324-2340 • Police 324-2400 • Public Utilities 324-2600
www.cityofclovis.com

916-222-0827

Jeffery Hardoin

From: Jeffery Hardoin
Sent: Thursday, September 01, 2011 8:37 AM
To: 'Carlos Martinez'
Subject: RE: FAX from Clovis

Thank you for trying. I'll submit it to the folks in charge of the EIR/EIS and they can decide how they want to proceed with it from there. Again, thank you for your help.

Jeff

From: Carlos Martinez [<mailto:CarlosM@ci.clovis.ca.us>]
Sent: Wednesday, August 31, 2011 1:56 PM
To: Jeffery Hardoin
Subject: RE: FAX from Clovis

Hi Jeff,

Unfortunately, I was not able to find a direct match on the address given with the comments made on the fax. The address written is a residential area and it is in Clovis:

9729 N. Stanford
Clovis, CA 93612.

A couple of possibilities is that an employee or business owner lives at that residence and he/she possibly sent the fax to you or that a family member lives there. I looked up for a business owner in our business license list from last year, but did not find one. I found a business named Richardson's Dispatch Services, but that person has a different address.

I am sorry I was not of much help.

Carlos

From: Jeffery Hardoin [<mailto:jhardoin@hsr.ca.gov>]
Sent: Wednesday, August 31, 2011 10:22 AM
To: Carlos Martinez
Subject: FAX from Clovis

Hi Carlos. Thanks for your help. Here is a copy of the Fax we received. I'm sure this person would like their comments included in the EIR/EIS comment section. I'm not sure if the address listed is their actual address. Again, thank you for your help.

Jeff Hardoin
Office Technician
California High-Speed Rail
770 L Street, Suite 800
Sacramento, CA 95814
916-384-9516

jhardoin@hsr.ca.gov

Response to Submission 174 (Unknown Unknown, August 31, 2011)

174-1

See MF-Response-GENERAL-14.

Submission 475 (KIRK YERGAT, October 7, 2011)

Draft 2012 Business Plan - RECORD #475 DETAIL

Status : Follow-up (changes in final)
Record Date : 10/7/2011
Response Requested :
Stakeholder Type : CA Resident
Submission Date : 10/7/2011
Submission Method : Website
First Name : KIRK
Last Name : YERGAT
Professional Title :
Business/Organization :
Address : 2121 E Morton Ave
Apt./Suite No. :
City : FRESNO
State : CA
Zip Code : 93725
Telephone : 559-217-1738
Email : INFO@YERGATPACKING.COM
Cell Phone :
Add to Mailing List : Yes
Stakeholder Comments/Issues : Dear Sir,
I want to comment negatively concerning the high speed rail for a variety of different reasons.
I am the owner of parcel numbers 334-250-21, 28, 38, 43, 44, 45 which will be directly permanently affected. I also own parcels 508-052-04, 06, and 07 which will be indirectly affected. All parcels are in Fresno County.
Sincerely and best regards,
Kirk Yergat
2121 E Morton Ave
Fresno, CA 93725
Phone: 559-217-1738

475-1

Response to Submission 475 (KIRK YERGAT, October 7, 2011)

475-1

See MF-Response-GENERAL-14.

Submission 547 (Donald Zaya, October 11, 2011)

Merced - Fresno - RECORD #547 DETAIL

Status : Action Pending
Record Date : 10/11/2011
Response Requested :
Stakeholder Type : CA Resident
Submission Date : 10/11/2011
Submission Method : Website
First Name : Donald
Last Name : Zaya
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State : CA
Zip Code : 95380
Telephone :
Email : donz@charter.net
Cell Phone :
Email Subscription : All Sections
Add to Mailing List : Yes
Stakeholder Comments/Issues : This hsr project should proceed asap.We as a country are falling so far behind the rest of the world in this area that it will eventually hinder any future progress.HSR would reduce an enormous amount of air pollution,relieve conjection on the frwys and provide an alternative to air travel for distances of up to 800 miles.I understand this will inconvenience some corporate land interests in the Kern co. area,but as they now receive federal subsidy money now,it's time for them to give us back a small portion of our taxpayer money.Thank you.
EIR/EIS Comment : Yes

547-1

Response to Submission 547 (Donald Zaya, October 11, 2011)

547-1

See MF-Response-GENERAL-9.

Submission 133 (Waseem Ahmed, August 23, 2011)



Comment Card
Tarjeta de Comentarios

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

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

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

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

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

Name/
Nombre: WASEEM AHMED Organization/
Organización: _____
(Optional/Opcional) Phone Number/
Address/Domicilio: 18208 AVE 24 Número de teléfono: 559-665-4146

City, State, Zip code/
Ciudad, estado, código postal: CHANDLER, CA 93610 Email address/
Correo electrónico: californiamagic@juni.com

133-1

The voters approved Prop. 1A, on the absolute condition that HSR operations would not be subsidized. They do not value the utility of HSR enough to subsidize it, unless you're suggesting a vote to repeal Prop 1A. STOP wasting tax payers money.

133-2

We're a small company located on HWY 99/AVE 24 and we been to lots of meetings and told the Board, and HSR staff several time that we're in support of A1 and oppose A2 route

133-2

but it looks like they're still moving along A2 route and not considering the local communities of Chowchilla and Madera. They all supported the A-1 route and passed ~~environmental~~ resolutions to support A-1.
we do not want this HSR to be @ an AVE 24 because it will destroy our business and tax revenue, jobs to our community that we call home.

Response to Submission 133 (Waseem Ahmed, August 23, 2011)

133-1

See MF-Response-GENERAL-18.

133-2

See MF-Response-GENERAL-10.

Submission 127 (Royce King, August 23, 2011)



Comment Card
Tarjeta de Comentarios

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

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

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

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

Name/ Nombre: Royce King Organization/ Organización: self
 (Optional/Opcional) Address/Domicilio: 18956 Road 28 1/2 Phone Number/ Número de teléfono: 674 8230
 City, State, Zip code/ Ciudad, estado, código postal: Madera CA 93638 Email address/ Correo electrónico: royceking@pacbell.net

127-1 | Union Pacific route would destroy downtown
Madera - Fairmead etc.
THRIVING BUSINESSES & productive
land would be destroyed !!!
 127-2 | Relocate water towers ???

Response to Submission 127 (Royce King, August 23, 2011)

127-1

See MF-Response-GENERAL-14.

127-2

See MF-Response-WATER-1.

Submission 118 (Carmen Miller, August 23, 2011)



Comment Card
Tarjeta de Comentarios

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

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

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

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---	--

Name/ Nombre: <u>Carmen Miller</u>	Organization/ Organización: _____
(Optional/Opcional) Address/Domicilio: <u>23774 Rd 19 1/2</u>	Phone Number/ Número de teléfono: _____
City, State, Zip code/ Ciudad, estado, código postal: <u>Chowchilla, CA 93610</u>	Email address/ Correo electrónico: _____

118-1

My husband James Miller / myself and our daughter
 Monica Larrea Live 300 yards south of Ave 24 &
 Rd 19 1/2. We desire to know as soon as
 possible where the speed Rail will be as it appears
 we are on the alternative route? We plan to
 build a home soon and would prefer that the
 speed rail would be built along the Railroad tracks
 UPRR/SR 99. We ~~are~~ realize that jobs for
 people will open up also, if we could find out
 ASAP so we can plan for the future.

Response to Submission 118 (Carmen Miller, August 23, 2011)

118-1

Technical Appendix 2-B: Project Footprint in Volume II of the EIR/EIS contains detailed maps with the project footprint overlaid on top of an aerial photograph and property boundaries.

Submission 144 (Monica Bianchi, August 24, 2011)



Comment Card
Tarjeta de Comentarios

Merced to Fresno High-Speed Train Section / **Tren de Alta Velocidad Sección Merced a Fresno**
 Draft Environmental Impact Report / Anteproyecto del Informe de Impacto
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 September 2011 / Septiembre 2011

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Name/ Nombre: Monica Bianchi Organization/ Organización: Resident/Teacher
 (Optional/Opcional) Address/Domicilio: 1033 N. Cunningham Phone Number/ Número de teléfono: 209-406-4266
Le Grand, Ca, 95333
 City, State, Zip code/ Ciudad, estado, código postal: Email address/ Correo electrónico: earth2monica@hotmail

144-1 It is a sad day in our state when our elected officials can't see how a train traveling on such a course won't crash! Our country is in the worst economic time in centuries and a travel train for the wealthy won't serve the needs of our state when prime farm land is affected.

144-2 Our state needs will not be met by this train route - If any rail construction is to begin it should run from BART over the hill to Los Banos and Modesto so the bedroom communities can afford

144-2 to commute and maybe some people could save their homes from being lost.

144-3 The Bakersfield to Modesto route makes no sense at this point in time. Most workers live within 15 miles of their homes and don't want or need a ride to work. Due to where the stations are placed, taxis or other forms of transport will be required to get from point A to B.

144-4 I live 5 miles East of LeGrand on Cunningham Road. Our parent material in our soils holds mostly clay. I can feel the vibrations of the trains and hear each

144-5 whistle. I will have to drive 3 miles out of my way from my home to work at Le Grand High School each way. Tractors and their wide equipment would be able to use two overpasses so viable commodities and work hours will be lost in extended transport routes.

144-6 I would personally like to see a recall of this legislation as it is not what I VOTED FOR! I have been lied to and cheated by the powers that be. Many political figures have positioned themselves in a manner in which to make themselves and their friends well taken care of financially if this train finally goes through.

Submission 144 (Monica Bianchi, August 24, 2011) - Continued



Comment Card
Tarjeta de Comentarios

Merced to Fresno High-Speed Train Section / **Tren de Alta Velocidad Sección Merced a Fresno**
Draft Environmental Impact Report/ Anteproyecto del Informe de Impacto
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Name/ Nombre: Monica Bianchi Organization/ Organización: Teacher
(Optional/Opcional) Address/Domicilio: 1133 N. Cunningham Phone Number/ Número de teléfono: 209-382-1866
City, State, Zip code/ Ciudad, estado, código postal: Lebrand, Ca, 95333 Email address/ Correo electrónico: earth2monica@hotmail.com

144-6
as a Lebrand High School Teacher I voted for the High Speed Rail as a nice social addition to run along the 99 corridor not to run through our prime agriculture land. It makes me very sad to think that educated people can be so short on common sense - We are in the worst economic time in centuries, our state is broke, our people are losing

144-6
Their homes and hope, a train is not the answer at this time in history. The money that will be spent on this project could more wisely be used to stimulate the economy with new industrial jobs, not a few hundred engineers working on a train. Our school will be greatly impacted as our busing will require hundreds of extra miles of driving for our drivers and children. Most of the communities of Lebrand and Planada will be split in such a manner that it will make our school working capital have to increase by 1/4 - 1/2 as bus drivers and routes will need to begin earlier in an effort to crisscross the new overpass and by-ways.

144-8
Many of our children are poor and they live in housing near the tracks so hundreds will be displaced and forced to move elsewhere - Farm labor families will have to move elsewhere to find work as our number one county employer, "Live Oak Farms" will have to find a new location and their commercial export sales by far will be affected. This route should be from San Jose "BART" to Modesto and Los Banos to service the between-commuter families.

Response to Submission 144 (Monica Bianchi, August 24, 2011)

144-1

See MF-Response-GENERAL-14.

144-2

See MF-Response-GENERAL-2.

144-3

The HSR project is not intended to provide an option for daily commuting but instead to provide efficient and reliable transportation between larger cities. Stations will have long-term parking as well as multi-modal access options.

144-4

See MF-Response-NOISE-4 and MF-Response-NOISE-5.

144-5

See MF-Response-TRAFFIC-2 and MF-Response-AGRICULTURE-2.

144-6

See MF-Response-GENERAL-10 and MF-Response-GENERAL-19.

144-7

See MF-Response-SOCIAL-5.

144-8

See MF-Response-SOCIAL-1 and MF-Response-SOCIAL-3.

Submission 140 (Irma Frias, August 24, 2011)

Merced - Fresno - RECORD #140 DETAIL	
Status :	No Action Required
Record Date :	9/21/2011
Response Requested :	Yes
Stakeholder Type :	CA Resident
Submission Date :	8/24/2011
Submission Method :	Public Meeting
First Name :	Irma
Last Name :	Frias
Professional Title :	
Business/Organization :	
Address :	12703 Washington
Apt./Suite No. :	
City :	Le Grande
State :	CA
Zip Code :	95333
Telephone :	
Email :	
Cell Phone :	
Email Subscription :	
Add to Mailing List :	Yes
Stakeholder Comments/Issues :	
EIR/EIS Comment :	Yes
Attachments :	IFrias_LeGrandWorkshop_24Aug11_CmtCard_Original.pdf (125 kb)



Comment Card
Tarjeta de Comentarios

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 Environmental Impact Statement (EIR/EIS) – Medioambiental/Declaración de Impacto
Public Hearings / **Septiembre 2011** / **Audiencias Públicas** / **Septiembre 2011**

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Name/ Nombre: Irma Frias Organization/ Organización: _____
 (Optional/Opcional) Address/Domicilio: 12703 Washington Phone Number/ Número de teléfono: _____
 City, State, Zip code/ Ciudad, estado, código postal: LeGrand CA 95333 Email address/ Correo electrónico: _____

140-1

Don't want it to pass thru
Le Grand

Response to Submission 140 (Irma Frias, August 24, 2011)

140-1

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

Submission 136 (Barry Runyon, August 24, 2011)



Comment Card
Tarjeta de Comentarios

Merced to Fresno High-Speed Train Section **Tren de Alta Velocidad Sección Merced a Fresno**
 Draft Environmental Impact Report/ Anteproyecto del Informe de Impacto
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 September 2011 Septiembre 2011

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Name/ Nombre: Barry Runyon Organization/ Organización: Azteca Milling
 (Optional/Opcional) Address/Domicilio: 23865 Ave 18 Phone Number/ Número de teléfono: 559-675-3400
 City, State, Zip code/ Ciudad, estado, código postal: 93038 Email address/ Correo electrónico: Barry - Runyon@aztecamilling.com

136-2

to discuss specific details of the two Azteca Milling sites that are to be potentially affected by HSR, as it pertains to the EIR/EIS reports and 15% detailed engineering. Would this be possible?

Regards,

Barry Runyon

Plant Superintendent

136-1

Question: the reports to the Noise and Vibration section of the draft EIR/EIS all appear that EIR/EIS noise analysis focuses solely on impacts to "noise-sensitive" properties, such as residential, churches, hospitals, and 1- outdoor movie theater properties, and not on manufacturing or retail properties. Although manufacturing properties are not considered "noise sensitive" properties, and were not considered in the EIR/EIS we wonder how Azteca's corn milling plant (and the 100 employees) who work there) would be affected by the noise and vibration from a train passing right next to the plant at over 200 miles per hour at frequent intervals throughout out the day and night. I am submitting as well 3 1/2 pages of prepared questions referencing the EIR/EIS for response.

136-2

To whom it may concern, we would like to set up a meeting with HSR engineers who are familiar with the EIR/EIS at the site of Azteca Milling →

Submission 136 (Barry Runyon, August 24, 2011) - Continued

Barry Runyon

From: Muhlestein, Randolph <R.Muhlestein@MPGLAW.com>
Sent: Tuesday, August 23, 2011 7:18 PM
To: Barry Runyon
Cc: Salvador Elias; Alberto Jacques; Angel Tamez; Gerardo Oseguera
Subject: California High-Speed Rail

Dear Barry,

Per our discussion, set forth below is a list of some of the questions that you might ask the representatives of the California High-Speed Rail Authority at the Workshop meeting in Le Grand that you plan to attend tomorrow:

136-3 Questions Based on Drawing No. T2110-A (Showing the HSR Route Near Azteca's Madera Corn Milling Plant for Both the Avenue 24 Wye and the Avenue 21 Wye Routes)

1. We interpret the drawing as showing that the HSR track will be elevated about 60 feet in the area, and that the elevated right-of-way will be 50 feet wide. Are we understanding the drawing correctly?
2. What is the exact distance between the HSR right-of-way and the UPRR track? What is the exact distance between the 12" petroleum line and the HSR right-of-way? (These distances are not marked on the drawing.)
3. As a practical matter, how far away from the HSR right-of-way could Azteca rebuild its plant? Would it be a problem for the HSR if Azteca's plant came within inches of the right-of-way? Would this pose a problem for Azteca? (These are also questions for Azteca's engineers.)

Comment: The main thing we need to determine is how much of Azteca's plant will need to be demolished. Once we know that, Azteca's engineers should be able to determine how much it would cost to rebuild the plant, and whether rebuilding would be feasible.

Questions Based on Drawing No. T2314-A (Showing the HSR Route Near Azteca's Madera Grain Storage Facility for the Avenue 24 Wye Route)

1. We interpret the drawing as showing that the HSR track will be elevated about 60 feet in the area, and that the elevated right-of-way will be 50 feet wide and will be located on the opposite side of the UPRR right-of-way from Azteca's grain storage facility. Are we understanding the drawing correctly?
2. We interpret the drawing as providing for the HSR to pass over the Avenue 20 1/2 overpass by approximately 30 feet. Are we understanding the drawing correctly? Will this configuration enable Azteca's trucks to continue to use Avenue 20 1/2 to access the grain storage facility?
3. Will Azteca's trucks be able to drive under the HSR track and then cross over the UPRR right-of-way to access the grain storage facility on Fairmead Blvd.?

Comment: If our interpretation of this drawing is correct, it would appear that this Route may not have a negative impact upon the operation of Azteca's grain storage facility that is separate and apart from its negative impact upon the operation of Azteca's corn milling facility.

Questions Based on Drawing No. T2202-A (Showing the Northerly Segment of the HSR Route Near Azteca's Madera Grain Storage Facility for the Avenue 21 Wye Route)

1. We interpret the drawing as showing that the northerly segment of the HSR track will be built at grade in the area, and that the right-of-way will be 100 feet wide and will be located on the opposite side of the UPRR right-of-way from Azteca's grain storage facility. Are we understanding the drawing correctly?

1

136-3

2. We interpret the drawing as providing for the construction of an overpass for Avenue 20 1/2 that will cross both the UPRR right-of-way and the HSR right-of-way. Are we understanding the drawing correctly?
3. We interpret the drawing as cutting off access to the grain storage facility from Fairmead Blvd. Are we understanding the drawing correctly?
4. What is the meaning of the dashed lines that appear at various places on the drawing? In particular, what is the meaning of the dashed lines that begin on the southerly side of the grain storage property, cross over the UPRR and the HSR rights-of-way, and then turn easterly to the south of Berenda Blvd.? (This is important to Azteca, because it is currently the only truck access to its grain storage facility.)

Comment: If our interpretation of this drawing is correct, it would appear that this Route would cut off truck access to Azteca's grain storage facility.

Questions Based on Drawing No. T2107-A (Showing the Northerly Segment of the HSR Route Near Azteca's Madera Grain Storage Facility for the Avenue 21 Wye Route)

1. We interpret the drawing as showing that the southerly segment of the HSR track will be built at some distance from Azteca's grain storage facility, and should not have any impact upon such facility. Are we understanding the drawing correctly?

General Questions

1. The following language appears in the draft EIR/EIS:

5.0 Project Costs and Operations

5.1 Introduction

This chapter discusses the estimated costs for building, operating, and maintaining the Merced to Fresno Section of the California HST System, based on a 15% level of design used in preparing this EIR/EIS. The approach and the details used to prepare the construction cost estimate are provided in the Merced to Fresno Section Cost Estimate Report, which is available upon request from the Authority. Appendix 5-A to this EIR/EIS is the Operations and Service Plan Summary and Appendix 5-B is a memorandum regarding HST operations and maintenance cost.

136-4

Azteca has requested a copy of the Merced to Fresno Section Cost Estimate Report, but has not as yet received it. Azteca would like to review it to determine how much money the HSR Authority has budgeted for relocation assistance for Azteca. If the budgeted amount is low, Azteca would like to make that point in its public comments. **When can Azteca receive the Report?**

2. Now that the draft EIR/EIS is out, Azteca would like to meet with HSR engineers who are familiar with the EIR/EIS to review Azteca's technical questions, so that Azteca's public comments can be more meaningful. **Would that be possible?**

I look forward to speaking with you tomorrow morning.

Best regards,

Randy Muhlestein

Randolph G. Muhlestein
Partner

MUSICK PEELER

Musick, Peeler & Garrett LLP
One Wilshire Boulevard, Suite 2000
Los Angeles, CA 90017
Download V-Card
r.muhlestein@mpglaw.com
www.musickpeeler.com
T: 213.629.7651
F: 213.624.1376

2

Submission 136 (Barry Runyon, August 24, 2011) - Continued

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Response to Submission 136 (Barry Runyon, August 24, 2011)

136-1

See MF-NOISE-3.

136-2

Meetings will be held with individual property owners affected by the Preferred Alternative as the project proceeds.

136-3

If the selected alternative is chosen, additional engineering work will be performed to identify an alignment solution that avoids disruption to the facility and provide adequate truck access across the HST tracks at the Madera grain storage facility. See MF-Response SOCIAL-1 regarding acquisitions. See MF-Response-GENERAL-1 regarding the level of detail.

136-4

Specific relocation budgets are not established at the current level of design, but instead are estimated for the entire project corridor based on the total right-of-way to be acquired. Meetings will be held with individual property owners affected by the Preferred Alternative as the project proceeds.

Submission 150 (Duane Blech, August 25, 2011)



Comment Card
Tarjeta de Comentarios

Merced to Fresno High-Speed Train Section	Tren de Alta Velocidad Sección Merced a Fresno
<i>Draft Environmental Impact Report/</i>	<i>Anteproyecto del Informe de Impacto</i>
<i>Environmental Impact Statement (EIR/EIS) –</i>	<i>Medioambiental/Declaración de Impacto</i>
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--	--

Name/ <u>Duane Blech</u>	Organization/ Organización: _____
(Optional/Opcional) Address/Domicilio: _____	Phone Number/ Número de teléfono: <u>559-479-1813</u>
City, State, Zip code/ Ciudad, estado, código postal: _____	Email address/ Correo electrónico: _____

150-1

You need to provide an accurate map
or link to website on proposed
Routes. This would save alot of
redundancies and clear things up.

Thank You

Response to Submission 150 (Duane Blech, August 25, 2011)

150-1

Technical Appendix 2-B: Project Footprint in Volume II of the EIR/EIS contains detailed maps with the project footprint overlaid on top of an aerial photograph and property boundaries. This information can be found at the following website:
<http://cahighspeedrail.ca.gov/final-eir-m-f.aspx>.

Submission 266 (Evelyn Hays, September 14, 2011)

HIGH SPEED RAIL COMMENT SHEET

Please complete and mail this sheet to the following address:
Attention: Supervisor John Pedrozo
County of Merced
2222 M Street
Merced, CA 95340

Board of Supervisors
2222 M Street
Merced, CA 95340
2
463

NAME Evelyn Hays
First Last
ADDRESS 12912 Le Grand Rd Le Grand 95333
Street Address Town/City Zip Code
MAILING ADDRESS PO Box 129 Le Grand 95333
(IF DIFFERENT FROM ABOVE) Address Town/City Zip Code
TELEPHONE NUMBER (209) 382-4595
EMAIL ADDRESS _____

DISTRICT 1 RESIDENT
PO BOX 129
LE GRAND CA 95333-0129

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

Please check all that are applicable.

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

266-1

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

*I do not support ANY route. we
are broke and this would
disrupt many lives of people
in the bay area. objects to the RR
being in "their backyards" then, why
out? ??*

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

Response to Submission 266 (Evelyn Hays, September 14, 2011)

266-1

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

Submission 299 (David Heinrichs, September 14, 2011)

HIGH SPEED RAIL COMMENT SHEET

Please complete and mail this sheet to the following address:
Attention: Supervisor John Pedrozo
County of Merced
2222 M Street
Merced, CA 95340

NAME David Heinrichs
First Last
ADDRESS 13105 Hainline Le Grand 95333
Street Address Town/City Zip Code
MAILING ADDRESS _____
(IF DIFFERENT FROM ABOVE) Address Town/City Zip Code
TELEPHONE NUMBER (209) - _____
EMAIL ADDRESS davenkaren@yahoo.com

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

Please check all that are applicable.

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

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

299-1

We adamantly oppose high speed rail along
any route. we feel it is a colossal waste of
money during difficult economic times.

Dave & Karen Heinrichs

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

Response to Submission 299 (David Heinrichs, September 14, 2011)

299-1

See MF-Response-GENERAL-14.

Submission 535 (Daniel Martinez, September 14, 2011)

535-1

10 MR. MARTINEZ: Hello, everyone. I'm Daniel
11 Martinez. I'm a student in the UC. So over the past two
12 days I have spent a total of 20 hours outside tabling for
13 high-speed rail, and all the questions from the students
14 are: Why are people opposing it? I want it.

15 And here we have students that are currently
16 making the sacrifice right now. As you know, the total
17 cost of tuition and board room and fees each year is 25
18 grand which means over four years kids are taking on a
19 huge sacrifice not going to work, going into debt to see
20 their dreams come true.

21 So we have hundreds of students that really want
22 high-speed rail and these students show that sacrifice.
23 They know they are going into debt. They know what an
24 investment means and have a vision for themselves and for
25 California.

89

535-1

1 The idea of high-speed rail being built now
2 rather than sooner is a really, really good idea. We
3 understand the families are going to come. They are going
4 to bring their money to buy at grocery stores, to shop at
5 the malls, to shop at the small businesses here, to go to
6 the bars, the restaurants. It's just money that will
7 really help you guys out.

8 Even though I've only been here for three years,
9 this place has really grown on me. It's grown on a lot of
10 students. I know many people that come from the richest
11 parts of the Bay Area and Los Angeles that realize: You
12 know what? Maybe I'll stay here in the Central Valley and
13 help you guys out.

14 They want high-speed rail because we know what
15 it's like when we venture into the unknown. I mean it's
16 scary. The unknown is scary. We shouldn't blame those
17 that don't want high-speed rail. They are human. But
18 with the unknown the philosophy is good things will come.
19 We're going to go through -- we're going to go down the
20 road and fix them. California, we have engineers. We
21 have the human capital to fix any problem we get into.

22 And so high speed is -- on behalf of a
23 significant portion of the student body at the UC Merced
24 who won't see this, we won't see this, but we still think
25 it's a good idea to invest because we know what it's like

90

Submission 535 (Daniel Martinez, September 14, 2011) - Continued

535-1

1 to go into debt to see projects flourish. We're all doing
2 that amongst ourselves.
3 And so thank you for your time. Thanks.
4 MS. RANDELL: Thank you. Do your comments apply
5 to the Merced to Fresno segment?
6 MR. MARTINEZ: They pertain to both parts.
7 MS. RANDELL: Thank you.

Response to Submission 535 (Daniel Martinez, September 14, 2011)

535-1

See MF-Response-GENERAL-9.

Submission 536 (Ashley Thorsen, September 14, 2011)

536-1

9 MS. THORSEN: Hello. I was at UC Merced. I
10 graduated in 2010.
11 MS. RANDELL: State your name.
12 MS. THORSEN: Ashley Thorsen from the Democrats
13 of UC Merced. And I am a significant supporter of this
14 even before it was really in the public's eye and why
15 wouldn't we want the high-speed rail here in Merced? It
16 only can and will significantly bring Merced out of
17 poverty stricken state.
18 One hundred percent this project will extremely
19 benefit the high-speed rail, expand the city and
20 university, and interconnect this amazing state once and
21 for all.
22 And I really hope that people see, you know, how
23 Merced used to be really talked down about. It took 20
24 years for the UC to come about but it's here and we're
25 graduated and we're going to make a lot of things happen

91

1 for the state. We wouldn't be here without those people
2 that come out and talk about it and stand behind it, and I
3 am one of the many students who support it.
4 Thank you.

Response to Submission 536 (Ashley Thorsen, September 14, 2011)

536-1

See MF-Response-GENERAL-9.

Submission 339 (Dan Balbas, September 15, 2011)

Comment Period Extended to
October 13, 2011

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



CALIFORNIA
High-Speed Rail Authority

Comment Card
Tarjeta de Comentarios

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

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

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

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

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

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

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

Name/
Nombre: DAN BALBAS

Organization/
Organización: _____

(Optional/Opcional)
Address/Domicilio: 20567 RD 30

Phone Number/
Número de teléfono: _____

City, State, Zip code/
Ciudad, estado, código postal:
MHAERRA CA 93638

Email address/
Correo electrónico: _____

339-1

I AM ALL FOR IT MAKE IT HAPPEN

Response to Submission 339 (Dan Balbas, September 15, 2011)

339-1

See MF-Response-GENERAL-9.

Submission 345 (Juan M Urena, September 15, 2011)

Merced - Fresno - RECORD #345 DETAIL	
Status :	Action Pending
Record Date :	9/23/2011
Response Requested :	Yes
Stakeholder Type :	CA Resident
Submission Date :	9/15/2011
Submission Method :	Public Meeting
First Name :	Juan M
Last Name :	Urena
Professional Title :	
Business/Organization :	
Address :	17654 Rd. 27
Apt./Suite No. :	
City :	Madera
State :	CA
Zip Code :	93638
Telephone :	559-975-5071
Email :	
Cell Phone :	
Email Subscription :	
Add to Mailing List :	Yes
Stakeholder Comments/Issues :	
EIR/EIS Comment :	Yes
Attachments :	JUrena2_MaderaPublicHearing_15Sept11_CmtCard_Original.pdf (131 kb)

Comment Period Extended to
 October 13, 2011

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



Comment Card
Tarjeta de Comentarios

Merced to Fresno High-Speed Train Section Draft Environmental Impact Report/ Environmental Impact Statement (EIR/EIS) – Public Hearings September 2011	Tren de Alta Velocidad Sección Merced a Fresno Anteproyecto del Informe de Impacto Medioambiental/Declaración de Impacto Medioambiental (EIR/EIS) - Audiencias Públicas Septiembre 2011
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Please submit your completed comment card at the end of the meeting, or mail to: Por favor entregue su tarjeta al final de la reunión, o envíela a una de las siguientes direcciones:

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

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Name/ Nombre: <u>Juan M Urena</u>	Organization/ Organización: _____
(Optional/Opcional) Address/Domicilio: <u>17654 Rd 27</u>	Phone Number (559) <u>975 5071</u> Número de teléfono: _____
City, State, Zip code/ Ciudad, estado, código postal: <u>93638</u>	Email address/ Correo electrónico: _____

345-1

*Hybrid alternative is the best way to go you
 do don't have to mess around with the grain company
 and at the same time save lots of money.
 BNSF is the only way to go. go around Madera city*

Response to Submission 345 (Juan M Urena, September 15, 2011)

345-1

See MF-Response-GENERAL-10.