

Comment Letter AL022

AL022



JAMES K. HAHN
Mayor

Commission
DOMINICK W. RUBALCAVA, President
SID C. STOLPER, Vice President
ANNIE E. CHO
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SUSAN C. PARKS, Secretary

DAVID H. WIGGS, General Manager
FRANK SALAS, Chief Administrative Officer

June 22, 2004

California High-Speed Train
Draft Program EIR/EIS Comments
925 L Street, Suite 1425
Sacramento, CA 95814

Ladies and Gentlemen:

Subject: California High Speed Train
Draft Program Environmental Impact Report (EIR)/Environmental Impact
Statement (EIS)

The Los Angeles Department of Water and Power (LADWP) appreciates this opportunity to comment on the proposed California High Speed Train project. According to the Draft Program EIR/EIS, the California High Speed Rail Authority proposes high-speed train service for inter-city travel in California between the major metropolitan centers of the San Francisco Bay Area and Sacramento in the north, through the Central Valley, to Los Angeles and San Diego in the south. The proposed high-speed train system is projected to carry as many as 68 million passengers annually by the year 2020.

LADWP owns and operates numerous water and power facilities along proposed project alignments, particularly in the Tehachapi Mountains that separate the Los Angeles Basin from the Central Valley, the Los Angeles Basin itself, and the Inland Empire. LADWP facilities in these areas include aqueducts, reservoirs, water treatment facilities, below-grade water pipelines, power generation facilities, overhead power transmission lines, and underground power transmission lines. Project segments potentially affected by LADWP facilities could include:

- o Bakersfield – Sylmar,
- o Sylmar – Los Angeles,
- o Los Angeles – LAX,
- o Los Angeles – Anaheim/Irvine, and
- o Los Angeles – March ARB.

California High Speed Train
Draft Program EIR/EIS Comments
Page 2
June 22, 2004

LADWP supports the public service proposed by this project, and would appreciate the opportunity, if the proposed project continues into Project Development and Project Environmental Analysis phases, to be informed of and included in planning discussions to eliminate any potential impacts to LADWP facilities. Please include LADWP Environmental Services on the distribution list of future information or environmental documentation at the following address: Los Angeles Department of Water and Power, Attention: Manager of Environmental Assessment; 111 North Hope Street, Room 1044; Los Angeles, CA 90012.

If you have any questions, please contact Ms. Sarah Easley of my staff at the above address or at (213) 367-1276.

Sincerely,

Charles C. Holloway
Manager of Environmental Assessment

SE:gc
c: Ms. Sarah Easley

AL022-1
cont.

AL022-1

Water and Power Conservation ... a way of life

111 North Hope Street, Los Angeles, California 90012-2607 Mailing address: Box 51111, Los Angeles 90051-5700
Telephone: (213) 367-4211 Cable address: DEWAPOLA



U.S. Department
of Transportation
Federal Railroad
Administration

**Response to Comments of Charles C. Holloway, Manager of Environmental Assessment, City of Los Angeles,
Department of Water and Power, June 28, 2004 (Letter AL022)**

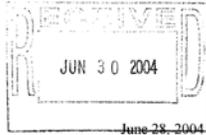
AL022-1

Acknowledged. See also response to Comment AL015-1.



Comment Letter AL023

AL023



California High-Speed Rail Authority
Carrie Pourvahidi, Deputy Director
925 L Street, Suite 1425
Sacramento, CA 95814

Re: Comments on the California High-Speed Rail Draft Environmental Impact Report/
Environmental Impact Statement (DEIR/DEIS)

Dear Ms. Pourvahidi,

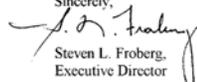
The Cross Valley Rail Corridor Joint Powers Authority was originally formed by the Cities of Visalia, Lemoore and Huron in October 2000 for the purpose of restoring and upgrading the east-west freight rail corridor between the Cities of Huron and Visalia passing through Fresno, Kings, and Tulare counties. We spent over \$14 million to upgrade 45 miles of this private rail corridor, operated by the San Joaquin Valley Railroad, which now accommodates 286,000 capacity heavy freight cars at speeds up to 40 miles per hour.

A collateral goal in forming the JPA was to plan for future east-west passenger rail service along the corridor. We just completed a passenger rail study which identifies additional costs associated with infrastructure improvements, equipment acquisition, and operations and maintenance, as well as identifying potential passenger stops. The future service will run along 32-miles of the corridor going through the Naval Air Station Lemoore, the City of Lemoore, the community of Armona, the City of Hanford, and downtown Visalia. This corridor runs through two potential high speed rail stops identified in your DEIR/DEIS, one in Hanford and the other in Visalia.

Alignment along the Union Pacific Railroad line near Visalia seems to be the logical route for the following reasons:

- This corridor along State Route 99 has a greater concentration of the area's population
- The central location better serves both Kings and Tulare Counties
- The proximity to the Visalia Municipal Airport
- The large amount of vacant land surrounding a potential Visalia stop will better facilitate the interconnection of our passenger rail service to your high-speed rail line.

Thank you for accepting our comments and suggestions, which were approved by the JPA Board on June 23, 2004. If you have any questions, please feel free to contact us.

Sincerely,

Steven L. Froberg,
Executive Director

AL023-1

Member Agencies include Huron, Lemoore, and Visalia
119 Fox Street, Lemoore California 93245 • (559) 924-6742 • (559) 924-9003 Fax



U.S. Department
of Transportation
**Federal Railroad
Administration**

**Response to Comments of Steven L. Froberg, Executive Director, Cross Valley Rail Corridor Joint Powers Authority,
June 30, 2004 (Letter AL023)**

AL023-1

Acknowledged. Please see standard response 6.15.4 in regards to the HST alignment between Fresno and Bakersfield. Please see standard response 6.21.1 in regards to a potential HST station at Visalia.

Comment Letter AL024

AL024



LOSSAN
Page 2

We look forward to continuing to work together to enhance passenger rail services in the Los Angeles – San Diego – San Luis Obispo (LOSSAN) rail corridor. If you have any questions, please contact me at (714) 562-3760 or LOSSAN staff, Linda Culp, at (619) 699-6957.

Sincerely,

HONORABLE ART BROWN, Chair
LOSSAN Rail Corridor Agency

Attachment: LOSSAN Fact Sheet

- MEMBER AGENCIES**
- California Department of Transportation
 - Los Angeles County Metropolitan Transportation Authority
 - North San Diego County Transit Development Board
 - Orange County Transportation Authority
 - San Diego Association of Governments
 - San Diego Metropolitan Transit System
 - San Luis Obispo Council of Governments
 - Santa Barbara County Association of Governments
 - Ventura County Transportation Commission

EX-OFFICIO MEMBER

- Southern California Association of Governments

- ADDITIONAL TECHNICAL ADVISORY COMMITTEE MEMBERS**
- Amtrak
 - Burlington Northern Santa Fe
 - California Public Utilities Commission
 - Southern California Regional Rail Authority
 - Union Pacific

STAFFED BY:
SANDAG
401 B Street, Suite 800
San Diego CA 92101
(619) 699-1900
fax: (619) 699-1905
lcv@sandag.org

June 28, 2004

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

Dear Mr. Morshed:

Thank you for the opportunity to comment on the draft Programmatic Environmental Impact Report / Environmental Impact Statement (PEIR/EIS) for the proposed California high-speed train system.

The LOSSAN Board of Directors reviewed a number of comments recommended by our technical advisory committee at our May 5, 2004 meeting. We have the following comments:

- LOSSAN supports conventional improvements to the Pacific Surfliner corridor between San Diego and San Luis Obispo to facilitate access to the statewide high-speed train (HST) network. | AL024-1
- LOSSAN supports improvements to the feeder rail network called for in the CHSRA Business Plan and in the Safe, Reliable High Speed Passenger Train Bond Act for the 21st Century. | AL024-2
- LOSSAN supports station locations with direct links to current and planned intercity and commuter rail systems (i.e., HST stations at Los Angeles Union Station (LAUS), Anaheim, Irvine, University City in San Diego County, and downtown San Diego). | AL024-3
- LOSSAN supports continued study of the LAUS location (first priority) and the LAUS South station alternative (second priority), but does not support the LAUS East station location because it would preclude HST service to Orange County. | AL024-4
- LOSSAN looks forward to continued coordination between the CHSRA, LOSSAN and its member agencies on specific alignment and station alternatives carried forward for further study. | AL024-5
- LOSSAN supports the Authority's decision to continue study of steel-wheel-on-steel-rail technology for the statewide HST system. | AL024-6

Response to Comments of Honorable Art Brown, Chair, Los Angeles, San Diego, San Luis Obispo Rail Corridor Agency (LOSSAN), June 30, 2004 (Letter AL024)

AL024-1

Acknowledged.

AL024-2

Acknowledged.

AL024-3

Acknowledged.

AL024-4

Acknowledged. The Authority has identified the existing Los Angeles Union Station (LAUS) as the preferred HST station option to serve Los Angeles. LAUS is the transit/rail transportation hub of southern California and would have the highest connectivity and accessibility for serving the Los Angeles metropolitan area. LAUS is the primary destination for the Metrolink Commuter rail services, the Los Angeles Metro Red Line, the Pasadena Gold Line, the Amtrak Surfliner service, and the regional bus transit services. See standard response 6.28.1

AL024-5

Acknowledged.

AL024-6

Acknowledged.

Comment Letter AL025

AL025



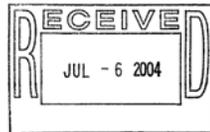
CITY OF ORANGE

PUBLIC WORKS DEPARTMENT

| | | | |
|---|--|---|---|
| ENGINEERING DIVISION (714) 744-5544 FAX: (714) 744-5573 | STREET DIVISION (714) 532-6480 FAX: (714) 532-6444 | TRAFFIC DIVISION (714) 744-5540 FAX: (714) 744-5573 | WATER DIVISION (714) 288-2475 FAX: (714) 744-2973 |
|---|--|---|---|

June 30, 2004

Attn: California High Speed Train
Draft Program EIR/EIS Comments
925 L Street, Suite 1425
Sacramento, California 95814



Dear Sir or Madam,

Subject: Program EIR/EIS for the California High Speed Train Project

The City of Orange (City) has reviewed the Program Environmental Impact Report (PEIR)/ Program Environmental Impact Statement (PEIS) for the California High Speed Train Project. The project proposes a high-speed train system for intercity travel in California between the major metropolitan centers of Sacramento and San Francisco Bay Area in northern California, through the Central Valley, to Los Angeles and San Diego in southern California. It is our understanding that proposed improvements within the City of Orange could include double-tracking of the rail line from Palmyra Avenue south to the Santa Ana city limits; realignment of the curvature in the rail line north of Walnut Street; and grade separations at arterial crossings within the City.

The City of Orange supports the concept of a California High Speed Rail Train system operating in the State of California. This support includes an Initial Operating Segment that would extend from Los Angeles Union Station into Orange County.

The City understands that the PEIR/PEIS is meant to be a program-level document and therefore does not evaluate project details that are specific to the proposed alignment through the City of Orange. However, the City is concerned that the following specific issues could have a tremendous impact to our community and were not analyzed in the PEIR/PEIS in a sufficient level of detail to allow the City to determine the impacts of the project.

1. The proposed alignment through the City of Orange will require a change in the curvature of the rail corridor immediately north of the Walnut Avenue crossing to increase operating speed. This realignment will presumably require the acquisition of

California High Speed Train Program EIR/EIS
June 30, 2004
Page 2

industrially-zoned private property. The impacts of the realignment are not detailed in the PEIR/PEIS. The City is interested in knowing the extent of the proposed right-of-way acquisition required to facilitate this change and requests that the specific impacts of the realignment be evaluated, particularly in the context of land use and community impacts.

2. The proposed project alignment through the City of Orange would be trenched from the Walnut Avenue crossing to the southern city limit. This alignment bisects the City's Old Towne Orange Historic District, which is listed on the National Register of Historic Places. The creation of a trench has numerous potential impacts to the land uses adjacent to the rail corridor that are not evaluated as a part of the PEIR/PEIS. These impacts include noise and vibration impacts to adjacent historic structures, and the effects of atmospheric pressure waves from passage of a large high-speed object.
3. The proposed project alignment through the City of Orange is surrounded by residential uses from Palmyra Avenue south to the Santa Ana city limits. The City is concerned about the exposure of our residents to increased noise and vibration impacts resulting from the project. Site-specific noise increases and mitigation measures were not evaluated in the PEIR/PEIS.

In an effort to keep the PEIR/PEIS process moving forward, the City of Orange will look to have the aforementioned issues addressed in subsequent more-detailed environmental documents. This more detailed analysis is critical for determining the rail alignment's specific project impacts within the Orange community.

The City of Orange appreciates the opportunity to comment on the above-referenced project and looks forward to receiving more detailed information as soon as it becomes available. Please feel free to contact me at (714) 744-5525 should you have any questions.

Sincerely,

Harry W. Thomas
Public Works Director/City Engineer

- cc: Dave Rudat, City Manager
Alice Angus, Community Development Director
Jennifer McDonald, Associate Planner/Environmental Review Coordinator
Doug Keys, Transportation Analyst

AL025-2
cont.

AL025-1

AL025-2

N:\ADMIN\HANSEN\8-04 LOSSAN High Speed Rail EIR.DOC

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U.S. Department
of Transportation
Federal Railroad
Administration

**Response to Comments of Harry W. Thomas, Public Works Director/City Engineer, City of Orange, July 6, 2004
(Letter AL025)**

AL025-1

Acknowledged.

AL025-2

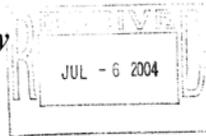
These issues will receive further consideration during project-level engineering and environmental reviews, should a decision be made to move forward with the proposed HST system. The specific features and impacts of the proposed improvements, along with impact avoidance and minimization strategies, will be comprehensively addressed in subsequent project level engineering and environmental review.

Comment Letter AL026

AL026

***Pajaro River Watershed
Flood Prevention Authority***

c/o RAPS, Inc.
POB 809
Marina, CA 93933
(831) 883-3750



July 2, 2004
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Attn: California High-Speed Train Draft Program EIR/EIS Comments

Dear Sir or Madam:

The Pajaro River Watershed Flood Prevention Authority (Authority) would like to provide comments on the California High-Speed Train Draft Program EIR/EIS in relation to the flood prevention work currently underway by the Authority.

Background of the Pajaro River Watershed Flood Prevention Authority
The Authority was established in July 2000 by State Assembly Bill 807 in order to "identify, evaluate, fund, and implement flood prevention and control strategies in the Pajaro River Watershed, on an intergovernmental basis." The watershed covers areas of four counties and four water districts and the board is comprised of one representative from each of the eight following agencies:

- County of Monterey
- County of San Benito
- County of Santa Clara
- County of Santa Cruz
- Monterey County Water Resources Agency
- San Benito County Water District
- Santa Clara Valley Water District
- Santa Cruz County Flood Control and Water Conservation District, Zone 7

The Authority is conducting a watershed study to determine how best to provide flood protection for the Pajaro River Watershed. The Soap Lake floodplain has been determined to be an important watershed feature in providing downstream flood protection to the Watsonville area. Soap Lake, primarily agricultural land, acts as a natural detention basin during large rainstorms and reduces peak flood flow from the Upper Pajaro River watershed. The floodplain is located in Santa Clara and San Benito counties within the High-Speed Train System's proposed Pacheco Pass route. The Authority has conducted modeling of the Soap Lake floodplain defining the 2-, 10-, 25-, 50- and 100-year floodplains.

Pajaro River Watershed Flood Prevention Authority
445 Reservation Road
Marina, CA 93933

California High-Speed Rail Authority
July 2, 2004

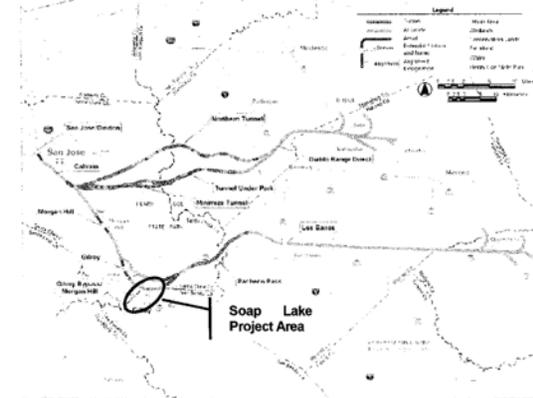
The Authority is currently evaluating the preservation of the Soap Lake floodplain in a CEQA document that is expected to be released to the public in September 2004. The proposed project would include either purchasing land or obtaining flood easements for the land within the Soap Lake floodplain. The objective is to maintain the current flood protection benefits provided by the Soap Lake floodplain by protecting the area from changes that would impact the flood protection properties of the floodplain. The purchase of land or floodplain easements would restrict development and preserve agriculture and open space. No structural facilities would be built as part of this project.

Relevant Portions of the High-Speed Train Proposal

The California High-Speed Rail Authority's proposed high-speed train service from northern California to southern California includes one route option that crosses the Soap Lake floodplain from Gilroy to the Pacheco Pass. This route includes two possible alignments, the Gilroy alignment, or the Gilroy Bypass/Morgan Hill alignment, which is just north of the Gilroy alignment. The southern Gilroy alignment crosses the existing Soap Lake floodplain directly, while the Morgan Hill/Gilroy Bypass route is shown along the border of the same floodplain. The Soap Lake project area has been Superimposed on Map 3 for your reference. More detailed maps are available from the Authority for your reference. The Authority's consultants have extensively mapped the Soap Lake flood plain area.

San Jose to Merced

Map 3



The Authority would like to provide the following comments on the proposed design of the two Pacheco Pass alignments:

AL026-1
cont.

AL026-1

Comment Letter AL026 Continued

California High-Speed Rail Authority
July 2, 2004

(1). Figure 2.7-5 and Map 3 both show the two alignments "At Grade", including the southern Pacheco alignment that directly crosses the Soap Lake floodplain. We believe that before either alternative alignment is finalized, the significant local and downstream flooding impacts of an at-grade alignment must be considered and mitigated. The southern alignment could interfere with the Authority's proposed flood mitigation project of preserving Soap Lake as a natural flood detention basin, and could have impacts on flooding patterns and extents, both locally and in the downstream communities.

(2). The proposed design of downstream flood control projects planned by Monterey and Santa Cruz counties and the Army Corps of Engineers relies on the continued existence of the Soap Lake floodplain as a natural flood water detention basin.

(3). Depending on the final design, portions of the northern Pacheco Pass alignment may also be within the existing floodplain, and that alignment could also have significant impacts on flooding that must be mitigated.

If you have any questions, please feel free to contact Nick Papadakis, Executive Coordinator of the Authority at (831) 883-3750 or npapadakis@ambag.org. Please add the Authority to your mailing list for future information. Thank you.

Sincerely,



Richard Scagliotti
Chair, Pajaro River Watershed Flood Prevention Authority

AL026-1
cont.

**Response to Comments of Richard Scagliotti, Chair, Pajaro River Watershed Flood Prevention Authority,
July 6, 2004 (Letter AL026)**

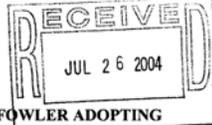
AL026-1

Acknowledged. The Authority will consider this information in further study of the alignment options in this northern mountain crossing area. See standard response 6.3.1.



Comment Letter AL027

AL027



RESOLUTION NO. 1966

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FOWLER ADOPTING A POSITION PAPER ON THE CALIFORNIA HIGH SPEED TRAIN SYSTEM DRAFT PROGRAM EIR/EIS BY THE CITIES OF FOWLER, KINGSBURG AND SELMA

WHEREAS, the California High Speed Rail Authority and the Federal Railroad Administration have prepared a Draft EIR/EIS which describes and summarizes the environmental impacts of a proposed high-speed train system for intercity travel in California from the Sacramento and San Francisco metropolitan areas through the Central San Joaquin Valley to the Los Angeles and San Diego metropolitan areas. The document was released in January 2004 with comments due by May 13, 2004. The High Speed Rail Authority (Authority) has since agreed to extend the comment period to August 31, 2004; and

WHEREAS, the cities of Fowler, Kingsburg and Selma are located in southern Fresno County with both State Route 99 and the Union Pacific mainline track running through the communities on a north-south line. The cities would be directly impacted by a high speed train system should the Authority elect to locate the right-of-way for the system on or adjacent to the Union Pacific right-of-way. The cities have identified several major impacts of such a decision as follows.

- 1. In the case of all three cities State Route 99 (99) and the Union Pacific right-of-way (UP) act as major physical barriers dividing the east and west sides of the communities. These barriers have created a number of real and perceived divisions that have and will continue to negatively impact the sense of community. The resulting "east side" versus "west side" attitude has created social and physical challenges. The development of a high-speed train system on or adjacent to the UP will exacerbate this problem.
- 2. The Program EIR/EIS acknowledges that a negative environmental impact of a high-speed train system will be noise that can be worsened by the use of elevated track through developed areas as is proposed in the Selma area. Within close proximity to the proposed location of the high-speed train tracks are several essential services facilities including Police Stations, Fire Stations, dispatch centers, and Post Offices as well as the downtowns of all three cities. Added to the noise already experienced from 99 and UP traffic, the noise from the high speed trains could make such facilities and areas unusable requiring sound mitigation measures that could include retrofit of the facilities with sound mitigating improvements or relocation of the structure(s) or services.
- 3. It has been suggested that one option for addressing the aforementioned concerns would be to place the high-speed train system tracks in a below grade channel. The first responders (police, fire and ambulance) in each of the cities to any emergency would be unable to provide services in a channelized system without additional equipment, personnel and training and even then the physical limitations may make timely and adequate response difficult. It is expected that any additional personnel, equipment and training required by the introduction of high-speed trains through our community would be provided for or paid for by the Authority.

Other options identified by Authority staff are the construction of overpasses or underpasses that would allow the free flow of vehicular traffic without disrupting the flow of train traffic. The difficulty with either of these options is that an overpass or underpass of streets would also need to go over or under 99 due to its proximity to the UP. While this would be

disruptive to all three cities due to the distances of the overpasses or underpasses, the cities would be particularly impacted as the overpasses or underpasses would result in the bypassing of large portions or all of our downtowns and other commercial areas. The negative impact on businesses would jeopardize their viability and the income they generate that support city operations. This economic impact has not been addressed in the Program EIR/EIS.

- 4. Located under, over or adjacent to the existing UP is significant public infrastructure including water mains, sanitary sewer mains, storm drain, natural gas including high pressure lines, fiber optic, electricity, telephone, and a hazardous liquid transmission line. Regardless of the method of construction such infrastructure will either be jeopardized by high-speed train operations or will need to be relocated a safe distance disrupting service during the relocation process.
- 5. The placement of high-speed train tracks in or adjacent to the UP could negatively impact several rail spurs serving businesses essential to the economy of our communities, Fresno County and the Central Valley.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Fowler that the cities of Fowler, Kingsburg and Selma believe that high-speed rail service will benefit the State and the Central Valley but have significant concerns regarding the location of the route.

BE IT FURTHER RESOLVED that the cities of Fowler, Kingsburg and Selma are opposed to the use of the Union Pacific alignment or any other alignment that would bring high-speed trains through developed portions of our communities.

BE IT FINALLY RESOLVED that if the Authority selects the UP as the best route, the cities of Fowler, Kingsburg and Selma urge that the route incorporate a bypass of each city through which the right-of-way passes eliminating the negative environmental impacts identified above.

PASSED AND ADOPTED by the City Council of the City of Fowler at its meeting duly held on July 6, 2004, by the following votes:

AYES: COUNCILMEMBERS: SIMONIAN, SHAW, CARDENAS, ZADOURIAN
 NOES: COUNCILMEMBERS: NONE
 ABSENT: COUNCILMEMBERS: FERNANDEZ
 ABSTAIN: COUNCILMEMBERS: NONE

JIM SIMONIAN, MAYOR

ATTEST:

JEANNIE DAVIS, CITY CLERK

AL027-3 cont.

AL027-4

AL027-5

AL027-6

AL027-1

AL027-2

AL027-3



**Response to Comments of Jim Simonian, Mayor, Jeannie Davis, City Clerk, City of Fowler, July 26, 2004
(Letter AL027)**

AL027-1

Acknowledged. Please see standard response 6.15.4.

AL027-2

Acknowledged. Please see standard response 6.15.4.

AL027-3

Acknowledged. Please see standard response 6.15.4.

AL027-4

Acknowledged. Please see standard response 6.15.4.

AL027-5

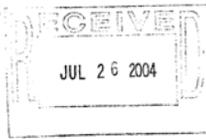
Acknowledged. Please see standard response 6.15.4.

AL027-6

Acknowledged. Please see standard response 6.15.4.

Comment Letter AL028

AL028



CITY OF KINGSBURG
RESOLUTION NO. 2004-46

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KINGSBURG
ADOPTING A POSITION PAPER ON THE CALIFORNIA HIGH SPEED TRAIN
SYSTEM DRAFT PROGRAM EIR/EIS BY
THE CITIES OF FOWLER, KINGSBURG AND SELMA

WHEREAS, the California High Speed Rail Authority and the Federal Railroad Administration have prepared a Draft EIR/EIS which describes and summarizes the environmental impacts of a proposed high-speed train system for intercity travel in California from the Sacramento and San Francisco metropolitan areas through the Central San Joaquin Valley to the Los Angeles and San Diego metropolitan areas. The document was released in January 2004 with comments due by May 13, 2004. The High Speed Rail Authority (Authority) has since agreed to extend the comment period to August 31, 2004; and

WHEREAS, the Cities of Fowler, Kingsburg and Selma are located in southern Fresno County with both State Route 99 and the Union Pacific mainline track running through the communities on a north-south line. The cities would be directly impacted by a high speed train system should the Authority elect to locate the right-of-way for the system on or adjacent to the Union Pacific right-of-way. The cities have identified several major impacts of such a decision as follows.

1. In the case of all three cities State Route 99 (99) and the Union Pacific right-of-way (UP) act as major physical barriers dividing the east and west sides of the communities. These barriers have created a number of real and perceived divisions that have and will continue to negatively impact the sense of community. The resulting "east side" versus "west side" attitude has created social and physical challenges. The development of a high-speed train system on or adjacent to the UP will exacerbate this problem.
2. The Program EIR/EIS acknowledges that a negative environmental impact of a high-speed train system will be noise that can be worsened by the use of elevated track through developed areas as is proposed in the Selma area. Within close proximity to the proposed location of the high-speed train tracks are several essential services facilities including Police Stations, Fire Stations, dispatch centers, and Post Offices as well as the downtowns of all three cities. Added to the noise already experienced from 99 and UP traffic, the noise from the high speed trains could make such facilities and areas unusable requiring sound mitigation measures that could include retrofit of the facilities with sound mitigating improvements or relocation of the structure(s) or services.

AL028-1

AL028-2

3. It has been suggested that one option for addressing the aforementioned concerns would be to place the high-speed train system tracks in a below grade channel. The first responders (police, fire and ambulance) in each of the cities to any emergency would be unable to provide services in a channelized system without additional equipment, personnel and training and even then the physical limitations may make timely and adequate response difficult. It is expected that any additional personnel, equipment and training required by the introduction of high-speed trains through our community would be provided for or paid for by the Authority.

Other options identified by Authority staff are the construction of overpasses or underpasses that would allow the free flow of vehicular traffic without disrupting the flow of train traffic. The difficulty with either of these options is that an overpass or underpass of streets would also need to go over or under 99 due to its proximity to the UP. While this would be disruptive to all three cities due to the distances of the overpasses or underpasses, the cities would be particularly impacted as the overpasses or underpasses would result in the bypassing of large portions or all of our downtowns and other commercial areas. The negative impact on businesses would jeopardize their viability and the income they generate that support city operations. This economic impact has not been addressed in the Program EIR/EIS.

AL028-3

4. Located under, over or adjacent to the existing UP is significant public infrastructure including water mains, sanitary sewer mains, storm drain, natural gas including high pressure lines, fiber optic, electricity, telephone, and a hazardous liquid transmission line. Regardless of the method of construction such infrastructure will either be jeopardized by high-speed train operations or will need to be relocated a safe distance disrupting service during the relocation process.

AL028-4

5. The placement of high-speed train tracks in or adjacent to the UP could negatively impact several rail spurs serving businesses essential to the economy of our communities, Fresno County and the Central Valley.

AL028-5

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Kingsburg that the cities of Fowler, Kingsburg and Selma believe that high-speed rail service will benefit the State and the Central Valley but have significant concerns regarding the location of the route.

AL028-6

BE IT FURTHER RESOLVED that the cities of Fowler, Kingsburg and Selma are opposed to the use of the Union Pacific alignment or any other alignment that would bring high-speed trains through developed portions of our communities.

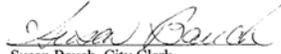
Comment Letter AL028 Continued

BE IT FINALLY RESOLVED that if the Authority selects the UP as the best route, the cities of Fowler, Kingsburg and Selma urge that the route incorporate a bypass of each city through which the right-of-way passes eliminating the negative environmental impacts identified above.

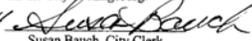
AL028-6
cont.

I, Susan Bauch, City Clerk of the City of Kingsburg, do hereby certify that the foregoing resolution was duly passed and adopted at a regular meeting of the Kingsburg City Council held on the 7th day of July, 2004, by the following vote:

Ayes: Councilmember(s): Blayney, Kruper, Karstetter, Smith, and Mayor Bergstrom
Noes: Councilmember(s): None
Absent: Councilmember(s): None
Abstain: Councilmember(s): None


Susan Bauch, City Clerk
City of Kingsburg

CITY CLERK'S CERTIFICATION
I, Susan Bauch, City Clerk of the City of Kingsburg, hereby certify that the foregoing is a true and correct copy of the complete original thereof on file with the City of Kingsburg.

7-23-04 
Date Susan Bauch, City Clerk
City of Kingsburg

Response to Comments of Susan Bauch, City Clerk, City of Kingsburg, July 26, 2004 (Letter AL028)

AL028-1 to AL028-6

Acknowledged. Please see Standard Response 6.15.4.

Comment Letter AL029

AL029



City of Kingsburg

1401 Draper Street, Kingsburg, California 93631-1908 (559) 897-5821 Fax (559) 897-5568

August 6, 2004

Ms. Carrie Pourvahidi
Deputy Director
California High Speed Rail Authority
925 "L" Street, Suite 1425
Sacramento, CA 95814

Leland E. Bergstrom
Mayor

Dr. Paul Kruper
Mayor Pro-Tem

COUNCIL MEMBERS
Bruce Blayney
David Karstetter
Dr. Milo Smith
Donald F. Pauley
City Manager

03 11 2004

Re: Response to Draft Program Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the proposed California High-Speed Train System

Dear Ms. Pourvahidi:

The City of Kingsburg would like to thank the High-Speed Rail Authority Board for extending the comment period on the EIR/EIS for the proposed High-Speed Rail System to August 31, 2004. The extension afforded the City the opportunity to fully evaluate all elements of the document as it relates to impacts on the City and consult with neighboring communities in an effort to develop a common position.

The City Councils of the Cities of Fowler, Selma and Kingsburg have adopted the attached position paper listing all of our concerns relating to the proposal to locate a high-speed rail system on the Union Pacific (UP) right-of-way. To summarize, our concerns are as follows.

- 1. Our three cities are already facing the challenges of physical barriers dividing our communities east to west. The co-location of high-speed rail on the UP will exacerbate those challenges and the problems we face.
2. The noise created by high-speed rail, elevated, on-grade or below grade, will negatively impact our historic downtowns including several essential services facilities to the point that our downtowns and these facilities will become unusable.

AL029-1

AL029-2

- 3. The construction of over-passes or under-passes to accommodate on-grade rail will decimate the economic vitality and functionality of our historic downtowns and negatively impact large portions of our community. The construction of below-grade rail will present challenges to the ability of our jurisdictions to provide public safety services should such services be required by the high-speed rail system.
4. Located over, under or immediately adjacent to the UP right-of-way is a significant amount of public infrastructure that would need to be relocated to accommodate high-speed rail. Such relocation would be disruptive to the community.
5. The operations of local industry currently utilizing spurs to the UP rail would be negatively impacted by the co-location of high-speed rail on the UP right-of-way.

AL029-3

AL029-4

AL029-5

While the Cities of Fowler, Selma and Kingsburg are supportive of high-speed rail and the benefits it could bring to the Central Valley and the State of California, we are opposed to the use of the Union Pacific alignment or any other alignment that would bring high-speed rail through the developed portions of our communities. If the Authority should determine that the UP alignment is the best route, we would urge that it incorporate a bypass of each of our communities.

The City of Kingsburg wishes to offer its support to three elements of the response submitted by the City of Fresno. The City of Kingsburg supports the following.

- 1. The City of Fresno and the Fresno area be considered as a location for a Maintenance Facility.
2. At least 5 of the daily "express trains" stop in Fresno to accommodate the needs of the areas commuting public. The Fresno area is becoming home to a number of professionals who work for companies in the Los Angeles and San Francisco Bay areas telecommuting several days each week and then commuting to their place of business at least once each week. The availability of express service will encourage their use of high-speed rail versus automobile or airplanes.
3. The proposed "loop" around Fresno be utilized for UP and BNSF rail service and the existing BNSF alignment through downtown Fresno be used to accommodate all high-speed trains.

AL029-6

AL029-7

AL029-8



U.S. Department of Transportation
Federal Railroad Administration

Comment Letter AL029 Continued

The City of Kingsburg would again like to thank the Authority for the opportunity to comment on the Program EIR/EIS and the extension of time to submit those comments.

Sincerely,


Leland Bergstrom
Mayor

cc: Dennis Lujan, Mayor, City of Selma
Jim Simonian, Mayor, City of Fowler
Alan Autry, Mayor, City of Fresno
Susan Anderson, Chair, Fresno County Board of Supervisors
Barbara Goodwin, Executive Director, Council of Fresno County Governments



CALIFORNIA HIGH SPEED RAIL AUTHORITY



U.S. Department
of Transportation
**Federal Railroad
Administration**

Response to Comments of Leland Bergstrom, Mayor, City of Kingsburg, August 11, 2004 (Letter AL029)

AL029-1

Acknowledged. The Authority has identified the BNSF alignment as the preferred alignment between Fresno and Bakersfield. Please see standard response 6.15.4.

AL029-2

Acknowledged. The Authority has identified the BNSF alignment as the preferred alignment between Fresno and Bakersfield, and this alignment would avoid impacts to the downtown areas of Selma, Kingsburg, and Fowler. Please see standard response 6.15.4.

AL029-3

Acknowledged. The Authority has identified the BNSF alignment as the preferred alignment between Fresno and Bakersfield.

AL029-4

Acknowledged. The Authority has identified the BNSF alignment as the preferred alignment between Fresno and Bakersfield. Please see standard response 6.15.4.

AL029-5

Acknowledged. The Authority has identified the BNSF alignment as the preferred alignment between Fresno and Bakersfield.

AL029-6

Please see standard response 2.35.1.

AL029-7

Acknowledged. The determination of a precise operational plan for the HST system, which would describe specific express and local train services, is beyond the scope of this program EIR/EIS. Should the HST proposal move forward, more detailed operations analysis will be undertaken. The operational plan used to develop the ridership and revenue forecasts assumed about 12 (in each direction) "skip stop" express trains stopping in Fresno (see Authority's June 2000 Business Plan page 59 for details).

AL029-8

Acknowledged. Please see standard response 6.20.5 in regards to a potential express loop around Fresno. Use of the existing BNSF alignment through Fresno for HST service (and the existing Amtrak station) was considered but rejected as a result of the screening evaluation and was summarized in Section 2.6.9 of the Draft Program EIR/EIS (page 2-60).

Comment Letter AL030

AL030



CITY COUNCIL
CITY MANAGER

CARLOS A. GARCIA
MAYOR

DAVID W. ARMENTA
MAYOR PRO TEM

COUNCILMEMBERS
BRATRICE PROO
E.A. "PETTY" RAMIREZ
GREGORY SALCIDO

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August 4, 2004



Chairman Joseph E. Petrillo
California High-Speed Rail Authority
925 L Street Suite 1425
Sacramento, CA 95814

Subject: Comments on the High-Speed Train System EIR/EIS

Dear Chairman Petrillo:

The City of Pico Rivera reviewed the Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the High-Speed Train System (HSTS) and request that the following comments be submitted under consideration. Specifically, the EIR/EIS has identified the LOSSAN Corridor as a viable alternative for the HSTS alignment. This alignment passes through several cities in the Gateway area of Los Angeles County including the city of Pico Rivera. The City is concerned that the EIR/EIS overlooked an important project in the community. This project involves a grade separation and installation of a third main track on the LOSSAN Corridor which occupies the Burlington Northern Santa Fe (BNSF) track alignment located along the southerly end of our Community.

The City has incurred a significant amount of expense to engineer and design construction plans to commence construction of the grade separation. In addition, the State of California Department of Transportation and the BNSF Company certified an EIR for the Grade Separation and Third Main Track project prior to the completion of the High-Speed Train Draft EIR/EIS.

The draft EIR/EIS for the HSTS also failed to characterize the Community's demographic area and land use description which the LOSSAN Corridor passes through as predominately residential at low income and elderly classified. The project could result in significant property impact and displacement of housing and residents. The City believes that this transportation corridor would have potential for localized impacts on community cohesion and therefore would require further study. Other impact studies should include noise, aesthetics, population and housing displacement.

High-Speed Train System EIR/EIS
August 4, 2004
Page No. 2

In closing, the City understands the critical necessity for a high-speed transportation system and the requirement to assess the values and range of alternatives available to the California High Speed Rail Authority. However, the Program EIR prepared at the State level pursuant to the California Environmental Quality Act (CEQA) is incomplete and should identify critical issues and impacts on local communities that will be directly affected by the project. Appropriate project alternatives and mitigation measures should be provided to lessen potential impacts to less than significant.

Thank you in advance for your prompt attention to our issues. If you have any question, please do not hesitate to contact our Administrative Project Manager, Tina Hansen at (562) 801-4437 or thansen@pico-rivera.org.

Dennis Courtemarche
Dennis Courtemarche
City Manager

AL030-1
cont.

AL030-1

Response to Comments of Dennis Courtemarche, City Manager, City of Pico Rivera, August 11, 2004 (Letter AL030)

AL030-1

The Authority took into account the Third Main Track improvements including grade separations that are currently being implemented along this segment of the LOSSAN rail corridor. These improvements were included as part of the "No Project Alternative". The Authority is proposing a shared use alignment (HST services on the same tracks as existing and planned passenger rail services) that would provide HST service along the existing LOSSAN corridor. The segment from Union Station to Fullerton, which includes Pico Rivera, would be improved to provide a total of 4 tracks. Subsequent project level environmental review would address specific issues and impacts on local communities, as well as specific mitigation measures.