

Submission 446 (Matt Bonander, September 28, 2011)

446-1

19 MR. BONANDER: Hello, I'm Matt Bonander. I'm
20 from Madera, born and raised. I'm speaking on Merced to
21 Bakersfield, the whole thing I guess. I wasn't really
22 planning on speaking, but there's not much dialogue going
23 on and I got bored.
24 Anyway, my family owns a business here in Madera,
25 and I am here to say my dislike for the route that would

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1 go through town. I mean it would personally impact us
2 because it -- we'd have to move our business, but that's
3 not really -- I understand that if you put it through town
4 business owner complains. If you put it through the
5 farmland, farmers complain. I get that.

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6 But at the same time, I think everybody in Madera
7 should be standing against the route through town because
8 being born and raised here, there's already a
9 socioeconomic divide that goes along the railroad tracks.
10 You have the affluent people on this side; you have the
11 lower people on that side. And it's already at odds with
12 each other.

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13 Putting a high-speed rail track that's raised,
14 closing intersections, having a 40-foot sound barrier
15 going through there, it's going to make it even worse. I
16 can't think of anything worse to make it -- to divide the
17 town even more than it already is.

18 Next to speak, the last guy that said he thinks
19 we needed a stop here, I don't see that being as much of a
20 problem as long as like the existing Amtrak stays the way
21 it is. I see it kind of like you board an airplane. As
22 long as you get on the Amtrak, get a connecting ticket,
23 you'd go from here to Merced, get on another connecting
24 ticket, I think that's a fine solution.

25 I actually love the Amtrak the way it is. I ride

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1 it quite a bit. But I see the main problem right now, say
2 I want to go to San Diego, even L.A. I get on a train
3 here; it takes me to Bakersfield where I get off the
4 train, I get on a bus. The bus takes me over the
5 grapevine; I get back on a train. Then I continue on my
6 way.

7 What I think -- so we have a certain amount of
8 money to spend on high-speed rail. I think the first
9 amount of money should be seen as Amtrak improvement.
10 Instead of making the first rail line from Merced to
11 Bakersfield, you should be making the first track going
12 from Bakersfield to L.A. with the existing Amtrak train
13 system. Then you could -- everybody would ride Amtrak a
14 lot more. You could actually see how your system would
15 work conceptually.

16 And, third, I've seen -- you know, also, I mean,
17 you're on Amtrak, you're going by cars on the freeway as
18 it is. Everybody likes this high-speed rail because it's
19 going to be so much faster, but I've read some articles
20 why Amtrak could go faster if you just upgraded crossings
21 as it is, made more medians, had better crossings. Even
22 if you did that, you could up the speed of Amtrak itself
23 to save time. You wouldn't even have to full around with
24 this whole high-speed rail.

25 That's about it.

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See MF-Response-SOCIAL-3.

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See MF-Response-SOCIAL-4, MF-Response GENERAL-8, and MF-Response-GENERAL-10.

446-3

See MF-Response-GENERAL-2, MF-Response-GENERAL-13, and MF-Response-GENERAL-18.

Submission 445 (Joe Chaudoin, September 28, 2011)

14 MR. CHAUDOIN: Good evening yet again. My name
15 is Joe Chaudoin. I live here in Madera. I'm representing
16 Madera.
17 I decided to come back up here mostly to help
18 kill time for you guys, but --

22 But, anyway, you know, living here in Madera I
23 was thinking about something else. You guys -- there --
24 if you guys don't have a station here in Madera for people
25 to board or to come out of Madera, you know, you have

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1 Fresno to the south of us and Merced to the north of us.
2 And from all indications, this thing is going to go from
3 Sacramento down to San Diego. Now, people here in Madera,
4 you know, if we don't have a stop here, again, Fresno,
5 Merced. Or, well, Fresno, Merced. Sorry.

6 But I think you should seriously, deeply consider
7 having a stop here in Madera for that reason. Because, I
8 mean, I know that with the way things are now, I would
9 never use high-speed rail because there's no stop here in
10 Madera. I would not -- I would consider it a waste of
11 time to go to Fresno or -- Fresno or Merced.

12 I mean, why bother when I can just drive to San
13 Diego or Los Angeles or Sacramento. I mean, come on,
14 you're going 30 miles either way or about 30 miles out of
15 the way. Why not just go the rest of the distance? So
16 really I think having a stop in Madera for those Maderians
17 that might want to use it, you'd possibly have a better
18 chance with a stop here in Madera.

19 And I was also looking at your guys's map here.
20 You guys have Selmar, Burbank, Los Angeles, Norwalk
21 Anaheim, University City, and San Diego fairly close
22 together. And I was told that, you know, Madera is not
23 getting a stop because of turn ratios and stuff like that.
24 And train speeds. I mean, you have all these cities in
25 the south, and even San Francisco and the train terminal

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Submission 445 (Joe Chaudoin, September 28, 2011) - Continued

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1 fairly close together. So why couldn't Madera have a stop
2 when you have these cities that are literally a stone's
3 throw away? I mean it just doesn't make any sense to me
4 whatsoever.
5 Thank you.

Response to Submission 445 (Joe Chaudoin, September 28, 2011)

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See MF-Response-GENERAL-2.

Submission 447 (Joseph Chaudoin, September 28, 2011)

4 MR. CHAUDOIN: Round three, ding. Joseph
5 Chaudoin, Madera, California, representing Madera,
6 California and I'll be speaking again on the Fresno to
7 Merced route.
8 When it comes to -- or to me, when it comes to
9 having this particular project, it's just kind of daunting
10 to know that, you know, we're going to have a train coming
11 through at about 220 miles an hour and knowing it's going
12 to go through town quite possibly. You know, I mean, the
13 stop would be great even with Amtrak, you know. Yeah, you
14 can get a connecting stop or you can get a connecting
15 route from Amtrak to some other city, but what if you
16 don't want to do that?
17 You know, you -- I mean to me, you might as well
18 either just take Amtrak, go wherever you're going, or
19 drive. Yeah, driving is going to get expensive because of
20 gas, at least until we find some other fuel source. So,
21 yeah, we need high-speed rail, but we also need to know
22 that there's going to be -- there's going to be people --
23 there's going to be people that will not want to either
24 drive to Fresno or Merced or take Amtrak to Fresno or
25 Merced.

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1 If you have a stop here and if people can afford
2 the tickets, then more than likely they'd come here or
3 they'd come to high-speed rail. And, again, tourism. You
4 got Yosemite. You got Ahwahnee. You got Bass Lake. You
5 got all these places. I mean I forget what year it was,
6 the Queen of England stayed in Ahwahnee when she came to
7 California to visit Yosemite. But still there are people
8 here in Madera, there are people on the coast, if they
9 have a stop, if they know that there's going to be a stop
10 here, they possibly use it and possibly be more likely to
11 use it.
12 Thank you.

Response to Submission 447 (Joseph Chaudoin, September 28, 2011)

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See MF-Response-GENERAL-2 and MF-Response-GENERAL-18.

Submission 448 (Joseph Chaudoin, September 28, 2011)

22 MR. CHAUDOIN: One last time, Joseph Chaudoin of
23 Madera representing Madera.
24 This thought just came to my mind a little while
25 ago, hence the only reason I filled out one last card.
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1 But back on July the 15th, I think it was, I forget the
2 exact date, that there was an article in the Fresno Bee,
3 and the Army Corps of Engineers was -- had submitted a
4 report of some sort. I'm not entirely too sure what they
5 submitted, but they submitted something asking that a
6 branch of a route be studied that would bypass the City of
7 Madera and also the City of Hanford. I'm not too sure
8 exactly what they were referring to because I never seen
9 anything for that.
10 But if there was a way to bypass Madera
11 completely, I think that should be looked into, and I
12 think that possibly should have been looked into anyway
13 without the Army Corps of Engineer -- or without the Army
14 Corps of Engineers saying so.
15 I'm going to close by saying thank you for your
16 guys's patience with me, and that's all. Thank you.

Response to Submission 448 (Joseph Chaudoin, September 28, 2011)

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See MF-Response-GENERAL-2, MF-Response-GENERAL-10, MF-Response-GENERAL-8.

Submission 462 (Julie Giampaoli, September 28, 2011)



CALIFORNIA
 High-Speed Rail Authority

09-28-11P03:04 RCVD

Comment Card
 Tarjeta de Comentarios

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

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

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

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

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

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

Name/ Nombre: Julie S. Giampaoli Organization/ Organización: _____

(Optional/Opcional) Address/Domicilio: _____ Phone Number/ Número de teléfono: (209) 389-4123

City, State, Zip code/ Ciudad, estado, código postal: Le Grand, CA 95333 Email address/ Correo electrónico: garnyjul@elite.net

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In regards to the route that is being proposed to run through Le Grand / Planada makes absolutely no rational sense at all. It will completely dismantle two small existing towns and pave over prime ag land. The schools would be disrupted and homes and businesses would be sacrificed that have been in these towns for decades. The option for the high-speed train, in my opinion, is nowhere. Our state is in a terrible economic state that schools, senior citizens →

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and many other government run agencies are suffering because the state of California seems to be limited on funds. Where's the rationale in bringing in a high-speed rail that will cost millions to start and and much more to complete, if ever completed. It ceases to amaze me how many people fail to recognize that the prime ag land is what contributes to our food supply and it doesn't grow in supermarkets in California. Food safety and quality is what we all look for and that it is locally grown. The option to build the high-speed rail to run through Le Grand is a disastrous choice for both small towns completely dismantling two small towns when there are 462-1
 If it was your home or your land that has been in the family for generations would you be so quick to make such a hasty decision?? I voted against the high-speed rail however, those who voted for it may have been misled by the proposal on the ballot. It sounds like it is more about politics than about the people.



CALIFORNIA
 High-Speed Rail Authority



U.S. Department
 of Transportation
 Federal Railroad
 Administration

Response to Submission 462 (Julie Giampaoli, September 28, 2011)

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See MF-Response-GENERAL-10.