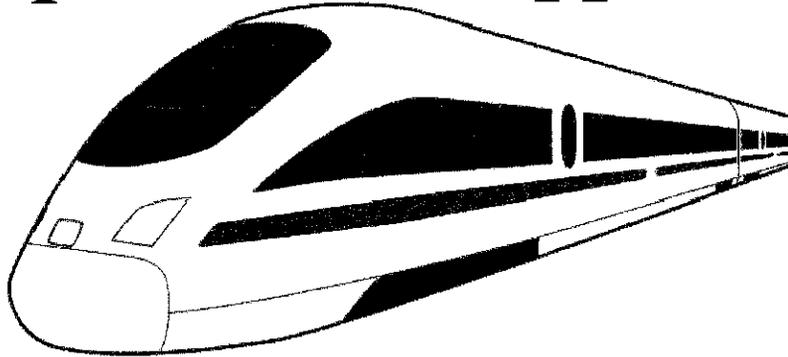


*You are invited to come join us!*

## *High Speed Rail Support Group*



*When: Friday November 13, 2015*

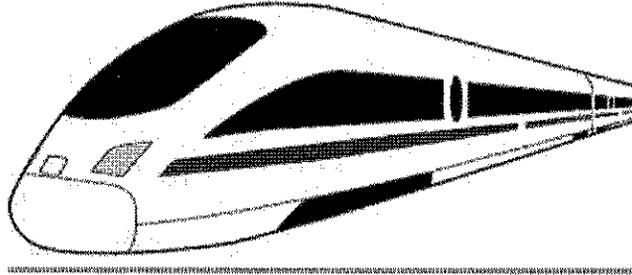
*Where: Chevys Fresh Mex – 7634 N. Blackstone Ave.  
Fresno Ca.*

*Time: 11:30am – 1pm*



*The High Speed Rail Support Group is dedicated to supporting the efforts of high speed rail in California. It will serve to educate the public, inform and support procurement opportunities and job creation.*

*Call John Hernandez at 559-277-5470 to RSVP or email him at [John7107@Comcast.net](mailto:John7107@Comcast.net)*



## ***“Contacts Equal Contracts”***

*The High Speed Rail Support Group (HSRG) will do the following to help California Small Business participate in the contracts offered by the California High Speed Rail Authority or its prime contractors.*

**The HSRG will act as a resource to the California Small Business community by highlighting available contracts via community outreach.**

**The HSRG monthly events will be a place where California Small Businesses can network & make business contacts in a positive atmosphere.**

**The HSRG will educate & encourage CA Small Businesses to collaborate with the ultimate goal of getting a contract.**

**The HSRG “Contacts Equal Contracts” initiative will work collaboratively with other like-minded nonprofits to support the construction and eventual operation of California High Speed Rail.**

**The HSRG will help certify as many small businesses as possible via the resources offered by the US Government & the CA Government.**

**The HSRG will help the California High Speed Rail Authority meet the 30% Small Business participation goal.**

**The HSRG will encourage business to business contracting.**

**We will help CA Small Businesses use technology & the internet to increase their competitive advantage via their digital footprint.**

**The HSRG will produce “High Speed Rail Now” an internet news program.**

rcvd at HSR Board Mtg  
11-17-15

**Kole Upton**

---

**From:** "Kole Upton" <kupton@inreach.com>  
**Date:** Tuesday, November 17, 2015 4:54 AM  
**To:** "Diana@HSR Gomez" <Diana.Gomez@hsr.ca.gov>; "Terry@HSR Ogle" <terry.ogle@hsr.ca.gov>  
**Cc:** <steve@massarofarms.com>  
**Attach:** 3rd group of individual petitions .PDF  
**Subject:** 3rd Group of petitions Favoring the Road 19 & Hwy 152 Route

Diana & Terry:

Attached is the 3rd batch of petitions supporting the Road 19 and Hwy 152 route as the Preferred Alternative for the 'Wye'. Please include them in the record of comments as you did the previous ones.

Also, for the record, we now have 590 signatures of which 224 are citizens of the City of Chowchilla.

Thank you.

Kole Upton

# Petition to the California High Speed Rail Authority

We, the undersigned, express our **SUPPORT** for a preferred High Speed Rail 'Wye' alignment utilizing the Highway 152 and Road 19 corridors in the community of Chowchilla. Although many of us would prefer High Speed Rail not go through our area, we recognize the efforts by High Speed Rail staff to work cooperatively with residents and other interest in developing the Road 19 - Hwy 152 Wye option. This is the only alignment to offer a positive benefit to the community that will bear the effects of the largest HSR footprint in the state!

We, the undersigned, also express our **OPPOSITION** to the alternatives involving Road 13 and Avenue 21 as they only offer impacts and no positive benefit to this area.

Printed Name	Signature	Address	Phone #	Date
Soquira Rosales	<i>Soquira Rosales</i>	13285 Marshall St LeGrand CA	(209) 917-6247	10/13/15
Gabriela Rosales	<i>Gabriela Rosales</i>	13285 Marshall St LeGrand CA	(209) 917-0002	10/13/15
Valentina Saverdina	<i>Valentina Saverdina</i>	327 Magnolia St Modesto CA	559 363-9987	10-13-15
Blanca Muñoz	<i>Blanca Muñoz</i>	13294 Woodrow St LeGrand CA	(209) 917-0388	10-13-2015
Melina Rosales	<i>Melina Rosales</i>	13289 E. Marshall St LeGrand CA	209 917-6244	10-13-15
Gerardo Muñoz	<i>Gerardo Muñoz</i>	13294 Woodrow St LeGrand CA	209 201-7720	10/13/15
Maria Rosales	<i>Maria Rosales</i>	13285 Marshall St LeGrand CA	(209) 389-0117	10-13-15
Deyanira Manzo	<i>Deyanira Manzo</i>	4068 Chapman St LeGrand CA 95333	209 9389.4902	10-13-15
Efrain Osaverri	<i>Efrain Osaverri</i>	4088 Chapman St LeGrand CA 95333	209	10-13-15
GEORGIA PASCOE	<i>Georgia Pascoe</i>	932 Hospital Dr. Chowchilla CA 93610	389 49 02	10-13-15
Adela Morrison	<i>Adela Morrison</i>	36615 Fresno Rd Le Grand CA 95337	559 665-6998	10-13-15
Kenneth D. Morrison	<i>Kenneth D. Morrison</i>	36615 Fresno Rd Le Grand CA 95333	209 389-4410	10-13-15





# Petition to the California High Speed Rail Authority

We, the undersigned, express our **SUPPORT** for a preferred High Speed Rail 'Wye' alignment utilizing the **Highway 152 and Road 19** corridors in the community of Chowchilla. Although many of us would prefer High Speed Rail not go through our area, we recognize the efforts by High Speed Rail staff to work cooperatively with residents and other interest in developing the Road 19 - Hwy 152 Wye option. This is the only alignment to offer a positive benefit to the community that will bear the effects of the largest HSR footprint in the state!

We, the undersigned, also express our **OPPOSITION** to the alternatives involving Road 13 and Avenue 21 as they only offer impacts and no positive benefit to this area.

Printed Name	Signature	Address	Phone #	Date
Dana Comaggia	<i>Dana Comaggia</i>	13830 Ave 21	559-665-4233 <del>37</del>	10/6/2015
Pete Comaggia	<i>Pete Comaggia</i>	13830 Ave 21	559 232 7420	10/6/2015
Tina Leone	<i>Tina Leone</i>	13556 Ave 20 1/2	559-665-4635	10/6/15
William S Hobart	<i>William Hobart</i>	720 Juniper ave	659 201-3489	10/8/15
Sandra Hobart	<i>Sandra Hobart</i>	720 Juniper ave	559 201-3781	10/8/15
RANDALL SHEA SMITH	<i>Randall Shea Smith</i>	1772 Rd 12	559 999 0624	10/9/15
Sharon J. C. Sweeney	<i>Sharon J. C. Sweeney</i>	13693 Ave 20 1/2	559 9402646	10/10/15
Margaret Miller	<i>Margaret Miller</i>	13693 Ave 20 1/2	559 665 3735	10/10/15
Pete Comaggia	<i>Pete Comaggia</i>	13677 Ave 20 1/2	559 665 2883	10/12/15
<i>Pete Comaggia</i>	<i>Pete Comaggia</i>	13677 Ave 20 1/2	559-665-2883	10/12/15

Submitted for the record at the CHSRA Board Meeting

11/17/15

1. Letter of support for the Road 19 and Hwy 152 Alternative for the 'Wye' and a five page letter documenting the advantages of that route, and the concerns and disadvantages of any Road 13 or Ave. 21 alternative.
2. Copies of business petitions in favor of the Road 19 and Hwy 152 alternative.
3. Two letters documenting the length of time individuals and organizations in 'Wye' have been involved in this process.

October 28, 2015

Honorable Dan Richard, Chair  
California High Speed Rail Authority  
770 L Street, Suite 1160  
Sacramento, CA 95814

Diana Gomez, Central Valley Regional Director  
California High-Speed Rail Authority  
2550 Mariposa Mall, Suite 3015  
Fresno, CA. 93721

**Re: Letter of support for the SR 152 to Road 19 Alternative**

Dear Chair Richard, Director Gomez and staff:

The agricultural community of the Central Valley has been actively involved with the High Speed Rail project for nearly six years. It has been our belief that, if we must accept High Speed Rail and if we are forced to choose an alignment through the Valley, the route should follow established transportation corridors. We have said time and time again that the preferred alternative should align as close as possible to the State Route (SR) 152 and Highway 99 corridors in Madera County.

Voters were led to believe that the High Speed Rail would follow existing major transportation corridors to reduce its impacts to our agricultural economy. As such, the agricultural community of the Central Valley endorses the selection of the *SR 152 to Road 19 Alternative* in the Chowchilla "W" Supplemental Environmental Impact Report (SEIR).

We believe that the *SR 152 to Road 19 Alternative* has the least impacts on the community and is the only alignment being considered that offers multiple benefits to the residents of Chowchilla, Madera County, and State of California, as well as achieving the goals of High Speed Rail.

Many of the reasons we support *SR 152 to Road 19 Alternative* are described below:

- **An alternative that utilizes Highway 99 and State Route 152 maintains a "Single" and "Safe" transportation corridor.**
- It utilizes "True" existing transportation corridors.
- This is the "ONLY" alternative to offer any positive benefit to the area that will bear the effects of the largest high-speed rail footprint in the State, yet will not receive a station. Although this *Alternative* is initially more costly, over the projected 100-year life span of the project, the added safety benefits this

alternative would provide to the residents of Madera County and the State of California would far outweigh the upfront monetary expense.

- With California's population continuing to grow at a rapid pace and traffic on SR 152 increasing to the point that it has become one of the more dangerous highways in the state, it would be prudent for the Authority and State to take a progressive approach in tackling the transportation problems that exist on SR 152. The conversion to freeway status and the construction of grade-separated crossings over SR 152 would alleviate the major transportation related safety concern in our region.
- California Highway Patrol records show that from 2005 through 2014 there have been **352 accidents** on the 15.5-mile stretch of SR 152 in Madera County. Those accidents resulted in **315 injuries** and **22 fatalities**.
- It would be irresponsible to build another transportation impediment (Avenue 21) just two miles from the existing SR 152 barrier. SR 152 splits this community and adding another barrier would create additional impacts and hardships for people who live and commute here.
- The noise and vibration impacts associated by co-locating the HSR adjacent to existing transportation corridors is minimized. Creating new corridors along either Road 13 or Avenue 21 creates new impacts to an otherwise rural and relatively quiet setting.
- **Minimizes impacts to local schools, agriculture, water districts and their infrastructures.**
- The *SR 152 to Road 19 Alternative* would offer substantial improvements in the *home to school* transportation programs for the Chowchilla High School District, Chowchilla Elementary District, and the Alview-Dairyland School District. There is currently only one protected and grade-separated crossing to transverse SR 152 for these school districts. The added benefit of this *Alternative* would be the five additional grade-separated overcrossings, which will provide long overdue safety improvements. Our community has been LUCKY to have not had a major school bus incident given the increasing traffic on SR 152, especially in the annual dense valley fog.
- The *Road 13 to Avenue 21 Alternative* would bisect the Alview-Dairyland School District along the only corridor (Avenue 21) that spans the fifteen mile width of the district (Madera County Roads 1 to 16). Avenue 21 is a key road for bus transportation, in fact, all bus drivers utilize this road during their morning and afternoon routes. Avenue 21 is also the primary east/west thoroughfare for the Chowchilla Union High School, south of SR 152 in its *home to school* transportation program.

- Road closures and limited crossing, coupled with the close proximity of the High Speed Rail tracks of a *Road 13 to Avenue 21 Alternative*, would create a “**double barrier**” effect along Avenue 21 for these school districts and the community to have to navigate through. This would further deteriorate our rural traffic flow, safety, and emergency response times, especially in our annual valley fog.
- **Agriculture** will suffer fewer impacts with an alignment utilizing the SR 152 and Highway 99 corridors, as most farming operations along those alignments are accustomed to the restraints that come with farming next to a major transportation corridor. Road closures and limited crossings of the *Road 13 to Ave. 21* and *Road 13 to SR 152 Alternatives* will make it difficult for the farms that have land on both sides of the road to farm in an efficient manner. It is not practical for High Speed Rail Authority to build private crossings that would accommodate the large agricultural equipment used in production agriculture.
- There are several dairies that will be impacted if either the *Road 13 to Ave. 21* or *Road 13 to SR 152 Alternatives* are selected. Dairies are much more than the dairy barn and corrals seen on aerial photographs; they encompass a complex arraignment of pipelines, fields, and other infrastructure that cannot be mitigated or relocated. Dairies are complex multi-million dollar businesses that depend on the free flow of goods and services around their enterprise. In addition, the environmental regulatory requirements associated with manure management are complex. From a regulatory perspective, it should be noted that relocating a dairy to a green field site is essentially impossible. The *SR 152 to Road 19 Alternative* impacts the least amount of dairy farms.
- Furthermore, the electromagnetic, noise and vibration impacts of the project on dairy cattle has not been adequately studied. The California High Speed Rail Authority has certified the Merced to Fresno and Fresno to Bakersfield Environmental Impact Reports yet those concerns have not been addressed.
- The *SR 152 to Road 19 Alternative* is clearly the best alternative if CHSRA wants to avoid devastation of the Chowchilla Water Distract (CWD) facilities. CWD’s primary infrastructure is adjacent to Road 13 and Ave. 21. It is imperative that the CWD service area be able to completely utilize the current water infrastructure to best offset the effects of the drought. Construction along Road 13 and Avenue 21 will render CWD unable to deliver water for extended periods of time. The delivery of surface water is essential to sustain the underground aquifer. Regrettably, we cannot predict when surface water will be available. However, during wet years, CWD has the ability to deliver water for 365 days/ year. We cannot afford to miss wet years because of rail construction.
- The addition of multiple grade separated crossings and the upgrade of SR 152 to Freeway status would significantly improve the response times for emergency responders; especially during times of thick valley fog. This result would only come to fruition if the *SR 152 to Road 19 Alternative* is selected.

- The *Ave 21 to Road 13* and *SR 152 to Road 13 Alternatives* would both negatively impact emergency response times especially in the thick valley fog. The multiple road closures and limited overcrossing coupled with the fact that Highway 152 would not be improved would cast more hardship on this rural area of Madera County.
- Impacts should be expected along SR 152 as much of the existing right of way provides zoning for expansion and development.
- Regardless of High-Speed Rail, at some point in the future SR 152 will need to be upgraded to freeway status. It only makes sense to do this upgrade in conjunction with HSR to lessen future cost, impacts and damage.
- HSR is more compatible with the City of Chowchilla industry park, as it only effects a SMALL portion of this industrial zoned area, which is currently utilized for agriculture.
- Contrary to the City of Chowchilla, very little, if any, impacts would be made to speculative claims of future development projects. The land that the *SR 152 to Road 19 Alternative* would transverse has been ideal or used for marginal agricultural purposes for decades. It has only been since the announcement of possible HSR activity that project such as a race track, recreational retail center, and industrial and processing complexes have been floated, seemingly never to materialize.
- Farmers, their employees, and agricultural production should hold as much importance as that of future speculated housing developments. Agriculture is by far the largest economy in the region, with gross values from all production generating over \$2 billion in Madera County alone in 2014. Losing highly productive farmland not only eliminates the farmer's income and on-farm jobs, but the devastation spreads to the numerous support businesses, such as the seed, processor, tractor, fertilizer, and irrigation companies.
- Impacts to the community of Fairmead are no more severe than those on any of the alternatives. ALL alignments affect the elderly, someone's home, business or livelihood. For instance the *Ave. 21 to Rd. 13 Alternative* would displace or severely affect at least 47 homes, 3 dairies, a PG&E substation, two school districts, and numerous family owned farming operations.
- The HSR travel times between San Francisco, to Los Angeles are essentially identical for the *SR 152 to Road 19* and the *Avenue 21 to Road 13 Alternatives*. Currently available maps suggest a less than 5 second difference.

A great concern of ours is the way that HSR has conducted its public outreach. It portrays itself as attempting to get community consensus on an alignment but holds separate meetings with each group affected by an alignment. NO one wants a high-speed train coming through their domain. It is impossible to get unity and consensus in this way, the process has only served to divide our community. The process is similar to the government forcing a mother and father separately to pick one of their children to take a beating. Each parent would have reasons for and against each child taking that beating. Without a collaborative process, in the end, the parents would be at odds no matter which child was chosen.

Another concern is the ranking or picking of routes by bureaucrats in the EPA and Army Corp. of Engineers and the fact that they are NOT subject to local input, review or comment. The *SR 152 to Road 19 Alternative* is clearly a more beneficial route! How many lost “human” lives does it take to offset an OPINION that a miniscule improvement in aquatic and or biological resources should determine a route selection?

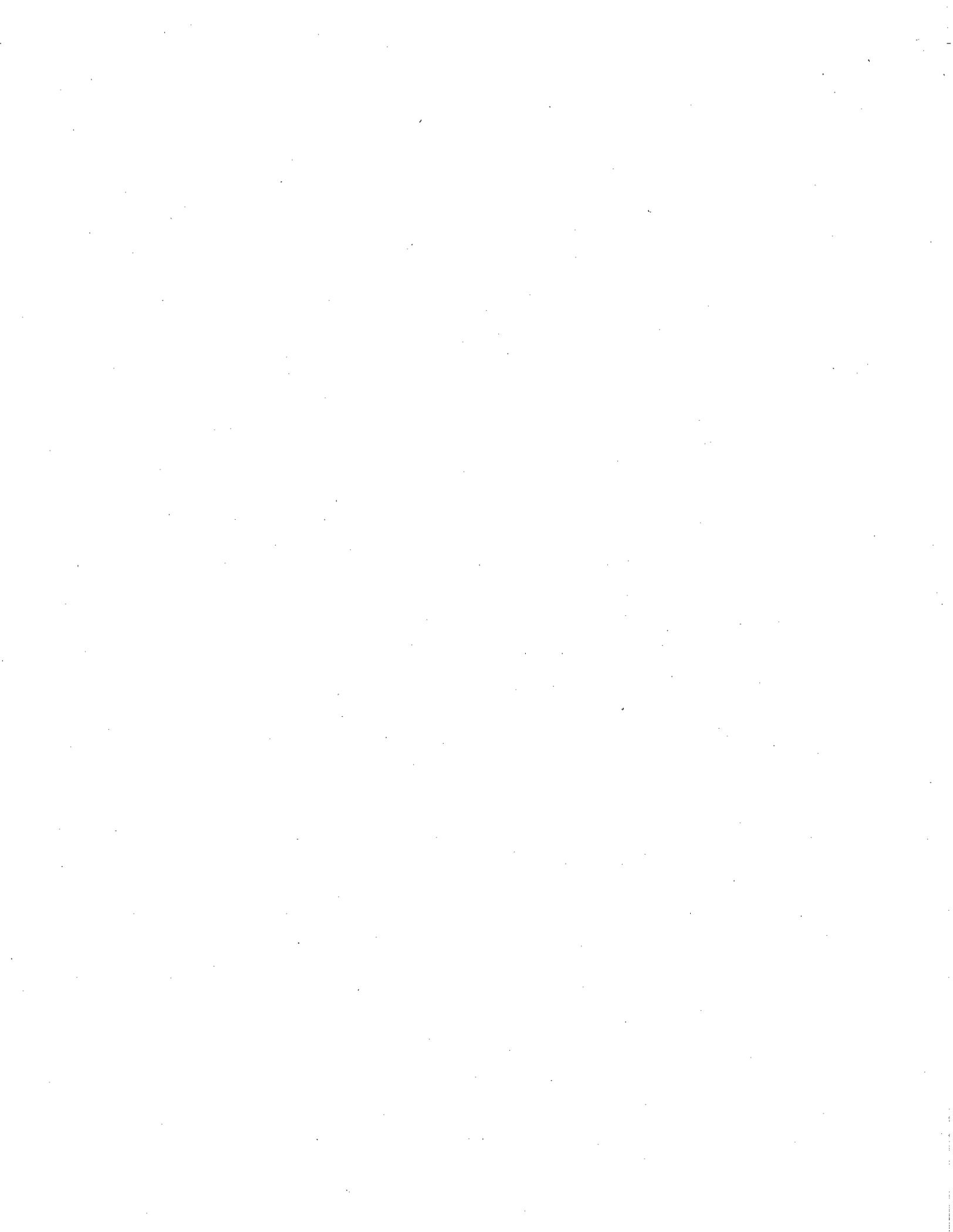
We should emphasize that the *SR 152 to Road 19 Alternative* is a product of the Settlement Agreement in the Farm Bureau et al lawsuit of which POH is one of the Plaintiffs. CHSRA kept their part of the Settlement Agreement by holding regular meetings to discuss alternatives in the “Wye”.

Nonetheless our coalition is concerned that CHSRA, for the third time, has resurrected two permutations of a Road 13 option previously rejected twice by the CHSRA Board. Any route located adjacent to Road 13 has virtually unanimous opposition by agencies and citizens alike.

The City of Chowchilla also had a Settlement Agreement with CHSRA after its lawsuit. CHSRA has completely complied with that Settlement Agreement. We are concerned that CHSRA will give an ordinate amount of weight to the City’s latest position endorsing an *Ave. 21 to Road 13 Alternative*. Basically, it gives the City another bite at the apple even though HSR has complied with that Settlement Agreement.

In closing, we encourage you to select the *SR 152 to Road 19 Alternative* to sustain the economic engine in this region, **AGRICULTURE**. This is the ONLY alternative to offer any long-term benefit to our way of life! Cutting corners for expediency and short term cost savings is wrong. This project should be engineered and constructed to provide multiple benefits for all Californians, not just large urban cities and not at the expense of Central Valley agriculture. **What would you want if this were your community?**

*[Remainder of page intentionally left blank; signature pages to follow.]*



①

As outlined in the letter above, we the undersigned feel strongly that the SR 152 to Road 19 Alternative should be the Preferred Alternative for the Central Valley 'Wye'.

1) Sk J Parts  
Print Name or Business

135 W Robertson Blvd  
Address Chowchilla CA 93610

[Signature]  
Signature

4  
Number of Employees (optional)

2) Nedra Ann Northon  
Print Name or Business

22662 Robertson Blvd - Chowchilla CA 93610  
Address

[Signature]  
Signature

\_\_\_\_\_  
Number of Employees (optional)

3) Billie Jeanne Saska  
Print Name or Business

22662 Robertson Blvd Chowchilla CA 93610  
Address

[Signature]  
Signature

\_\_\_\_\_  
Number of Employees (optional)

Kathryn A Bowerman  
Print Name or Business

22662 Robertson Blvd Chowchilla CA  
Address 93610

[Signature]  
Signature

\_\_\_\_\_  
Number of Employees (optional)

5) Donna Thomas  
Print Name or Business

1408 Alameda Ave  
Address

[Signature]  
Signature

\_\_\_\_\_  
Number of Employees (optional)

As outlined in the letter above, we the undersigned feel strongly that the SR 152 to Road 19 Alternative should be the Preferred Alternative for the Central Valley 'Wye'.

1) Cornaggia Farms 13677 Avenue 21  
Print Name or Business Address

[Signature] 6  
Signature Number of Employees (optional)

2) Backstreet Bar+Grill 1930 Howard Rd Madras  
Print Name or Business Address

[Signature] 4  
Signature Number of Employees (optional)

3) Stenton Tptom 23292 Rd 9  
Print Name or Business Address

[Signature] 1  
Signature Number of Employees (optional)

4) Julie Comaggia 13480 Aene 21  
Print Name or Business Address

[Signature] \_\_\_\_\_  
Signature Number of Employees (optional)

5) Gary Comaggia 13480 Ave 21  
Print Name or Business Address

[Signature] \_\_\_\_\_  
Signature Number of Employees (optional)

(B)

As outlined in the letter above, we the undersigned feel strongly that the SR 152 to Road 19 Alternative should be the Preferred Alternative for the Central Valley 'Wye'.

1) Massara Dairy Inc 20691 Rd 16  
Print Name or Business Address

Dairy Massara 6  
Signature Number of Employees (optional)

2) MIKE HERBERG 22876 Rd 15 1/2  
Print Name or Business Address

Mike Herberg 2  
Signature Number of Employees (optional)

3) Massara Farms 20754 Rd 16  
Print Name or Business Address

Steve Massara 3  
Signature Number of Employees (optional)

4) \_\_\_\_\_  
Print Name or Business Address

\_\_\_\_\_  
Signature Number of Employees (optional)

5) \_\_\_\_\_  
Print Name or Business Address

\_\_\_\_\_  
Signature Number of Employees (optional)

4

As outlined in the letter above, we the undersigned feel strongly that the *SR 152 to Road 19 Alternative* should be the Preferred Alternative for the Central Valley 'Wye'.

Mark Trost

Print Name or Business

20884 Rd 20 Chowchilla, Ca. 93610  
Address

*Mark Trost*

Signature

Number of Employees (optional)

5

As outlined in the letter above, we the undersigned feel strongly that the SR 152 to Road 19 Alternative should be the Preferred Alternative for the Central Valley 'Wye'.

BRAAKSMA - ROSS FARMS      19389 AVE 21, CHOWCHILLA  
Print Name or Business      Address

[Signature]      10  
Signature      Number of Employees (optional)

6

As outlined in the letter above, we the undersigned feel strongly that the *SR 152 to Road 19 Alternative* should be the Preferred Alternative for the Central Valley 'Wye'.

HAYNES PRECISION SPREADING 8302 AVE 19 1/2 CHOWCHILLA  
Print Name or Business Address

Clay Haynes 14  
Signature Number of Employees (optional)

7

As outlined in the letter above, we the undersigned feel strongly that the SR 152 to Road 19 Alternative should be the Preferred Alternative for the Central Valley 'Wye'.

MARK & ELLEN WOLFSTHORNDI      20775 ROAD 13, CHOUCHILLA, CA  
Print Name or Business      Address

*Mark Wolfsthorndi*  
Signature

Number of Employees (optional)

*Ellen Wolfsthorndi*

As outlined in the letter above, we the undersigned feel strongly that the SR 152 to Road 19 Alternative should be the Preferred Alternative for the Central Valley 'Wye'.

1) Ann Allen 417 Orange Ave  
Print Name or Business Address

Ann Allen  
Signature Number of Employees (optional)

2) Joan Bowerman 1112 Monterey  
Print Name or Business Address

Joan Bowerman  
Signature Number of Employees (optional)

3) Mike Bowerman 591 Walnut Way  
Print Name or Business Address

Mike Bowerman  
Signature Number of Employees (optional)

4) Roger Bowerman 22662 Robertson Blvd  
Print Name or Business Address Cherhill #41

Roger Bowerman  
Signature Number of Employees (optional)

5) \_\_\_\_\_  
Print Name or Business Address

\_\_\_\_\_  
Signature Number of Employees (optional)

9

As outlined in the letter above, we the undersigned feel strongly that the *SR 152 to Road 19 Alternative* should be the Preferred Alternative for the Central Valley 'Wye'.

Preserve Our Heritage  
Print Name or Business

PO Box 501, Chowchilla  
Address

Steve Johnson Pres.  
Signature

\_\_\_\_\_  
Number of Employees (optional)

10

As outlined in the letter above, we the undersigned feel strongly that the SR 152 to Road 19 Alternative should be the Preferred Alternative for the Central Valley 'Wye'.

Bruce Chapman Farms  
Print Name or Business

21582 Road 10 Chowchilla  
Address

Bruce Chapman  
Signature

10  
Number of Employees (optional)

11

**As outlined in the letter above, we the undersigned** feel strongly that the *SR 152 to Road 19 Alternative* should be the Preferred Alternative for the Central Valley 'Wye'.

Anderson  
Print Name or Business

1470 Hwy 99 / Golden State Blvd  
Address

[Signature]  
Signature

20  
Number of Employees (optional)

As outlined in the letter above, we the undersigned feel strongly that the SR 152 to Road 19 Alternative should be the Preferred Alternative for the Central Valley 'Wye'.

1) Howells Auto Parts 41 Robertson Blvd CA 93010

Print Name or Business

Address

Paul De

Signature

4

Number of Employees (optional)

2) \_\_\_\_\_  
Print Name or Business

\_\_\_\_\_ Address

\_\_\_\_\_ Signature

\_\_\_\_\_ Number of Employees (optional)

3) \_\_\_\_\_  
Print Name or Business

\_\_\_\_\_ Address

\_\_\_\_\_ Signature

\_\_\_\_\_ Number of Employees (optional)

4) \_\_\_\_\_  
Print Name or Business

\_\_\_\_\_ Address

\_\_\_\_\_ Signature

\_\_\_\_\_ Number of Employees (optional)

5) \_\_\_\_\_  
Print Name or Business

\_\_\_\_\_ Address

\_\_\_\_\_ Signature

\_\_\_\_\_ Number of Employees (optional)

13

As outlined in the letter above, we the undersigned feel strongly that the SR 152 to Road 19 Alternative should be the Preferred Alternative for the Central Valley 'Wye'.

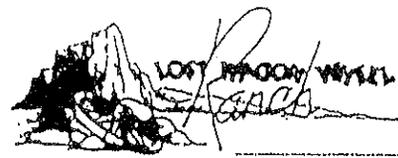
F.M. Upton & Sons  
Print Name or Business

P.O. Box 506  
Address

*[Signature]*  
Signature

13  
Number of Employees (optional)

F.M. UPTON & SONS



As outlined in the letter above, we the undersigned feel strongly that the SR 152 to Road 19 Alternative should be the Preferred Alternative for the Central Valley 'Wye'.

- 1) Chris Shannon PO Box 686 Merced CA  
 Print Name or Business Address  
SHANNON Pump CO.  
Chris Shannon 50  
 Signature Number of Employees (optional)
- 2) Richard Pazio 129 W 15th St. Merced. CA.  
 Print Name or Business Address  
Richard Pazio 15  
 Signature Number of Employees (optional)
- 3) Spinardi & Jones CPA's 478 E. Yosemite Ave Ste A  
 Print Name or Business Address  
Spinardi & Jones Merced, CA 95340  
Spinardi & Jones 9  
 Signature Number of Employees (optional)
- 4) Black's Irrigation 144 N. Chowchilla Blvd  
 Print Name or Business Address  
Black's Irrigation Chowchilla, CA 9360  
Black's Irrigation 14  
 Signature Number of Employees (optional)
- 5) \_\_\_\_\_  
 Print Name or Business Address  
 \_\_\_\_\_  
 Signature Number of Employees (optional)

15

As outlined in the letter above, we the undersigned feel strongly that the SR 152 to Road 19 Alternative should be the Preferred Alternative for the Central Valley 'Wye'.

1) ANDERSON PUMP Co. 24719 ROBERTSON BLVD  
Print Name or Business Address

[Signature] 80  
Signature Number of Employees (optional)

2) Schuttler Tire 1539 Robertson Blvd  
Print Name or Business Address

[Signature] 10  
Signature Number of Employees (optional)

3) MID-VALLEY PIPE & STEEL 16141 Ave 24 1/2 Chowchilla  
Print Name or Business Address

[Signature] 7  
Signature Number of Employees (optional)

4) Stanford Chopping 21720 Rd 15 1/2 Chowchilla  
Print Name or Business Address

[Signature] 30  
Signature Number of Employees (optional)

5) Growing Nuts LP 54 W. Houston Ave. Clovis  
Print Name or Business Address

[Signature] \_\_\_\_\_  
Signature Number of Employees (optional)

# Merced County Farm Bureau

February 28, 2012

Chairman Dan Richard  
California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

RE: Merced County Farm Bureau's decision to oppose the entire High Speed Rail Project in California

Chairman Richard,

Merced County Farm Bureau (MCFB) is the leading agricultural organization representing over 1,500 farmers and ranchers in Merced County. We have been in existence since 1917 with the purpose of improving the ability of individuals engaged in production agriculture to utilize California's resources to produce food and fiber in the most profitable, efficient and responsible manner.

Since 2009, MCFB has provided statements, hosted meeting, tours and spoke at Board Authority meetings and public hearings with the goal of creating workable alternatives for route options in the Central Valley. MCFB has submitted several letters for the official record which include our support of Alternative 2 (A-2) and State Route 152. The letters also state MCFB's opposition to A-1, A-3, A-4, the West Chowchilla Design Option (WCDO), Avenue 21 and Avenue 24. Our support of both A-2 and SR 152 also follow the language Californians voted for in 2008 on Proposition 1A which stated that the High-Speed Rail (HSR) "shall follow existing transportation or utility corridors." It is with much frustration and concern that MCFB's Board of Directors has decided to revoke our support for previous routes and oppose the California High Speed Rail project all together.

With your ascension to the chairmanship of the Authority, it was our understanding from the comments of the Governor and yourself that a new approach was forthcoming. This new approach would mean the concerns of public agencies, private groups, citizens and especially the farmers of the Central Valley would now be responsibly addressed. Based on the comments of many of our members who have been intimately involved in recent meetings with HSR consultants and staff, there has been no discernible change in approach.



**Chowchilla Red Top  
Resource Conservation District  
Post Office Box 531  
Chowchilla, CA 93610**



October 18, 2010

Curt Pringle  
Chairperson  
California High Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

Re: California High Speed Rail

Dear Mr. Pringle:

The Chowchilla Red Top Resource Conservation District (RCD) is gravely concerned about the future effect of the California High Speed Rail (HSR) on our community, water infrastructure, and this area's agricultural economic base.

After discussion with our board, we would like to support only the following route for the HSR:  
**Follow Avenue 23/Highway 152 alignment corridors make "Y" connection south of Chowchilla and connect back into the A2 route and stay along that existing corridor.**

We wanted to send you our suggestion because we feel that the public input process in this area has been indifferent and apathetic to rural concerns, and seem to have only concentrated on avoiding urban impacts. In two cases, routes were removed after rural residents and organizations voiced concerns, only to reappear a few months later.

The HSR outreach to Madera County has thus far concentrated on cities and county agencies with scant inclusion of representatives from rural unincorporated areas and agricultural organizations, and the resulting urban orientation favored by HSR staff and consultants unfamiliar with our rural economy and lifestyle, has resulted in disproportionate adverse impacts to Madera County's agricultural land and residents.

Please consider our suggestion for an alternate route. As it is our mission to provide education and technical guidance in sustainable resource conservation and management to our communities and landowners and managers both current and future; we also are dedicated to the preservation and safekeeping of our valley's agricultural resources.

Sincerely,

Norman Kuhr  
President  
Chowchilla Red Top RCD

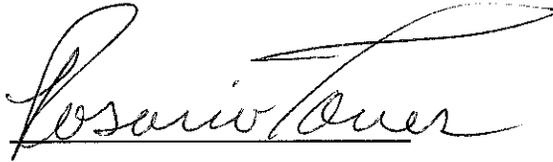
November 17, 2015

Dear Governor Brown, Board Members and Chief Executive Officer Morales,

It has come to our attention that **Air Train** responded to your request for private investment to fund the construction of the California High-Speed Train Project.

Is it true they advised you they will not invest in your project?

Please respond to my question.



*Rosario Owen*

November 17, 2015

Dear Governor Brown, Board Members and Chief Executive Officer Morales,

It has come to our attention that **Plenary Group** responded to your request for private investment to fund the construction of the California High-Speed Train Project.

Is it true they advised you they will not invest in your project because-

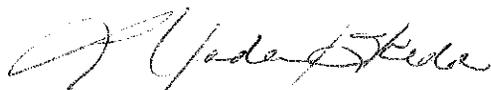
A- The bankability of the project is a risk, funding does not appear to be adequate to fund the entire Phase-1 of the project,

B- The labor resources may be constrained, given the significant number of major projects being undertaken or planned in the state.

C- Given the size of the project there are very few contractors that handle such a project and that will cause issues in the capital markets. A project this large will have difficulty finding the available security and surety bond/insurance to cover the underwriters/lenders on a project of this size.

D- Ridership and Operation and Maintenance costs in the 2014-Business Plan had very little room for contingency and given the uncertain markets, ridership could be significantly impacted in a downturn economy.

Please respond to my question.



Lynn Yada / LYNN YADA

November 17, 2015

Dear Governor Brown, Board Members and Chief Executive Officer Morales,

It has come to our attention that the **CRI** responded to your request for private investment to fund the construction of the California High-Speed Train Project.

Is it true they advised you they will not invest in your project because-

A- The government will need to invest more funds to meet the private investment.

B- Financing costs will increase and so will the risk.

C- The Authority needs to identify a long-term debt financing program.

D- There is a \$31.76 billion gap to fund, which is 62.6% of the total investment. This scares private investors and there are inherent uncertainties in the project financing.

E- During design, construction and initial operation there is not enough cash flow to pay back the private debts.

F- Normal financing institutions cannot meet the demand of the project.

Please publicly respond to my question.

A handwritten signature in black ink that reads "Bill Descary". The signature is written in a cursive style with a long horizontal line extending to the right from the end of the name.

Bill Descary

Delia 'Dee' Dominguez  
115 Radio St, Bakersfield, CA 93305  
661 637-1851

November 17, 2015

High-Speed Rail Authority Board Meeting  
Governor Brown, Board Members, and Chief Executive Officer, Morales  
Fresno City Hall  
2600 Fresno St  
Fresno, CA 93721

Dear Governor Brown, Board Members, and Chief Executive Officer, Morales,

It has come to our attention that the **OHL** responded to your request for private investment to fund the construction of the California High-Speed Train Project.

Is it true they advised you they will not invest in your project because:

- A) Large projects around the world have had huge problems and delays, which lead to delays in getting to revenues. This will all lead to large financial impacts to the project.
- B) OHL expects unaddressed geological, environmental and Right of Way risks.

Please respond to my question.

Thank you for your consideration;



Delia Dee Dominguez  
Resident and property owner in Bakersfield, California  
Born and raised in Bakersfield, California  
Parents and Grandparents born and raised in Bakersfield, California  
Great Grandparents, and Great- Great Grandparents born and raised in Bakersfield, California  
Great- Great- Great Grandparents born and raised in Bakersfield, California

November 17, 2015

Dear Governor Brown, Board Members and Chief Executive Officer Morales,

It has come to our attention that FCC Construction responded to your request for private investment to fund the construction of the California High-Speed Train Project. Is it true they advised you they will not invest in the current project because-

A- The Initial Operating Section-South will have complex issues with crossing the mountains and using tunnels.

B- Connecting Burbank, Los Angeles and Anaheim will be complex and has to interface with a huge population.

C- The Authority has already started Construction Packages-1 through 4 and a new construction firm will have to accept this work. This will be an interface risk.

D- Moving utilities will be a risk that could impact the project.

E- Securing funding will be challenging. Security packages/guarantees will be needed for concessionaire.

F- Revenue risk should sit with the Authority.

Please publicly respond to my question.

A handwritten signature in cursive script that reads "Carol Bender".

Carol Bender  
13340 Smoke Creek Ave  
Bakersfield, CA 93314

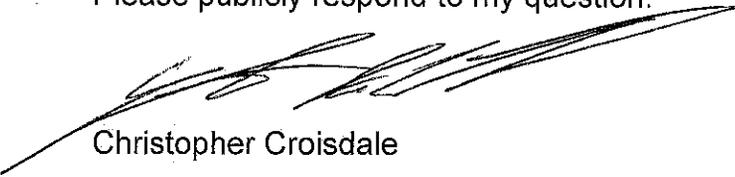
November 17, 2015

Dear Governor Brown, Board Members and Chief Executive Officer Morales,

It has come to our attention that **TYPSA** responded to your request for private investment to fund the construction of the California High-Speed Train Project.

Is it true they advised you they will not invest in your project because the uncommitted 67% of funds for the Initial Operating Section is a limiting factor for participation by the Private Sector?

Please publicly respond to my question.



Christopher Croisdale

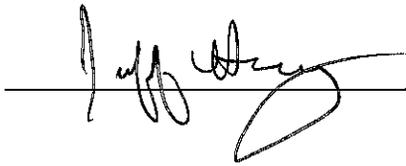
November 17, 2015

Dear Governor Brown, Board Members and Chief Executive Officer Morales,

It has come to our attention that **Barclays** responded to your request for private investment to fund the construction of the California High-Speed Train Project.

Is it true they advised you they will not invest in your project? *ADD IF SO WHY?*

Please respond to my question.

A handwritten signature in black ink, appearing to be "Jeffrey" followed by a stylized flourish, is written over a horizontal line.

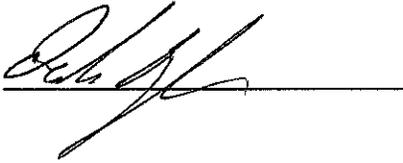
November 17, 2015

Dear Governor Brown, Board Members and Chief Executive Officer Morales,

It has come to our attention that **Indra** responded to your request for private investment to fund the construction of the California High-Speed Train Project.

Is it true they advised you they will not invest in your project?

Please respond to my question.

A handwritten signature in black ink, appearing to be "De. J.", is written over a horizontal line.

November 17, 2015

Dear Governor Brown, Board Members, and Chief Executive Officer Morales,

It has come to our attention that **AECOM** responded to your request for private investment to fund the construction of the California High-Speed Train Project.

Is it true they advised you they will not invest in your project because -

**A** - Tickets sales are always smaller in comparison to capital and operating costs, so the Authority will need to provide availability payment or subsidies.

**B** - Financing on a ridership revenue model is going to yield higher financing costs.

**C** - The project is likely going to be subject to cost over-runs.

**D** - One contractor should oversee design, construction, vehicles, and the safety so that all of the interface risks are taken away.

Please publicly respond to my question.



Alan Scott

November 17, 2015

Dear Governor Brown, Board Members and Chief Executive Officer Morales,

It has come to our attention that **Acumen** responded to your request for private investment to fund the construction of the California High-Speed Train Project. Is it true they advised you they will not invest in your project because-

A-Revenue from ridership rarely covers operations and maintenance plus capital costs.

B- Your real estate plan is not well thought out.

Please publicly respond to my question.



Gloria Coelho

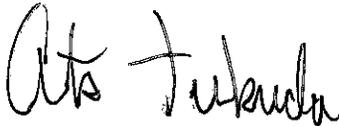
November 17, 2015

Dear Governor Brown, Board Members and Chief Executive Officer Morales,

It has come to our attention that Siemens responded to your request for private investment to fund the construction of the California High-Speed Train Project.

Is it true they advised you they will not invest in your project because the Authority should be building Initial Operating Section-North, not South?

Please respond to my question.



Ats Fukuda

895 LAURA LN  
WANTERD, CA 93230

atsuyuki@sbcglobal.net

HELEN VIERRA SULLIVAN  
14158 HOUSTON AVENUE  
HANFORD, CA 93230

November 17, 2015

Dear Governor Brown, High Speed Rail Board Members, and HSR CEO Jeff Morales:

It has come to my attention that your agency requested an investment of private funds from the Spanish company Sacyr for the financing of the High Speed Rail in California.

I understand that your request was denied by this company. Is it true that they advised you that they would not invest in your project for the following reasons?

1.) Sacyr recommended that the Authority revisit the no-subsidy stance. Their recommendation was that you go back to the legislature to ask for subsidies in the early stages of the project.

2.) Ridership forecasts are not good enough for the revenue estimates for the initial operating section. The predicted revenue from this ridership will not cover operation and maintenance costs. Experience around the world has shown that fare box cannot meet operation and maintenance costs.

3.) 220-miles per hour is higher than most if not all steel wheel on steel rail high speed rail systems around the world. Speed versus cost is not linear and a significant cost may be borne by designing for 220-miles per hour.

Please respond to my question.

A handwritten signature in blue ink, appearing to read "Helen Vierra Sullivan". The signature is fluid and cursive, with a large initial "H" and "V".

November 17, 2015

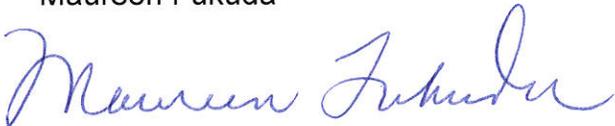
Dear Governor Brown, Board Members and Chief Executive Officer Morales,

It has come to our attention that **Skanska** responded to your request for private investment to fund the construction of the California High-Speed Train Project.

Is it true they advised you they will not invest in your project?

Please publicly respond to my question.

Maureen Fukuda



~~MA~~ minniefukuda@hotmail.com

ITALFERR

November 17, 2015

Dear Governor Brown, Board Members, and Chief Executive Officer, Morales:

It has come to our attention that ITALFERR responded to your request for private investment to fund the construction of the California High Speed Train Project.

Is it true that they advised you that they will not invest in your project?

Please respond to my question.

Respectfully Submitted,

*Phyllis Browning*

Phyllis Browning  
8646 Cairo Avenue  
Laton, CA 93242

Governor Jerry Brown

November 17, 2015

California High Speed Rail Authority Board

Chief Executive Officer Morales

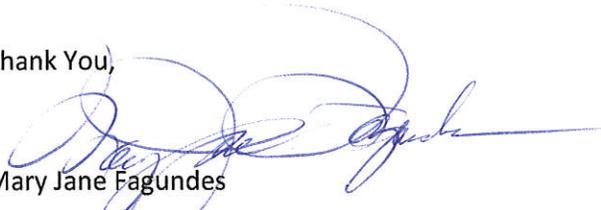
It has come to our attention that **Meridiam** responded to your request for private investment to fund the construction of the California High Speed Train Project.

Is it true they advised you they will not invest in your project because:

1. The fare-box revenues, ridership and Cap and Trade proceeds thus far will NOT be enough and investor payments should be backed by additional State subsidies so that private investors do not absorb the risk, AND
2. Cap and Trade funding will NOT last long enough and the legislature should extend it out to 2050 for us, AND
3. Meridiam does not trust the Authority or your ridership forecasts and as such the Authority should therefore take the risk and manage the rates of ridership themselves?

I ask that you please publicly respond to my question.

Thank You,



Mary Jane Fagundes

9785 Ponderosa Road

Hanford CA 93230

Phone: 559-584-8017

November 17, 2015

Dear Governor Brown, Board Members and Chief Executive Officer Morales,

It has come to our attention that **Vinci Concessions** responded to your request for private investment to fund the construction of the California High-Speed Train Project.

Is it true they advised you they will not invest in your project because-

A- There is no proven technology <sup>that</sup> can operate at 220-miles per hour.

B- The Authority has to provide more information about the right of way process, land acquisition, latent defects and interfaces.

C- There are few examples of High-Speed Rail assets that meet the expectations of the business plans.

Please publicly respond to my question.

Karen Stout

*Karen Stout*

*2250 9th Ave*

*Laton, Ca 93242-9620*

November 17, 2015

Dear Governor Brown, Board Members and Chief Executive Officer Morales,

It has come to <sup>my</sup> ~~our~~ attention that **INABENSA** responded to your request for private investment to fund the construction of the California High-Speed Train Project.

Is it true they advised you they will not invest in your project because-

A- The Authority should be providing strong guarantees or subsidies.

B- The Authority needs more State and Federal support, there is not enough funding.

Please respond to my question.

  
Shauna Green

November 17, 2015

Dear Governor Brown, Board Members and Chief Executive Officer, Morales,

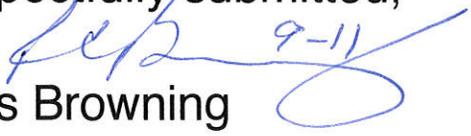
It has come to our attention that the Japan Consortium responded to your request for private investment to fund the construction of the California High Speed Train Project.

Is it true that they advised you that they *will not* invest in your project because -

- A. The Initial Operating Sections - North and South should be put into one large package with the design, build, and maintenance separated.
- B. Required secured payments for the contract are not in place.

Please respond to my question.

Respectfully submitted,

  
Ross Browning  
8646 Cairo Avenue  
Laton, CA 93242

Text of Presentation made at California High Speed Board Meeting  
on November 17, 2015:

Dear Governor Brown, Board Members and Chief Executive Officer  
Morales,

It has come to our attention that **Parsons** responded to your request  
for private investment to fund the construction of the California High-  
Speed Train Project.

Is it true they advised you they will not invest in your project  
because-?

A- The project should be broken down into smaller pieces.

B- Due to the tunneling in Initial Operating Section-South, Initial  
Operating Section-North should be done first.

C- No project in the world has been a \$15-Billion contract. The largest  
to date was \$9-Billion in France and had huge subsidies by their  
federal government.

D- All of the financing identified by the Authority falls short of funding  
the Initial Operating Section, whether it is North or South.

E- It is likely that an American firm would probably only be able to  
handle a \$5-Billion project.

F- Your ridership values are unreliable.

G- The Authority should understand that the revenues will have to go  
to Operation and Maintenance while a subsidized payment will need  
to be made to the private operator so that they are assured they have  
a reliable funding source.

Please publicly respond to my question.

Sincerely,



Ronald Jones  
Interim President  
Train Riders Association of California

November 17, 2015

Dear Governor Brown, Board Members and Chief Executive Officer Morales,

It has come to our attention that **DB International GmbH** responded to your request for private investment to fund the construction of the California High-Speed Train Project.

Is it true they advised you they will not invest in your project because-

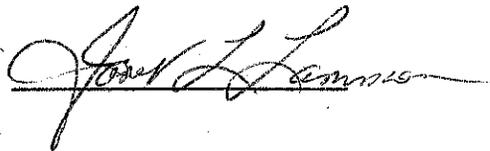
A- The Authority should break the project into four design build packages.

B- The project is large, it will likely have fewer bidders.

C- There are no projects of this size in the US, so the lenders see this project has higher risks.

D- Lenders will want guaranteed cash flow from the state to finance the project. Proposition-1A says no guarantees or subsidies are allowed.

Please publicly respond to my question.



SEE OTHER  
SIDE

November 17, 2015

Dear Governor Brown, Board Members and Chief Executive Officer Morales,

It has come to our attention that **CRSC - Beijing National Railway Research and Design Institute of Signal and Communication Group** responded to your request for private investment to fund the construction of the California High-Speed Train Project.

Is it true they advised you they will not invest in your project?

Please publicly respond to my question.

*Pamela C. Walter*

November 17, 2015

Dear Governor Brown, Board Members and Chief Executive Officer Morales,

It has come to our attention that **ACCIONA** responded to your request for private investment to fund the construction of the California High-Speed Train Project.

Is it true they advised you they will not invest in your project because-

A- They are concerned about the financial market capacity to raise the required capital for the delivery of the Initial Operating Section-North and South.

B- The Authority will need to share or transfer to other providers the risk of commissioning the project.

C- They do not believe that financing can be raised based solely on future revenue projections.

Please publicly respond to my question.

Jean Louis

- Ticket Prices  
- Immediate Domain