

Submission P001 (Walt Desatoff, Malofy Farms, August 24, 2011)

8/24/11



Comment Card
 Tarjeta de Comentarios

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

La Sección de Fresno a Bakersfield del Tren de Alta Velocidad
 Proyecto de Informe de Impacto Ambiental/
 Declaración de Impacto Ambiental (EIR/EIS)
Audiencias Públicas
Septiembre del 2011

Please submit your completed comment card at the end of the meeting, or mail to:
Fresno to Bakersfield DEIR/EIS Comment, 770 L Street, Suite 800, Sacramento, CA 95814

Par favor entregue su tarjeta completada al final de la reunión, o envíela por correo a la siguiente dirección:
Fresno to Bakersfield DEIR/EIS Comment, 770 L Street, Suite 800, Sacramento, CA 95814

The comment period is from August 15 to September 28, 2011. Comments must be received electronically, or postmarked, on or before September 28, 2011.

El periodo de comentario es del 15 de Agosto al 28 de Septiembre del 2011. Los comentarios tienen que ser recibidos electrónicamente, o matasellados, el o antes del 28 de Septiembre del 2011.

Name/Nombre: WALT DESATOFF
 Organization/Organización: MALOFY FARMS
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 City, State, Zip Code/Ciudad, Estado, Código Postal: SHAFFER, CA 93263
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(Use additional pages if needed/Usar paginas adicionales si es necesario)

P001-1 | *The issuing of the DEIR has done little to ease my concerns and*
distaste for the entire project. The questions I brought up at the video inter-
action meeting were vaguely answered to my insufficient satisfaction. In the
maps provided there were no proposed spurs shown to the proposed
maintenance facilities at 7th standard in Wasco purposes. This clearly
would very directly evoke strong opinions from me regarding the
impaction and involvement at some of our properties. Don't come
 P001-2 | *to the table w/o the entire program! Unacceptable! Also, we have*
some parcels being divided w/o access to the closed off parcel.
How have you allowed the agricultural community to drive tractors
 P001-3 | *several miles to use overcropping to access crops, which by the way*
 P001-4 | *would need to have water wells drilled by CAHSR to irrigate isolated*
properties. The adverse effects of the Shafer-Wasco By Pass Route is
 P001-5 | *in direct opposition of the ballot issue as written that stated that*
where possible the rail would parallel existing rail lines. The pro-
posed Shiloh bypass exists in financial need & that shows little re-
spect to cutting old agriculture buildings. ~~Do~~ The right thing and if
that shows to who have as written

Response to Submission P001 (Walt Desatoff, Malofy Farms, August 24, 2011)

P001-1

Refer to Standard Response FB-Response-GENERAL-04

Refer to Standard Response FB-Response-AG-04

The location of the proposed maintenance facilities for this section of the route has not been determined. The spur tracks for the selected facilities will be included in the design of the facilities.

P001-2

Refer to Standard Response FB-Response-AG-02.

P001-3

Refer to Standard Response FB-Response-AG-02 and FB-Response-AG-04.

P001-4

Refer to Standard Response FB-Response-GENERAL-10.

P001-5

Refer to Standard Response FB-Response-GENERAL-10.

While the overall impact of the project on agricultural operations in the San Joaquin Valley is not expected to be significant, the project would adversely affect individual farms and other agricultural operations.

Construction of the HST System would result in disruption to or removal of existing infrastructure, such as buildings and other structures, pumps and wells, reservoirs/tailwater ponds, irrigation systems (including distribution lines, canals, and gravity flow systems), power supplies, and access. These disruptions and removals would be, understandably, very important to individual farm owners and operators and in extreme cases may make continuing the existing agricultural operation infeasible.

Submission P002 (Jim Wheeler, City of Wasco Housing Authority, August 24, 2011)

8/24/11



CALIFORNIA
High-Speed Rail Authority

Comment Card
Tarjeta de Comentarios

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Name/Nombre: Jim Wheeler

Organization/Organización: City of Wasco Housing Authority

Address/Domicilio: 750 H. St. Wasco 93280

Phone Number/Número de Teléfono: 805-758-6466

City, State, Zip Code/Ciudad, Estado, Código Postal: _____

E-mail Address/Correo Electrónico: jmwheelle@aol.com;
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P002-1 | I have 2 concerns regarding the impact for the Wasco Housing Authority residents.

P002-2 | #1 - Noise + Aesthetics
#2 - Access - The WHA is already "segregated" from the rest of the community by the railroad line - by constructing another rail line (even though it is elevated) it will further "cut-off" the WHA. There is only one way for the residents of the WHA to cross on foot (Lot St). I think it should be imperative for the CHSRA to provide a pedestrian crossing for the WHA folks to use.

Response to Submission P002 (Jim Wheeler, City of Wasco Housing Authority, August 24, 2011)

P002-1

Refer to Standard Response FB-Response-N&V-03, FB-Response-N&V-05, and FB-Response-AVR-03.

See also Mitigation Measures AVR-MM#2b and #2c.

P002-2

Access at Sixth Street in Wasco will remain open to pedestrians under the BNSF Alternative because the HST track is elevated at this point.

For information about impacts causing disruption to the community of Wasco, see the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12, Impact SO #7, and Mitigation Measure SO-1, for information on measures to reduce the impacts.