

27 INDIVIDUAL COMMENTS

Submission 1771 (Walter A, June 23, 2020)

San Jose - Merced - RECORD #1771 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Walter
Last Name : A

Stakeholder Comments/Issues :

1771-2321

Hello, I am confused about the current status of this project. Will it definitely be built (and on what schedule), or is it waiting for additional budget?

Thanks.

Response to Submission 1771 (Walter A, June 23, 2020)

1771-2321

At this point in time, construction of the San Jose to Merced Project Section has not been approved or rejected. The Draft EIR/EIS was published on April 24, 2020, and the Authority will take into consideration all comments received on the Draft EIR/EIS when preparing the Final EIR/EIS. The Final EIR/EIS and the Authority's Record of Decision on this project are expected to be published in 2021. Section 2.11, Construction Plan, of the Draft EIR/EIS provides information regarding the anticipated schedule, if the project is approved and adequate funding is available.

Submission 1250 (Don Abel, May 11, 2020)

San Jose - Merced - RECORD #1250 DETAIL

Status : Action Pending
Record Date : 5/11/2020
Submission Date : 5/11/2020
Interest As : Individual
First Name : Don
Last Name : Abel

Stakeholder Comments/Issues :

1250-81

End this horrendous boondoggle NOW! The estimated cost is nearly ten times (10x) of what the voters approved. It's unethical and tyrannical for politicians to press forward, stealing money from the taxpayers.

Response to Submission 1250 (Don Abel, May 11, 2020)

1250-81

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

Submission 1504 (Denise Acomb, June 22, 2020)

San Jose - Merced - RECORD #1504 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Denise
Last Name : Acomb

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1504-3766 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1504-3767 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1504-3768 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1504-3769 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1504-3770 | reject the east-of-Gilroy station location.

Sincerely,
Denise Acomb
6649 Broadacres Dr San Jose, CA 95120-4573
deniseacomb@yahoo.com

Response to Submission 1504 (Denise Acomb, June 22, 2020)

1504-3766

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1504-3767

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1504-3768

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1504-3769

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1504-3770

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1449 (Jeff Adams, June 23, 2020)

San Jose - Merced - RECORD #1449 DETAIL

Status : Unread
Record Date : 6/23/2020
Submission Date : 6/23/2020
Interest As : Business and/or Organization
First Name : Jeff
Last Name : Adams

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1449-3616 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1449-3617 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1449-3618 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1449-3619 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1449-3620 | reject the east-of-Gilroy station location.

Sincerely,
Jeff Adams
San Jose, CA 95124
jadams1780@gmail.com

Response to Submission 1449 (Jeff Adams, June 23, 2020)

1449-3616

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1449-3617

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1449-3618

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1449-3619

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1449-3620

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1997 (Jennifer Ahn, June 22, 2020)

San Jose - Merced - RECORD #1997 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Jennifer
Last Name : Ahn

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1997-5426 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1997-5427 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1997-5428 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1997-5429 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1997-5430 | reject the east-of-Gilroy station location.

Sincerely,
Jennifer Ahn
526 N 7th St San Jose, CA 95112-3285
jenniferahn8@yahoo.com

Response to Submission 1997 (Jennifer Ahn, June 22, 2020)

1997-5426

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1997-5427

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1997-5428

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1997-5429

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1997-5430

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1616 (Ayana Airakan, June 22, 2020)

San Jose - Merced - RECORD #1616 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Ayana
Last Name : Airakan

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1616-4231 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1616-4232 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1616-4233 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1616-4234 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1616-4235 | reject the east-of-Gilroy station location.

Sincerely,
Ayana Airakan
333 Gonzalez Dr San Francisco, CA 94132-2345
ayanab92@yahoo.com

Response to Submission 1616 (Ayana Airakan, June 22, 2020)

1616-4231

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1616-4232

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1616-4233

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1616-4234

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1616-4235

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1554 (Sara Ajayi-Dopemu, June 22, 2020)

San Jose - Merced - RECORD #1554 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Sara
Last Name : Ajayi-Dopemu

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1554-3966 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1554-3967 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1554-3968 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1554-3969 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1554-3970 | reject the east-of-Gilroy station location.

Sincerely,
Sara Ajayi-Dopemu
2450 W Bayshore Rd Apt 4 Palo Alto, CA 94303-3521
saradopemu@gmail.com

Response to Submission 1554 (Sara Ajayi-Dopemu, June 22, 2020)

1554-3966

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1554-3967

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1554-3968

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1554-3969

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1554-3970

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1966 (Laurie Alaimo, June 22, 2020)

San Jose - Merced - RECORD #1966 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Laurie
Last Name : Alaimo

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1966-5291 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1966-5292 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1966-5293 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1966-5294 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1966-5295 | reject the east-of-Gilroy station location.
- 1966-6198 | Current budget concerns make this project seem excessive. Perhaps it should be tabled for a time when we can afford it. The airlines are going bankrupt. We do not need high-speed rail right now and especially not running through critical green space.

Sincerely,
Laurie Alaimo
San Jose, CA 95112
environmom95112@yahoo.com

Response to Submission 1966 (Laurie Alaimo, June 22, 2020)

1966-5291

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1966-5292

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1966-5293

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1966-5294

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1966-5295

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

1966-6198

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

Submission 1470 (Dan Albert, June 23, 2020)

San Jose - Merced - RECORD #1470 DETAIL

Status : Unread
Record Date : 6/23/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Dan
Last Name : Albert

Stakeholder Comments/Issues :

1470-3026

NO NO NO....NO High Speed Rail through Morgan Hill.
PUT IT THROUGH YOUR BACK YARD !

Response to Submission 1470 (Dan Albert, June 23, 2020)

1470-3026

Comment noted. Thank you.

Submission 1701 (Kieran Alcumbrac, June 23, 2020)

San Jose - Merced - RECORD #1701 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Kieran
Last Name : Alcumbrac

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

1701-606

The review of impacts to wildlife in Coyote Valley is insufficient and could result in failure to protect wildlife movement as well as causing negative impacts to habitat and the planned wildlife crossings we have fought so hard to bring to the area. For example, rail line fencing might not guide animals to the few safe crossings, and a potential wildlife bridge might be stopped from construction.

Analysis also shows that wildlife are not able to cross the rail line effectively in the southern end of the county running up to Pacheco Pass. While the draft proposes wildlife crossings like culverts to help animals travel under roadways and other barriers safely, they are too small, too long, too few in number, and too dark for the animals to see through to the other side.

1701-607

Additionally, the impacts to farmland and new threats of sprawl from the potential east-of-Gilroy station and maintenance facility in the County's Agricultural Resource Area will be extreme. A new station and maintenance facility in this area will consume over two hundred acres of farmland as well as limit wildlife movement. This is why for the past 9 years we have consistently supported the other proposed location for the station in downtown Gilroy. The downtown station provides better transit access in central Gilroy, making it more affordable and equitable with less adverse environmental impacts.

1701-608

Some wildlife, like mountain lions, face severe threats to their survival due to habitat loss from increased development and barriers to migration. The high speed rail alignment through Coyote Valley and up through Pacheco Pass puts animals like mountain lions, coyotes, tule elk, deer, and others at further risk. It is critical that we maintain wildlife habitat and, where possible, enhance wildlife movement so that animals can do more than just survive, but also thrive in our county.

The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and reject the east-of-Gilroy station location.

Sincerely,
Kieran Alcumbrac
7552 Bayliss Pl San Jose, CA 95139-1411
kieranalc@yahoo.com

Response to Submission 1701 (Kieran Alcumbrac, June 23, 2020)

1701-606

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass, SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1701-607

Refer to Standard Response SJM-Response-ALT-1: Alternatives Selection and Evaluation Process.

The comment noted the East Gilroy Station and maintenance facility would consume 200 acres more than the other alternatives. Please refer to Table 3.14-6 in the Draft EIR/EIS, identifying that Alternative 3 would permanently convert 160.1 more acres of Important Farmland than Alternative 4.

1701-608

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3, SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass, SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

The commenter also notes concerns regarding mountain lion. The Authority notes that the Draft EIR/EIS was modified and recirculated for public review following the listing of the mountain lion as a candidate under the California Endangered Species Act in mid-2020. Section 3.7, Biological and Aquatic Resources, in the Final EIR/EIS incorporates additional analysis and additional mitigation related to mountain lion impacts.

Submission 1488 (Vicki Alexander, June 22, 2020)

San Jose - Merced - RECORD #1488 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Vicki
Last Name : Alexander

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1488-3701 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1488-3702 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1488-3703 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1488-3704 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1488-3705 | reject the east-of-Gilroy station location.

Sincerely,
Vicki Alexander
15149 Bel Estos Dr San Jose, CA 95124-5024
vickicalexander@gmail.com

Response to Submission 1488 (Vicki Alexander, June 22, 2020)

1488-3701

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1488-3702

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1488-3703

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1488-3704

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1488-3705

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1285 (Marie Alfaro, May 19, 2020)

San Jose - Merced - RECORD #1285 DETAIL

Status : Action Pending
Record Date : 5/19/2020
Submission Date : 5/19/2020
Interest As : Individual
First Name : Marie
Last Name : Alfaro

Stakeholder Comments/Issues :

I live in Los Banos and am unable to attend the meeting of 5/18 due to work.

1285-75

This was taken from your web page: improving local quality of life.

It is incensitive and untimely to proceed with this project at a time while this community is still under lockdown and most businesses are closed and are experiencing significant financial loss.

The allocated monies for this project should be used to get our state out of the deficit. At this time this project does not benefit our community

Marie Alfaro

Sent from Mail <<https://go.microsoft.com/fwlink/?LinkId=550986>> for Windows 10

Response to Submission 1285 (Marie Alfaro, May 19, 2020)

1285-75

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

Submission 1725 (Bradley Allen, June 23, 2020)

San Jose - Merced - RECORD #1725 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Bradley
Last Name : Allen

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1725-4416 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1725-4417 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1725-4418 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1725-4419 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1725-4420 | reject the east-of-Gilroy station location.

Sincerely,
Bradley Allen
Philo, CA 95466
bradley@bradleyallen.net

Response to Submission 1725 (Bradley Allen, June 23, 2020)

1725-4416

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1725-4417

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1725-4418

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1725-4419

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1725-4420

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1767 (LARRY ALLEN, June 23, 2020)

San Jose - Merced - RECORD #1767 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : LARRY
Last Name : ALLEN

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1767-4516 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1767-4517 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1767-4518 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1767-4519 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1767-4520 | reject the east-of-Gilroy station location.

Sincerely,
LARRY ALLEN
133 Chateau La Salle Dr San Jose, CA 95111-3005
larry@allensarts.com

Response to Submission 1767 (LARRY ALLEN, June 23, 2020)

1767-4516

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1767-4517

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1767-4518

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1767-4519

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1767-4520

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1732 (Suliana Alusa, June 23, 2020)

San Jose - Merced - RECORD #1732 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Suliana
Last Name : Alusa

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1732-4441 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1732-4442 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1732-4443 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1732-4444 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1732-4445 | reject the east-of-Gilroy station location.

Sincerely,
Suliana Alusa
San Mateo, CA 94403
popua1@aol.com

Response to Submission 1732 (Suliana Alusa, June 23, 2020)

1732-4441

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1732-4442

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1732-4443

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1732-4444

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1732-4445

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1877 (Lizbeth Amador, June 22, 2020)

San Jose - Merced - RECORD #1877 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Lizbeth
Last Name : Amador

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1877-5999 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1877-6000 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1877-6001 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail. I would also like to see the impact for raptors. Since the rabbit/hare population will also be affected by the bypass, fences etc.
- 1877-6002 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1877-6003 | reject the east-of-Gilroy station location.

Sincerely,
Lizbeth Amador
Santa Clara, CA 95050
luz_estrellaussj@hotmail.com

Response to Submission 1877 (Lizbeth Amador, June 22, 2020)

1877-5999

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1877-6000

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1877-6001

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1877-6002

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1877-6003

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

Submission 1706 (Peter Anderson, June 23, 2020)

San Jose - Merced - RECORD #1706 DETAIL		1706-2332
Status :	Unread	
Record Date :	6/24/2020	
Submission Date :	6/23/2020	1706-2333
Interest As :	Individual	
First Name :	Peter	
Last Name :	Anderson	

Stakeholder Comments/Issues :

Gentlemen and Ladies,

1706-2331

I need to express my deeply held opinions regarding the planned Alternative 4 alignment of the SJ-Merced leg of the California High Speed Rail project.

In spite of the project bringing no direct benefit to the community of Morgan Hill, I have always been in favor of the project. California is known for being ahead of most other states in its adoption of new technologies - even the invention and initiation of new technologies. To maintain our leadership position in the US - and in the world at large - we must keep ourselves at the cutting edge of communication, both virtually and physically. There are times when "face time" is critical advancing positions favorable to California and to all of us California citizens. Advancing the transportation options between the SF Bay Area and other regions of the state is a significant element in maintaining communication with other leaders of the state. We must proceed with this project to do that.

When it was told to us citizens of Morgan Hill that trains passing through our part of Santa Clara County needed to maintain a speed of ~210mph, it became evident that the trains could not negotiate the curves necessary to follow earlier alignment options east of downtown and avoid the major disruption it would cause to the core of our community. That was a terrible realization for us, the manifestations of which sickened all those aware of the consequences to the downtown area.

However, when it was told to us just over a year ago that the maximum design speeds in our area were lowered to be well below 200mph, a clear compromise became evident. The alternative routes east of downtown could be developed, and the terrible destruction to downtown could be avoided. We could have the needed trains, and we could still have our downtown community. Win - win.

I am very disturbed that an organization with the power that you hold has chosen to proceed with the Alternative 4 option, which will destroy our lovely community when other alternatives could be implemented with considerably less effects. You need to consider the perspective of community members who, through a multitude of programs and capital improvement projects since 1978, have worked to design and build a desirable community focused around an attractive and economically viable downtown. It appears that your staff have not visited with enough of us here and experienced our downtown to appreciate what we have built over the past forty years. It does not appear that your staff appreciate what's at stake.

1706-2332

Alternative 4 (running the train through the heart of the community) will do to Morgan Hill what the Embarcadero did to San Francisco many decades ago, and what the widening of Highway 101 did to Palo Alto (forcing the eastern side to become an altogether different community - East Palo Alto).

Running the trains directly through downtown will impede cross-town traffic so significantly that eventually it will lead to two separate communities. At best, we could modify the East Dunne Avenue and Main Street crossings to be below grade, but even today those streets are insufficient to manage a comfortable flow of cross-town

traffic. Twenty or thirty years from now we will likely find ourselves with two communities: Morgan Hill and an emerging East Morgan Hill. Generated by the high speed rail project.

I am also appalled that you have selected a sacred gem of our community for use as a staging area during construction. Decades ago I was part of a large group of citizens who together initiated a plan to preserve the Hiram Morgan Hill House ("Villa Miramonte") from destruction. The "Morgan Hill" Earthquake of April 24, 1984, had caused the near collapse of the historic structure. The building was "red-tagged". We local citizens joined together to have the City take it over from its struggling owner and then sell it for \$1 to the Morgan Hill Historical Society, with conditions to stabilize it from collapse and open it for public events within five years. They did it. And it has become a landmark site of great pride to the community.

There is no doubt that using the property as you propose will severely impact the viability of the Historical Society to function as the City Council had chartered it to do in their sales agreement 40 years ago. And there is no doubt that running the trains will cause irreparable damage to the delicate features of the house and associated historical features.

As an engaged citizen of Morgan Hill, I beseech you to avoid the damage (and perhaps eventual destruction) of our registered historical landmark and abandon the Alternative 4 alignment.

And as an engaged citizen of Morgan Hill, I beseech you to avoid the damage (and perhaps eventual destruction) of our quaint downtown community and abandon the Alternative 4 alignment.

Very truly yours,

Peter Anderson
17440 Ringel Drive
Morgan Hill, CA 95037408-779-8837

Response to Submission 1706 (Peter Anderson, June 23, 2020)

1706-2331

Refer to Standard Response SJM-Response-ALT-1: Alternatives Selection and Evaluation Process, SJM-Response-ALT-2: Project-Specific Alternatives Considerations, SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

The comment expresses concerns regarding the potential for Alternatives 2 and 4 to divide Morgan Hill and requests consideration of an alternative with a lower speed east of downtown Morgan Hill.

Lower operational speeds of 110 mph would only be implemented where tracks are blended with other operators, such as in Alternative 4 with Caltrain. HSR performance criteria for operational speeds where HSR is on a dedicated system, such as the viaducts next to US 101 in Alternatives 1 and 3, remains at 200 mph.

Please refer to Chapter 8, Preferred Alternative, for an overall comparison of community and environmental impacts by alternative as well as the rationale for selecting Alternative 4 as the Preferred Alternative, due to its lower impacts on community, natural, and recreational resources as well as lowest cost.

Please refer to Chapter 9, Public and Agency Involvement, for descriptions and lists of outreach activities that have occurred within Morgan Hill.

1706-2332

Refer to Standard Response SJM-Response-ALT-1: Alternatives Selection and Evaluation Process, SJM-Response-ALT-2: Project-Specific Alternatives Considerations, SJM-Response-GS-1: Requests for Grade Separations.

The comment expresses concern over potential division of the community of Morgan Hill and suggests grade separations at East Dunne Avenue and Main Street.

1706-2333

The comment expresses concerns over the historic resource Villa Mira Monte.

Impacts on historical resources are analyzed in Section 3.17, Cultural Resources, of the Draft EIR/EIS. Specifically, operational impacts on the setting of Villa Mira Monte are discussed in Section 3.17.7.3, Historic Built Resources.

Although the noise and vibration of the existing and proposed train service may be deemed as unsuitable for certain activities, unless a quiet setting is considered to be a character-defining feature or an important aspect of integrity of a historic property, operational alterations to a setting, such as increased noise levels, are generally not considered a significant impact or a significant change to historic built resources. Villa Mira Monte does not have a quiet setting as a character-defining feature or important aspect of integrity. Impacts on built resources caused by operations is analyzed under Impact CUL#6.

Vibration analysis in Section 3.4.6.3, Vibration, did not identify Villa Mira Monte as a vibration-sensitive facility. Please refer to Impact NV#10.

The project would have no impact on NRHP- or CRHR-eligible or CEQA-only built historic resources from intermittent noise and vibration caused by operations. Therefore, CEQA does not require mitigation.

Chapter 4, Section 4(f)/6(f) Evaluation, specifies that additional project features would apply to Villa Mira Monte as related to potential aesthetic and noise/vibration impacts, including adoption of design standards (AVQ-IAMF#1) and design review process to guide the development of non-station area structures (AVQ-IAMF#2). Mitigation measures calling for noise barriers (NV-MM#1) and visual screening will also apply (AVQ-MM#3, AVQ-MM#4, and AVQ-MM#6). As outlined in Section 3.4, Noise and Vibration, and Section 3.16, Aesthetics and Visual Quality, these measures will minimize the noise and visual impacts on Villa Mira Monte. As a result, the site's diminished use and associated loss of revenue are not reasonably foreseeable consequences of HSR operation.

Submission 1652 (Randy Anderson, June 23, 2020)

San Jose - Merced - RECORD #1652 DETAIL 1652-3020

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Randy
Last Name : Anderson
Attachments : Alignment Fact Sheet June 2020.pdf (449 kb)

Stakeholder Comments/Issues :

1652-3020

As a former employee (Supervising Engineer) of the High Speed Authority and now a concerned citizen of our great state I must offer the following information regarding the San Jose to Merced EIR/EIS, I was in charge of the geotechnical investigations in the Pacheco Pass among other technical duties. It is of my opinion that inadequate alignments were studied/analyzed during the environmental process and that other alignments crossing the Diablo Range between Gilroy and Merced should be looked as a supplemental study to compliment this EIR/EIS. An adequate comparison between the new alignment(s) that I am proposing and the existing alignment should be made as it has a significant potential to reduce costs, schedules, environmental impacts, reduce seismic risks and geohazard risks, reduce traffic impacts within SR 152 and other significant issues could be eliminated. These new Southern Alignments are within a few miles of the existing proposed alignment and potentially reduces the tunneling length from 15 miles to a range of 7 to 10 miles, eliminates tunneling through the highly hazardous Ortigalita Fault, eliminates the conflict with 10 foot diameter USBR water line, avoids relocating high voltage PG&E lines, avoids construction of footings and maintenance roads in and over the Pacheco Creek, avoids the Romero Ranch conservancy easement, avoids the State Park -Cottonwood Creek Wildlife Area and Federal land. More importantly, the new alignment potentially gets the tunneling away from the chaotic and complicated Franciscan Melange geological formation, This formation is prone to landslides and squeezing ground. Our investigations found that this could be quite challenging especially under high ground load and hydrostatic head. Landslides areas will pose significant challenges during construction and during the life of the system. The west portal of tunnel 2 is actually placed in a large natural drainage basin and sitting above a significant documented landslide zone as verified by LiDAR and field investigations. The new proposed alignments potentially places the tunneling into the Quien Sabe Volcanics, which could be more desirable for tunneling. In addition, it is estimated that only one tunnel would be needed to cross the Diablo Range, which would reduce the number of portals, retaining walls, cross passages between tunnels, long term maintenance and would eliminate a tunnel crossing the large displacement fault (Ortigalita). Tunnels passing the faults with the potential for large

displacement require a significant oversized chamber that could approach one mile long to maintain the required speed. The potential for this better alignment in a possible better geological formation, reduced tunnel lengths and seismic risk is too significant to not have been properly studied during the environmental phase and should be evaluated before proceeding further with proposed draft EIR/EIS. In rebuttal from the Authority you may hear that they were mandated to keep the alignment within existing transportation corridors (i.e. SR 152) and therefore were not required to study other alignments that could have less impacts. Please see attachment for more detailed information.

Randy Anderson, PE

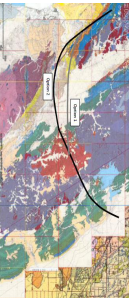
Submission 1652 (Randy Anderson, June 23, 2020) - Continued

Pacheco Pass Alternative Alignments – Preliminary Evaluation

POTENTIAL NEW ALIGNMENT (MILE) - SAME BOX TO IDENTIFY SECTION

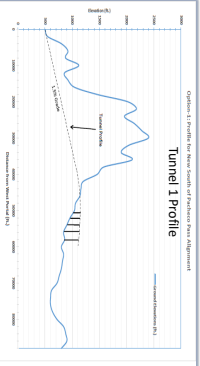
Alignment Overview		Option 1	Option 2
Total Length* (miles)		24.5	25
Tunnel Length (miles)		8	8.5
Geological formations for Tunneling		1 to 2	1
Number of Cross Passages		51 (may be reduced to 0 for single bore)	54 (may be reduced to 0 for single bore)
No of Portals		2	2
Number of fault crossings in Tunnel		0	0
Viaduct length (miles)		7.5	7.5
Embarkments/Free Cuts/Bridges (miles)		9	9

*Total length is for Pacheco Pass Section only



Geological Formations

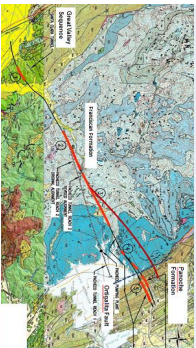
- Geotechnical/Geological**
- Preliminary data indicates a much more favorable geology for tunneling and avoidance of landslides by getting away from the Franciscan Melange and into the Queen Sabe Volcanics although we may encounter mines. Volcanic formation may overlay midrange formation. Geotech investigations would need to confirm.
 - Elimination of two portals reduces landslide risks, elimination of large staging areas and access roads.
 - Possible reduction of geotechnical investigations required.
- Fault Crossings**
- Eliminates tunnel crossing the Ortigalita hazardous fault and eliminates large seismic fault chamber for tunnel
 - Moves the western portals further away from Calaveras fault



- Risks/Opportunities**
- Avoidance of third of party conflicts with USBR pipeline, PG&E, constructing portals and bridges near Calaveras 152, avoiding Pacheco Creek and possible avoidance of landslide issues and placing portals in valleys
 - May have conflict with Hollister airport. Limited access for portal 2. Viaduct may be in a sensitive waterway – unknown environmental impacts
 - Avoidance of State Park – Cottonwood Creek Wildlife Area
 - Significant reduction of tunnel length and portals will produce a large capital cost savings and reduction in schedule
 - May be able to enlarge tunnels to allow for 200 mph instead of 200 mph due to better geology.
 - Alignment is on downside of San Luis Reservoir Dam
 - Increased track distance from Gilroy to tunnel
 - Possible relocation of homes near portal 1
 - Possible avoidance of Soap Lake flood zone with option 2
 - Potential for single bore and elimination of CP

Alignment Overview

	Existing
Total Length (miles)	24
Tunnel (miles)	15
Number of Cross Passages Single Bore Tunnel 1	95
Number of Portals	87
Number of Fault Crossing in Tunnel	4
Viaduct length (miles)	1
Embarkment/Bridges (miles)	



Pacheco Pass Existing Alignment – Fact Sheet

- Geotechnical/Geological/Geohazards**
- Franciscan Formation is highly complex and chaotic. Prone to squeezing ground and instability and landslides.
 - Landslides – Known landslides areas near portals and must be further investigated. Portal areas will require long term monitoring.
 - Tunneling under large slides. Need to confirm depth of landslides
 - High ground water tables confirmed with ground water monitoring. High ground water, squeezing ground at high depth may require a double lining tunnel system
 - Potential for gassy formations – discovered during construction of Pacheco water tunnel
 - Crossing Ortigalita Fault at depth in a tunnel

- Risks/Opportunities**
- Follows existing transportation corridor
 - Stays upstream of SLR dam
 - Major 3rd party conflicts with USBR water conduit, 12kv PG&E lines, Caltrans ROW, State Park and large conveyance easement at Romero Ranch. Significant construction required over SR 152
 - Tunnel 2 portal is being built in a drainage valley and surrounded by landslides. Challenging portal construction
 - Tunnel 1 must be built first to provide access to construct tunnel 2
 - Constructing foundations in Pacheco Creek
 - Permanet access roads required across Pacheco Creek
 - Staging areas for tunnel construction are limited
 - Major seismic chamber required for crossing Ortigalita Fault – extensive Geotech investigations required

Submission 1652 (Randy Anderson, June 23, 2020) - Continued

Alignment Comparison— Preliminary Evaluation			
	Southern Alignment	Current Alignment	Comments
Cost Savings	Appears more favorable		South Align - Significantly reduced infrastructure due to reduction in tunnel lengths, cross passages and portals. Reduction of large tunnel staging areas and reduced spoils
Schedule Savings	Appears more favorable		South Align— increased schedule savings due to reduced infrastructure. Elimination of Tunnel 1 for CA eliminates staging of work to construct Tunnel 1 to construct Tunnel 2
Overall Constructability	Appears more favorable		
Reduced Environmental Impacts	Appears more favorable but needs further study		
Reduced Third Party Impacts	Appears more favorable but needs further study		
Property Acquisition/Landowner Issues	More private property owners but reduced State and Federal Lands		
Geohazard Risks	Appears more favorable but needs further studies/investigations		South Align-potentially better formation and reduced landslides, fewer portals means less retaining walls and deep cuts. Shorter tunnel in better formation reduces geohazard risks
Travel Time			Opportunity to increase tunnel diameter of SA to increase speed

Alignment Comparison— Preliminary Evaluation			
	Southern Alignment	Current Alignment	Comments
Total Length* (miles)	24.5 to 25	24	About same length crossing Pacheco. Longer length from Gilroy to Tunnel 1 for Southern Alignment
Tunnel Length (miles)	8	15	Significant Savings in cost and schedule. Reduction of environmental impacts and groundwater impacts
Geological formations for Tunneling	1 to 2	3 (2 major formations within in tunnel 2)	May have better tunneling formation for southern alignment if in volcanics. Needs further evaluation and exploration
Number of Cross Passages	51 To 54	95	Significant savings in cost and schedule. Savings in environmental impacts
No of Portals	2	4	Significant savings in cost and schedule and environmental impacts. Reduces seismic risk and landslide risks with reduced portals
Number of fault crossings in Tunnel	0	1	Ortigalita fault crossing would require a large fault chamber. Chamber could be over mile long. Significant savings in cost and schedule
Viaduct length (miles)	7.5	7.5	
Embankments/Trenches/Bridges (miles)	9	9	

Additional Considerations

- Removes major conflict with SR 152
- Eliminates conflict with 10 foot diameter USBR water conduit at multiple locations. Conduit in poor condition
- Eliminates relocating PG&E 12kv power lines
- Eliminates potential landslide in Pacheco Pass.
- Removes conflict with Cottonwood Creek Wildlife Area – State Park
- Removes conflict with large conservancy easement on Romero Ranch
- Removes conflict with Federal land – USBR Estement and Fee
- Removes conflict with construction of Pacheco Reservoir Dam
- Removes conflicts with Pacheco Creek and constructing in creek
- Places alignment on downside of San Luis Reservoir Dam which may not be seismically retrofitted
- Unknown environmental and landowner issues with new alignment
- New alignment not within transportation corridor and creates construction access issues and

Response to Submission 1652 (Randy Anderson, June 23, 2020)

1652-3020

Refer to Standard Response SJM-Response-ALT-1: Alternatives Selection and Evaluation Process, SJM-Response-ALT-2: Project-Specific Alternatives Considerations.

Thank you for your comment. We have reviewed it and the attached materials in order to respond in kind. A comparison table has been created and attached, but in summary the two southern alignments proposed:

- Are much further from existing transportation corridors, which contravenes Authority policy, but will also increase the amount of pre-construction work, trucking, construction emissions, construction access road impacts, access to water and electric power supply in sufficient capacity to support the tunnel construction and future HSR operations, and impacts on biological and community resources;
- Rely on the assumption the Quien Sabe Volcanics would be much better geologically than over the anticipated geologic conditions along the PEPD alignment. While this may be true, we have no information that would confirm that this assumption is true, and geologic investigations at a nearby mine in the Quien Sabe Volcanics refer to the rock being considerably fractured and faulted. In addition, there have been no previous investigations or projects with which we could assume that the rock at 1,500 ft below the surface would be any more competent;
Impact native terrain, greenfield sites, and communities that have no current large-scale transportation corridor impacts. This includes more residential acquisition, the impact of approximately 17 miles of farm roads rebuilt to support heavy construction traffic, and the greater impact on biological resources in an area that is not currently protected but closely mirrors the protected habitat that the current alignment currently impacts;
- Are located south and downstream of the San Luis Dam, creating an additional unique risk of flooding due to natural disasters;
- Require roughly 250-foot-tall viaduct structures close to existing active faults. The proximity of these tall viaduct structures will require extensive seismic reinforcement, creating additional design and construction costs and risks;
- Pass close to an abandoned mine that may pose additional construction risks;
- Require additional track distance above grade, posing greater impact on the communities and environment than the current tunnel alignment and profile;

1652-3020

- Require crossing fault lines in locations where there is little to no existing information or monitoring, therefore creating a higher risk due to the unknown conditions;
- Likely require a single-direction bored tunnel, instead of tunneling from each end, increasing the construction schedule;
- Require revisions to the alignment east of Pacheco to optimize southern route (as shown in attachment).

The two "southern alignments" proposed are not potentially feasible, for the technical/engineering reasons and adverse secondary environmental impacts, as well as the increased costs, described above.

Submission 1585 (Mark Anderton, June 22, 2020)

San Jose - Merced - RECORD #1585 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Mark
Last Name : Anderton

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1585-4101 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1585-4102 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1585-4103 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1585-4104 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1585-4105 | reject the east-of-Gilroy station location.

Sincerely,
mark anderton
2904 Ramona St Palo Alto, CA 94306-2366
markanderton@gmail.com

Response to Submission 1585 (Mark Anderton, June 22, 2020)

1585-4101

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1585-4102

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1585-4103

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1585-4104

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1585-4105

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1454 (Mary Ann Convertino, June 23, 2020)

San Jose - Merced - RECORD #1454 DETAIL

Status : Unread
Record Date : 6/23/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Mary
Last Name : Ann Convertino

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1454-3626 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1454-3627 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1454-3628 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1454-3629 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1454-3630 | reject the east-of-Gilroy station location.

Sincerely,
Mary Ann Convertino
246 Arbor Valley Dr San Jose, CA 95119-1805
mrsdash@fastpitch-hitters-home.com

Response to Submission 1454 (Mary Ann Convertino, June 23, 2020)

1454-3626

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1454-3627

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1454-3628

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1454-3629

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1454-3630

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1937 (Jhea Anne McCloskey, June 22, 2020)

San Jose - Merced - RECORD #1937 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Jhea
Last Name : Anne McCloskey

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1937-6063 | Please improve your environmental review by working with local expert agencies to design better and more wildlife connections across the rail line in Coyote Valley and Pacheco Pass.
- 1937-6064 | Please reject the east-of-Gilroy Station and maintenance facility in the County's Agricultural Resource Area.
- 1937-6065 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1937-6066 |
- 1937-6067 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1937-6068 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and reject the east-of-Gilroy station location.
- 1937-6069 |

Thank you.

Sincerely,
Jhea Anne McCloskey
370 Melin Ave Ben Lomond, CA 95005-9664
mackie52@aol.com

Response to Submission 1937 (Jhea Anne McCloskey, June 22, 2020)

1937-6063

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1937-6064

Refer to Standard Response SJM-Response-ALT-1: Alternatives Selection and Evaluation Process.

The comment opposes Alternative 3.

1937-6065

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1937-6066

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1937-6067

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1937-6068

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1937-6069

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

Submission 1412 (Yvonne Aragon, June 20, 2020)

San Jose - Merced - RECORD #1412 DETAIL

Status : Unread
Record Date : 6/20/2020
Submission Date : 6/20/2020
Interest As : Individual
First Name : Yvonne
Last Name : Aragon

Stakeholder Comments/Issues :

1412-203

Why would you run this through this small town and is there not alternative route for it to go through another thorough fare. I think this is a waste of tax payors money and can. And will it be that busy and cause havoc to all other commuters. I feel like this is away for you to move people quicker to the concentration camps along the way. Just my opinion on the concentration camps.

Response to Submission 1412 (Yvonne Aragon, June 20, 2020)

1412-203

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

Submission 2056 (Charmon Ashby, June 22, 2020)

San Jose - Merced - RECORD #2056 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Charmon
Last Name : Ashby

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 2056-5651 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 2056-5652 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 2056-5653 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 2056-5654 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 2056-5655 | reject the east-of-Gilroy station location.

Sincerely,
Charmon Ashby
San Jose, CA 95148
charmonashby@gmail.com

Response to Submission 2056 (Charmon Ashby, June 22, 2020)

2056-5651

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

2056-5652

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

2056-5653

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

2056-5654

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

2056-5655

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1650 (Marylou Avanzino, June 24, 2020)

San Jose - Merced - RECORD #1650 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/24/2020
Interest As : Individual
First Name : Marylou
Last Name : Avanzino

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1650-4296 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1650-4297 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1650-4298 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1650-4299 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1650-4300 | reject the east-of-Gilroy station location.

Sincerely,
Marylou Avanzino
67 Cherry Ridge Ct San Jose, CA 95136-3633
mabike7@gmail.com

Response to Submission 1650 (Marylou Avanzino, June 24, 2020)

1650-4296

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1650-4297

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1650-4298

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1650-4299

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1650-4300

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1536 (Jen Averre, June 22, 2020)

San Jose - Merced - RECORD #1536 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Jen
Last Name : Averre

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1536-3891 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1536-3892 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1536-3893 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1536-3894 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1536-3895 | reject the east-of-Gilroy station location.

Sincerely,
Jen Averre
3750 Tamayo St Fremont, CA 94536-3374
renamaigrey@yahoo.com

Response to Submission 1536 (Jen Averre, June 22, 2020)

1536-3891

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1536-3892

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1536-3893

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1536-3894

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1536-3895

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1467 (Mike Azimi, June 23, 2020)

San Jose - Merced - RECORD #1467 DETAIL

Status : Unread
Record Date : 6/23/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Mike
Last Name : Azimi

Stakeholder Comments/Issues :

California High-Speed Rail Authority
Attn: San Jose to Merced Project Section EIR/EIS

Hello High-Speed Rail Authority,

1467-3141

I would like to submit my comments regarding this project and its impact on our community in Metcalf. Unfortunately, our neighborhood will be impacted directly with this project and our community has not been informed with the details of this project. I am very concerned with the noise levels and potential traffic congestion due to narrowing the Monterey Hwy. In addition, we will have a negative impact on home values with more people leaving the neighborhood due to this project.

Most of our neighbors in our community would like to see an alternate route along the US 101 and I-280 which will be less destructive to our community. I really hope your engineering panel and all decision-makers consider running this project parallel to US 101 and I-280 Hwy instead of coming to Monterey Hwy. Thank you.

Sincerely,
-Mike Azimi

Response to Submission 1467 (Mike Azimi, June 23, 2020)

1467-3141

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

The supports an alternate route along US 101 (Alternatives 1 and 3) and I-280.

The comment expresses concern over noise, traffic, and community impacts due to narrowing of Monterey Road. Please refer to Section 3.2, Transportation; Section 3.4, Noise and Vibration; and Section 3.12, Socioeconomics and Communities, for analyses of these impacts as well as applicable IAMFs and mitigation measures.

The Authority will continue to engage jurisdictions and stakeholders throughout the design, construction, and operation of the project.

Submission 2024 (Elizabeth Bacon, June 22, 2020)

San Jose - Merced - RECORD #2024 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Elizabeth
Last Name : Bacon

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 2024-6146

 High Speed Rail is overall a step in the right direction for our environmental impact and it would be a mistake to taint the improvement with a direct blow to our local wildlife.
- 2024-6147

 The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 2024-6148

 The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 2024-6149

 The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 2024-6150

 reject the east-of-Gilroy station location.

Sincerely,
 Elizabeth Bacon
 Boulder Creek, CA 95006
 ebacon07@ucsbalum.com

Response to Submission 2024 (Elizabeth Bacon, June 22, 2020)

2024-6146

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

Comment noted.

2024-6147

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

2024-6148

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

2024-6149

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

2024-6150

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

Submission 1814 (Chuck Bailey, June 23, 2020)

San Jose - Merced - RECORD #1814 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Chuck
Last Name : Bailey

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1814-4691 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1814-4692 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1814-4693 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1814-4694 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1814-4695 | reject the east-of-Gilroy station location.

Sincerely,
Chuck Bailey
3 Cliffside Dr Daly City, CA 94015-1042
zeldasgrampy@gmail.com

Response to Submission 1814 (Chuck Bailey, June 23, 2020)

1814-4691

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1814-4692

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1814-4693

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1814-4694

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1814-4695

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1460 (Susan Balanon, June 23, 2020)

San Jose - Merced - RECORD #1460 DETAIL

Status : Unread
Record Date : 6/23/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Susan
Last Name : Balanon

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1460-3646 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1460-3647 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1460-3648 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1460-3649 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1460-3650 | reject the east-of-Gilroy station location.

Sincerely,
Susan Balanon
2336 Roosevelt Cir Santa Clara, CA 95051-1310
sbalanon@comcast.net

Response to Submission 1460 (Susan Balanon, June 23, 2020)

1460-3646

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1460-3647

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1460-3648

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1460-3649

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1460-3650

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1954 (Tanya Baldwin, June 22, 2020)

San Jose - Merced - RECORD #1954 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Tanya
Last Name : Baldwin

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1954-5246 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1954-5247 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1954-5248 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1954-5249 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1954-5250 | reject the east-of-Gilroy station location.

Sincerely,
Tanya Baldwin
Los Gatos, CA 95032
tanya_baldwin@yahoo.com

Response to Submission 1954 (Tanya Baldwin, June 22, 2020)

1954-5246

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1954-5247

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1954-5248

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1954-5249

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1954-5250

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1502 (Janet Ball, June 22, 2020)

San Jose - Merced - RECORD #1502 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Janet
Last Name : Ball

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1502-3756 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1502-3757 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1502-3758 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1502-3759 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1502-3760 | reject the east-of-Gilroy station location.

Sincerely,
Janet Ball
Saratoga, CA 95070
vought@ms.com

Response to Submission 1502 (Janet Ball, June 22, 2020)

1502-3756

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1502-3757

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1502-3758

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1502-3759

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1502-3760

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 2054 (Pamela Ball, June 22, 2020)

San Jose - Merced - RECORD #2054 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Pamela
Last Name : Ball

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 2054-5641 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 2054-5642 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 2054-5643 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 2054-5644 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 2054-5645 | reject the east-of-Gilroy station location.

Sincerely,
Pamela Ball
404 Joaquin Ave San Leandro, CA 94577-4903
plball@att.net

Response to Submission 2054 (Pamela Ball, June 22, 2020)

2054-5641

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

2054-5642

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

2054-5643

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

2054-5644

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

2054-5645

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1631 (Hita Bambhania-Modha, June 24, 2020)

San Jose - Merced - RECORD #1631 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/24/2020
Interest As : Individual
First Name : Hita
Last Name : Bambhania-Modha

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

1631-874

I am a nature loving resident of south San Jose. I strongly believe in protecting and preserving our few remaining natural areas along with its wildlife. Human actions often determine if wildlife survives and thrives in these areas.

Specifically I am writing to express two concern regarding High Speed Rail Authority's Draft Environmental Impact Report (DEIR).

1) The DEIR falsely concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR's description of the wildlife crossings in Coyote Valley is not sufficient to determine whether these crossings will actually work. Furthermore, it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are too few in number, too small, too long, and too dark for animals to see through to the other side and they need significant improvement.

1631-875

2) The DEIR fails to address the negative impact to agriculture and wildlife caused by placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.

I strongly feel that the High Speed Rail Authority needs to work with local expert conservation agencies in order to design better and more wildlife connections across the rail line in Coyote Valley and Pacheco Pass. I am also strongly against the east-of-Gilroy station location and maintenance facility in the County's Agricultural Resource Area.

Sincerely,
Hita Bambhania-Modha
San Jose, CA 95139
hita.modha@gmail.com

Response to Submission 1631 (Hita Bambhania-Modha, June 24, 2020)

1631-874

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass, SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1631-875

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3, SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

Submission 2016 (nancy barnby, June 22, 2020)

San Jose - Merced - RECORD #2016 DETAIL

Status : Completed
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : nancy
Last Name : barnby

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 2016-6136 | Another blunder from HSR! The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the
- 2016-6137 | Pacheco Pass area. The DEIR also fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 2016-6138 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 2016-6139 | Please coordinate with local expert conservation agencies to revise these issues in the DEIR, and
- 2016-6140 | reject the east-of-Gilroy station location. We've worked hard to save Coyote Valley from urban sprawl; keep it pristine!

Sincerely,
nancy barnby
169 Spruce Ave Menlo Park, CA 94025-3039
nancy.barnby@gmail.com

Response to Submission 2016 (nancy barnby, June 22, 2020)

2016-6136

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

2016-6137

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

2016-6138

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

2016-6139

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

2016-6140

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3, SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

Submission 1553 (Luis Barnett, June 22, 2020)

San Jose - Merced - RECORD #1553 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Luis
Last Name : Barnett

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1553-3961 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1553-3962 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1553-3963 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1553-3964 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1553-3965 | reject the east-of-Gilroy station location.

Sincerely,
Luis Barnett
San Jose, CA 95122
lgarciabarnett@gmail.com

Response to Submission 1553 (Luis Barnett, June 22, 2020)

1553-3961

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1553-3962

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1553-3963

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1553-3964

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1553-3965

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1388 (melisse basso, June 18, 2020)

San Jose - Merced - RECORD #1388 DETAIL

Status : Unread
Record Date : 6/18/2020
Submission Date : 6/18/2020
Interest As : Individual
First Name : melisse
Last Name : basso

Stakeholder Comments/Issues :

To whom it may concern,

1388-445 | Regarding the HSR, I am against this project all together. The cost has sky-rocketed since the voters originally voted on the HSR. I believe in order to move ahead with this project another vote must be taken outlining actual costs and show that they are banking on private funding to finish the project that to this day is not coming forward. What we voted on in the past, isn't reflected in the current cost today.

1388-446 | I also do not believe anyone is going to ride this train. There are more advanced and better solutions to traffic problems. I would prefer to invest more money in Elon Musk's underground tunnels. It makes way more sense and is more cost effective. Why aren't these alternatives being discussed? Right now it's cheaper and faster to take an airplane to Los Angeles so why would anyone pay more money to take a train with a longer commute time? My vote is for a "no alternative" route.

1388-447 | Finally, if the legislature continues to push a train no one wants and the funding is not secure, and we have no say in the matter, then I would like to at least see Alternate 4 implemented as this has the least impact on my area which is in San Martin.

Thank you,

Melisse Basso

Response to Submission 1388 (melisse basso, June 18, 2020)

1388-445

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

1388-446

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

1388-447

Refer to Standard Response SJM-Response-ALT-1: Alternatives Selection and Evaluation Process, SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

The comment opposes the project and supports Alternative 4 as the least impact.

Submission 1526 (Brett Batey, June 22, 2020)

San Jose - Merced - RECORD #1526 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Brett
Last Name : Batey

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1526-3856 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1526-3857 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1526-3858 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1526-3859 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1526-3860 | reject the east-of-Gilroy station location.

Sincerely,
Brett Batey
473 Suisse Dr San Jose, CA 95123-4855
brettbatey95@gmail.com

Response to Submission 1526 (Brett Batey, June 22, 2020)

1526-3856

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1526-3857

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1526-3858

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1526-3859

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1526-3860

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1528 (BRYAN BATEY, June 22, 2020)

San Jose - Merced - RECORD #1528 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : BRYAN
Last Name : BATEY

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1528-3866 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1528-3867 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1528-3868 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1528-3869 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1528-3870 | reject the east-of-Gilroy station location.

Sincerely,
BRYAN BATEY
473 Suisse Dr San Jose, CA 95123-4855
BRYAN@KARENBATEY.COM

Response to Submission 1528 (BRYAN BATEY, June 22, 2020)

1528-3866

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1528-3867

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1528-3868

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1528-3869

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1528-3870

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1529 (KAREN BATEY, June 22, 2020)

San Jose - Merced - RECORD #1529 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : KAREN
Last Name : BATEY

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1529-3871 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1529-3872 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1529-3873 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1529-3874 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1529-3875 | reject the east-of-Gilroy station location.

Sincerely,
KAREN BATEY
473 Suisse Dr San Jose, CA 95123-4855
KAREN@KARENBATEY.COM

Response to Submission 1529 (KAREN BATEY, June 22, 2020)

1529-3871

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1529-3872

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1529-3873

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1529-3874

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1529-3875

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1527 (Taylor Batey, June 22, 2020)

San Jose - Merced - RECORD #1527 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Taylor
Last Name : Batey

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1527-3861 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1527-3862 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1527-3863 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1527-3864 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1527-3865 | reject the east-of-Gilroy station location.

Sincerely,
Taylor Batey
473 Suisse Dr San Jose, CA 95123-4855
teebatey18@gmail.com

Response to Submission 1527 (Taylor Batey, June 22, 2020)

1527-3861

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1527-3862

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1527-3863

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1527-3864

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1527-3865

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1974 (Walter Battistella, June 22, 2020)

San Jose - Merced - RECORD #1974 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Walter
Last Name : Battistella

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1974-5326 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1974-5327 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1974-5328 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1974-5329 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1974-5330 | reject the east-of-Gilroy station location.

Sincerely,
Walter Battistella
982 Alpine Ter Unit 1 Sunnyvale, CA 94086-2457
merestel@comcast.net

Response to Submission 1974 (Walter Battistella, June 22, 2020)

1974-5326

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1974-5327

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1974-5328

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1974-5329

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1974-5330

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1256 (Armando Be, May 12, 2020)

San Jose - Merced - RECORD #1256 DETAIL

Status : Action Pending
Record Date : 5/12/2020
Submission Date : 5/12/2020
Interest As : Individual
First Name : Armando
Last Name : Be

Stakeholder Comments/Issues :

1256-71

I wish to express my opposition to the decision to continue the construction of this massive concrete and steel fiscal failure. This project faces fiscal crisis at every turn. While it does create jobs, it also sucks away a large amount of resources that we can use for other priorities in our community.

It is hard to pull the plug on such a massive project, but that is the right thing to do. Another alternative is to forgo the construction of the Bay Area Branch until a later future time when the project becomes NECESSARY AND AFFORDABLE.

Regards,
Armando Benavides
City of Morgan Hill/Santa Clara County Resident

Sent from my iPad

Response to Submission 1256 (Armando Be, May 12, 2020)

1256-71

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

Submission 1565 (Andrew Bear, June 22, 2020)

San Jose - Merced - RECORD #1565 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Andrew
Last Name : Bear

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1565-4011 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1565-4012 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1565-4013 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1565-4014 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1565-4015 | reject the east-of-Gilroy station location.

Sincerely,
Andrew Bear
1396 Country Club Dr Ben Lomond, CA 95005-9319
1andrewbear@gmail.com

Response to Submission 1565 (Andrew Bear, June 22, 2020)

1565-4011

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1565-4012

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1565-4013

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1565-4014

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1565-4015

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1563 (Rev. Charlotte Bear, June 22, 2020)

San Jose - Merced - RECORD #1563 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Rev.
Last Name : Charlotte Bear

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1563-5802 | Coyote Valley is a beloved wilderness area and home to many indigenous species studied by students and protected by people in Santa Carla County. The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1563-5803 |
- 1563-5804 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1563-5805 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1563-5806 | reject the east-of-Gilroy station location.

Sincerely,
Rev. Charlotte Bear
2003 Rosswood Dr San Jose, CA 95124-5423
bearcoastalgirl@gmail.com

Response to Submission 1563 (Rev. Charlotte Bear, June 22, 2020)

1563-5802

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1563-5803

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1563-5804

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1563-5805

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1563-5806

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

Submission 1951 (Joanne Beebe, June 22, 2020)

San Jose - Merced - RECORD #1951 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Joanne
Last Name : Beebe

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1951-6085 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1951-6086 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1951-6087 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1951-6088 | The HSR option that would cause the least impact on south county residents, farmlands and wildlife would be to go down current transportation corridor down 101. I have been told this option adds 10 minutes to the trip into the bay area. This is small price to pay for all the benefits.
Additionally, the voters DID NOT approve this corridor. It approved the Altamont option !!!!

Sincerely,
Joanne Beebe
13800 Harding Ave San Martin, CA 95046-9412
therapistjcb@yahoo.com

Response to Submission 1951 (Joanne Beebe, June 22, 2020)

1951-6085

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1951-6086

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1951-6087

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1951-6088

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

Submission 1437 (John Beebe, June 22, 2020)

San Jose - Merced - RECORD #1437 DETAIL

Status : Unread
Record Date : 6/22/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : John
Last Name : Beebe

Stakeholder Comments/Issues :

1437-3017

I do not believe HSR is a viable project for California. It was not affordable when proposed and will be impossible in the post covid 19 economy. When the citizens voted to support the HSR we were agreeing to a route through Altamont. The current proposals destroy south county life for citizens, farmlands and wildlife habitats.

Please do not waste anymore of taxpayers' money.

Response to Submission 1437 (John Beebe, June 22, 2020)

1437-3017

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

Submission 1601 (Russ Beebe, June 22, 2020)

San Jose - Merced - RECORD #1601 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Russ
Last Name : Beebe

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1601-4171 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1601-4172 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1601-4173 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1601-4174 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1601-4175 | reject the east-of-Gilroy station location.

Sincerely,
Russ Beebe
1220 Tasman Dr Sunnyvale, CA 94089-2440
winehiker@gmail.com

Response to Submission 1601 (Russ Beebe, June 22, 2020)

1601-4171

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1601-4172

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1601-4173

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1601-4174

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1601-4175

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1509 (Julie Beer, June 22, 2020)

San Jose - Merced - RECORD #1509 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Julie
Last Name : Beer

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1509-3791 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1509-3792 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1509-3793 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1509-3794 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1509-3795 | reject the east-of-Gilroy station location.

Sincerely,
Julie Beer
Palo Alto, CA 94306
rutledgeve@yahoo.com

Response to Submission 1509 (Julie Beer, June 22, 2020)

1509-3791

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1509-3792

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1509-3793

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1509-3794

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1509-3795

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1583 (Lee Beer, June 22, 2020)

San Jose - Merced - RECORD #1583 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Lee
Last Name : Beer

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1583-4091 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1583-4092 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1583-4093 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1583-4094 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1583-4095 | reject the east-of-Gilroy station location.

Sincerely,
Lee Beer
Fremont, CA 94555
leekbeer@gmail.com

Response to Submission 1583 (Lee Beer, June 22, 2020)

1583-4091

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1583-4092

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1583-4093

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1583-4094

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1583-4095

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1503 (Michael Belli, June 22, 2020)

San Jose - Merced - RECORD #1503 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Michael
Last Name : Belli

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1503-3761 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1503-3762 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1503-3763 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1503-3764 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1503-3765 | reject the east-of-Gilroy station location.

Sincerely,
Michael Belli
South San Francisco, CA 94080
mjbelli15@hotmail.com

Response to Submission 1503 (Michael Belli, June 22, 2020)

1503-3761

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1503-3762

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1503-3763

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1503-3764

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1503-3765

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1938 (Tori Bellum, June 22, 2020)

San Jose - Merced - RECORD #1938 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Tori
Last Name : Bellum

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1938-5186 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1938-5187 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1938-5188 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1938-5189 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1938-5190 | reject the east-of-Gilroy station location.

Sincerely,
Tori Bellum
1085 Polk Ave Sunnyvale, CA 94086-7441
rvbellum@comcast.net

Response to Submission 1938 (Tori Bellum, June 22, 2020)

1938-5186

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1938-5187

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1938-5188

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1938-5189

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1938-5190

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1978 (Annie Belt, June 22, 2020)

San Jose - Merced - RECORD #1978 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Annie
Last Name : Belt

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1978-5341 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1978-5342 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1978-5343 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1978-5344 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1978-5345 | reject the east-of-Gilroy station location.

Sincerely,
Annie Belt
890 Pacific Ave San Jose, CA 95126-4822
annieb58@hotmail.com

Response to Submission 1978 (Annie Belt, June 22, 2020)

1978-5341

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1978-5342

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1978-5343

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1978-5344

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1978-5345

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1761 (Jeanne Benioff, June 23, 2020)

San Jose - Merced - RECORD #1761 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Jeanne
Last Name : Benioff

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1761-4496 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1761-4497 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1761-4498 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1761-4499 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1761-4500 | reject the east-of-Gilroy station location.

Sincerely,
Jeanne Benioff
765 Upland Rd Redwood City, CA 94062-3042
jbenioff@comcast.net

Response to Submission 1761 (Jeanne Benioff, June 23, 2020)

1761-4496

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1761-4497

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1761-4498

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1761-4499

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1761-4500

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1746 (Keely Berg, June 23, 2020)

San Jose - Merced - RECORD #1746 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Keely
Last Name : Berg

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1746-4456 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1746-4457 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1746-4458 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1746-4459 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1746-4460 | reject the east-of-Gilroy station location.

Sincerely,
keely berg
4913 New Ramsey Ct San Jose, CA 95136-2936
Misskeely@gmail.com

Response to Submission 1746 (Keely Berg, June 23, 2020)

1746-4456

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1746-4457

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1746-4458

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1746-4459

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1746-4460

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1537 (Eric Berggren, June 22, 2020)

San Jose - Merced - RECORD #1537 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Eric
Last Name : Berggren

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1537-3896 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1537-3897 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1537-3898 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1537-3899 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1537-3900 | reject the east-of-Gilroy station location.

Sincerely,
Eric Berggren
San Jose, CA 95128
eric_berggren@sbcglobal.net

Response to Submission 1537 (Eric Berggren, June 22, 2020)

1537-3896

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1537-3897

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1537-3898

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1537-3899

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1537-3900

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1932 (Steve Berman, June 22, 2020)

San Jose - Merced - RECORD #1932 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Steve
Last Name : Berman

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1932-5171 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1932-5172 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1932-5173 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1932-5174 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1932-5175 | reject the east-of-Gilroy station location.

Sincerely,
Steve Berman
2424 Spaulding Ave Berkeley, CA 94703-1663
berm0022@umn.edu

Response to Submission 1932 (Steve Berman, June 22, 2020)

1932-5171

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1932-5172

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1932-5173

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1932-5174

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1932-5175

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 2050 (Dar Bertsch, June 22, 2020)

San Jose - Merced - RECORD #2050 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Dar
Last Name : Bertsch

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 2050-5621 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 2050-5622 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 2050-5623 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 2050-5624 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 2050-5625 | reject the east-of-Gilroy station location.

Sincerely,
Dar Bertsch
134 Cayuga St Santa Cruz, CA 95062-3618
drdar@sbcglobal.net

Response to Submission 2050 (Dar Bertsch, June 22, 2020)

2050-5621

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

2050-5622

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

2050-5623

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

2050-5624

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

2050-5625

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1614 (Mark Betti, June 22, 2020)

San Jose - Merced - RECORD #1614 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Mark
Last Name : Betti

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1614-4221 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1614-4222 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1614-4223 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1614-4224 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1614-4225 | reject the east-of-Gilroy station location.

Sincerely,
Mark Betti
3490 Coy Dr Sherman Oaks, CA 91423-4530
mark.betti@gmail.com

Response to Submission 1614 (Mark Betti, June 22, 2020)

1614-4221

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1614-4222

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1614-4223

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1614-4224

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1614-4225

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1523 (Mark Bishop, June 22, 2020)

San Jose - Merced - RECORD #1523 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Mark
Last Name : Bishop

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1523-3846 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1523-3847 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1523-3848 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1523-3849 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1523-3850 | reject the east-of-Gilroy station location.

Thank you for your thoughtful consideration of this important matter.

Sincerely,
Mark Bishop
228 N 6th St San Jose, CA 95112-5426
marbis99@hotmail.com

Response to Submission 1523 (Mark Bishop, June 22, 2020)

1523-3846

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1523-3847

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1523-3848

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1523-3849

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1523-3850

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1868 (Sue Bishop, June 22, 2020)

San Jose - Merced - RECORD #1868 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Sue
Last Name : Bishop

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1868-4916 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1868-4917 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1868-4918 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1868-4919 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1868-4920 | reject the east-of-Gilroy station location.

Sincerely,
Sue Bishop
2378 Branner Dr Menlo Park, CA 94025-6304
suebishop924@gmail.com

Response to Submission 1868 (Sue Bishop, June 22, 2020)

1868-4916

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1868-4917

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1868-4918

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1868-4919

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1868-4920

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 2004 (Kristen Blair, June 22, 2020)

San Jose - Merced - RECORD #2004 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Kristen
Last Name : Blair

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 2004-5451 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 2004-5452 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 2004-5453 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 2004-5454 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 2004-5455 | reject the east-of-Gilroy station location.

Sincerely,
Kristen Blair
322 Granville Ct San Jose, CA 95139-1422
kpilner@stanford.edu

Response to Submission 2004 (Kristen Blair, June 22, 2020)

2004-5451

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

2004-5452

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

2004-5453

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

2004-5454

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

2004-5455

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1518 (Patricia Blevins, June 22, 2020)

San Jose - Merced - RECORD #1518 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Patricia
Last Name : Blevins

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

1518-5752

I was one of the residents who fought long and hard to get the City of San Jose to protect Coyote Valley. After a long fought battle the citizens prevailed. Protecting this beautiful watershed and wild life corridor is one of the most important environmental actions the City has taken. The High Speed Rail Authority DEIR fails to address the concerns citizen activists fought to get San Jose to address. A train carrying people cannot be more important then protecting the lives of wild life creatures and MUST be addressed for this project to continue.

1518-5753

The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.

1518-5754

1518-5755

The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.

1518-5756

1518-5757

The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and reject the east-of-Gilroy station location.

Sincerely,

Patricia Blevins

1248 Bryan Ave San Jose, CA 95118-1808

seaglass103@sbcglobal.net

Response to Submission 1518 (Patricia Blevins, June 22, 2020)

1518-5752

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

comment noted.

1518-5753

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1518-5754

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1518-5755

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1518-5756

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1518-5757

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

Submission 1611 (MaryAnn Bomarito, June 22, 2020)

San Jose - Merced - RECORD #1611 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : MaryAnn
Last Name : Bomarito

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1611-4206 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1611-4207 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1611-4208 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1611-4209 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1611-4210 | reject the east-of-Gilroy station location.

Sincerely,
MaryAnn Bomarito
Marina, CA 93933
italiangirlslikecars@yahoo.com

Response to Submission 1611 (MaryAnn Bomarito, June 22, 2020)

1611-4206

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1611-4207

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1611-4208

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1611-4209

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1611-4210

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1575 (Tawni Bosomworth, June 22, 2020)

San Jose - Merced - RECORD #1575 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Tawni
Last Name : Bosomworth

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1575-5813 | Quit destroying what little open space and wild life there are left..... PLEASE create better crossings for animals. Don't be a part of the problems that generations behind us will have to deal with.
- 1575-5814 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1575-5815 |
- 1575-5816 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1575-5817 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1575-5818 | reject the east-of-Gilroy station location.

Sincerely,
Tawni Bosomworth
17450 Blue Jay Dr Morgan Hill, CA 95037-6405
tawnibosomworth@gmail.com

Response to Submission 1575 (Tawni Bosomworth, June 22, 2020)

1575-5813

The comment is noted and does not indicate any specific concern regarding any of the conclusions in the Draft EIR/EIS.

1575-5814

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1575-5815

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1575-5816

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1575-5817

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1575-5818

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

Submission 1881 (Kerry Boyd, June 22, 2020)

San Jose - Merced - RECORD #1881 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Kerry
Last Name : Boyd

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

1881-6009 | I am a strong advocate of protecting wildlife which we have decimated this past century. I find it ridiculous that we NEVER see wildlife around us anymore as we have vanquished it to territory we don't want; but that line is reducing their area every day.

1881-6010 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.

1881-6012 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.

1881-6013 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1881-6014 | reject the east-of-Gilroy station location.

Sincerely,
Kerry Boyd
356 King St Redwood City, CA 94062-2039
princesskerrycolleen@gmail.com

Response to Submission 1881 (Kerry Boyd, June 22, 2020)

1881-6009

The comment is noted.

1881-6010

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1881-6011

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1881-6012

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1881-6013

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1881-6014

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

Submission 1828 (Roxanne Boyle, June 22, 2020)

San Jose - Merced - RECORD #1828 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Roxanne
Last Name : Boyle

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1828-4751 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1828-4752 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1828-4753 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1828-4754 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1828-4755 | reject the east-of-Gilroy station location.

Sincerely,
Roxanne Boyle
8355 Cave Creek Rd Redwood Valley, CA 95470-9598
roxysgarden@gmail.com

Response to Submission 1828 (Roxanne Boyle, June 22, 2020)

1828-4751

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1828-4752

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1828-4753

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1828-4754

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1828-4755

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1860 (Jeff Brandon, June 22, 2020)

San Jose - Merced - RECORD #1860 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Business and/or Organization
First Name : Jeff
Last Name : Brandon

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1860-4876 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1860-4877 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1860-4878 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1860-4879 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1860-4880 | reject the east-of-Gilroy station location.

Sincerely,
Jeff Brandon
Half Moon Bay, CA 94019
jeff@jeffbrandon.com

Response to Submission 1860 (Jeff Brandon, June 22, 2020)

1860-4876

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1860-4877

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1860-4878

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1860-4879

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1860-4880

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1516 (Susan Breitbard, June 22, 2020)

San Jose - Merced - RECORD #1516 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Susan
Last Name : Breitbard

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1516-3826 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1516-3827 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1516-3828 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1516-3829 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1516-3830 | reject the east-of-Gilroy station location.

Sincerely,
Susan Breitbard
765 Chimalus Dr Palo Alto, CA 94306-2712
susanbreitbard@earthlink.net

Response to Submission 1516 (Susan Breitbard, June 22, 2020)

1516-3826

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1516-3827

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1516-3828

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1516-3829

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1516-3830

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1447 (Dave Brigantino, June 23, 2020)

San Jose - Merced - RECORD #1447 DETAIL

Status : Unread
Record Date : 6/23/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Dave
Last Name : Brigantino

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1447-3611 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1447-3612 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1447-3613 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1447-3614 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1447-3615 | reject the east-of-Gilroy station location.

Sincerely,
Dave Brigantino
150 San Felipe Rd Hollister, CA 95023-3017
dave@sanbenitorealty.net

Response to Submission 1447 (Dave Brigantino, June 23, 2020)

1447-3611

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1447-3612

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1447-3613

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1447-3614

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1447-3615

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1770 (Dixie Brigantino, June 23, 2020)

San Jose - Merced - RECORD #1770 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Dixie
Last Name : Brigantino

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1770-4531 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1770-4532 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1770-4533 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1770-4534 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1770-4535 | reject the east-of-Gilroy station location.

Sincerely,
Dixie Brigantino
2257 Union Rd Hollister, CA 95023-9608
dixiebrigantino@yahoo.com

Response to Submission 1770 (Dixie Brigantino, June 23, 2020)

1770-4531

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1770-4532

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1770-4533

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1770-4534

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1770-4535

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1750 (yu brighting, June 23, 2020)

San Jose - Merced - RECORD #1750 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : yu
Last Name : brighting

Stakeholder Comments/Issues :

To Whom it may concern,

1750-581

Good morning. I am a resident in the Compass community which is very close to US 101 through the Morgan Hill part. I read the draft report on 3.4.6 Environmental Consequences, it shows our area is in a severe impact area for noise and vibration. I am concerned strongly on:

NOISE: include all noise resulting from the project, especially train horn

VIBRATION: all vibration levels associated with high speed train pass bys.

Currently, I am always woken up by the noise and vibration at night from the existing train. I can't imagine how big an impact the high speed train would pass by when the project is in use.

We support the positive part of the project, however it secretly impacted our home! We strongly hope that you are doing effective methods (besides the ways in your draft report, eg: building *noise barrier walls) * to avoid the severe impact in my home!

Thanks so much for help!

Regards
Hasen

Response to Submission 1750 (yu brighting, June 23, 2020)

1750-581

Alternatives 1 and 3 are the alternatives that would be near US 101. The portions of these alternatives near US 101 would not have any horn noise because the alignments would be grade separated in this area. Impact NV#2 describes the number of moderate and severe noise impacts on sensitive receptors by subsection. More detailed maps showing the location of moderate and severe noise impacts are included in new Appendix 3.4-C, Noise Impact Locations (located in Volume 2, Technical Appendices), in the Final EIR/EIS. Where there is a significant impact under CEQA, the Authority will apply NV-MM#3, which includes consideration of noise barriers and other measures.

Submission 1543 (Jordan Briskin, June 22, 2020)

San Jose - Merced - RECORD #1543 DETAIL

Status : Completed
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Jordan
Last Name : Briskin

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1543-5791 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) incorrectly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1543-5792 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1543-5793 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it will interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1543-5794 | The Authority must work with local expert conservation agencies to revise these issues in the DEIR, and
- 1543-5795 | reject the east-of-Gilroy station location.

Sincerely,
Jordan Briskin
2850 Middlefield Rd Palo Alto, CA 94306-2512
jordan.briskin8@gmail.com

Response to Submission 1543 (Jordan Briskin, June 22, 2020)

1543-5791

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1543-5792

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1543-5793

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1543-5794

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1543-5795

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

Submission 1524 (Daniel Brower, June 22, 2020)

San Jose - Merced - RECORD #1524 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Daniel
Last Name : Brower

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1524-5758 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. It doesn't require the expertise of a wildlife biologist to determine significant impacts to wildlife habitat and wildlife movements would result from a project of this scale. The impacts will be harmful and must be fully mitigated.
- 1524-5759 | The DEIR also fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy. The station and maintenance yard should be infill development and not destroy or negatively impact existing agricultural land.
- 1524-5760 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail. If the wildlife crossings are not effective, then they are a waste of time and money. Hire some experts and re-design them.
- 1524-5761 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1524-5762 | reject the east-of-Gilroy station location.

Sincerely,
Daniel Brower
36230 Pecan Ct Fremont, CA 94536-2658
pacuarecholo@yahoo.com

Response to Submission 1524 (Daniel Brower, June 22, 2020)

1524-5758

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1524-5759

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1524-5760

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1524-5761

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1524-5762

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

Submission 1845 (Cecilia Brown, June 22, 2020)

San Jose - Merced - RECORD #1845 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Cecilia
Last Name : Brown

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1845-4821 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1845-4822 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1845-4823 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1845-4824 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1845-4825 | reject the east-of-Gilroy station location.

Sincerely,
Cecilia Brown
Portland, OR 97214
cecilia.brown@att.net

Response to Submission 1845 (Cecilia Brown, June 22, 2020)

1845-4821

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1845-4822

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1845-4823

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1845-4824

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1845-4825

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1591 (Tabitha Browning, June 22, 2020)

San Jose - Merced - RECORD #1591 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Tabitha
Last Name : Browning

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1591-5819 | Your current plans for high speed rail are misguided and increasingly outdated. The negative effects of disrupting the environment and making it much more vulnerable to development far outweighs the meagre benefits of a "high speed" rail station at it's currently planned location, that most of the world and California understands will be DOA and technologically outdated by the time it's completed anyway just going off
- 1591-5820 | California's past track record of these things. If it must be built, at least take the proper steps to ensure it leaves as little impact as possible. Think for the FUTURE and for future generations, for too long adults have been thinking only of themselves and their current time. The wildlife of the Bay Area is already rapidly shrinking, so please dont contribute to our current dystopic conditions of soulless non-community oriented development raging thru Silicon Valley that wipes out human biodiversity as well as animal.
- 1591-5821 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1591-5822 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1591-5823 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1591-5824 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1591-5825 | reject the east-of-Gilroy station location.

Sincerely,
 Tabitha Browning
 Santa Clara, CA 95051
 ikoikoande@gmail.com

Response to Submission 1591 (Tabitha Browning, June 22, 2020)

1591-5819

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

1591-5820

The comment is noted and does not indicate any specific concern regarding any of the conclusions in the Draft EIR/EIS.

1591-5821

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1591-5822

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1591-5823

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1591-5824

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1591-5825

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

Submission 1836 (Steven Bruni, June 22, 2020)

San Jose - Merced - RECORD #1836 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Steven
Last Name : Bruni

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1836-4786 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1836-4787 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1836-4788 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1836-4789 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1836-4790 | reject the east-of-Gilroy station location.

Sincerely,
steven bruni
San Jose, CA 95138
stevenbruni@sbcglobal.net

Response to Submission 1836 (Steven Bruni, June 22, 2020)

1836-4786

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1836-4787

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1836-4788

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1836-4789

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1836-4790

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 2057 (Janis buck, June 22, 2020)

San Jose - Merced - RECORD #2057 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Janis
Last Name : buck

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 2057-5656 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 2057-5657 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 2057-5658 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 2057-5659 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 2057-5660 | reject the east-of-Gilroy station location.

Please allow many crossings for wildlife. They are very important. Very. Make the crossings wide so wildlife can see thru so they will use thm.

Sincerely,
Janis buck
Sunnyvale, CA 94087
buckjan9@gmail.com

Response to Submission 2057 (Janis buck, June 22, 2020)

2057-5656

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

2057-5657

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

2057-5658

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

2057-5659

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

2057-5660

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1600 (Lynn Buck, June 22, 2020)

San Jose - Merced - RECORD #1600 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Lynn
Last Name : Buck

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1600-4166 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1600-4167 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1600-4168 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1600-4169 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1600-4170 | reject the east-of-Gilroy station location.

Sincerely,
Lynn Buck
139 Park Watson Pl San Jose, CA 95136-2540
meadowlarkltb@sbcglobal.net

Response to Submission 1600 (Lynn Buck, June 22, 2020)

1600-4166

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1600-4167

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1600-4168

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1600-4169

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1600-4170

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1612 (Paul Buckley, June 22, 2020)

San Jose - Merced - RECORD #1612 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Paul
Last Name : Buckley

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1612-4211 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1612-4212 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1612-4213 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1612-4214 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1612-4215 | reject the east-of-Gilroy station location.

Sincerely,
Paul Buckley
San Jose, CA 95126
pcbuckle@gmail.com

Response to Submission 1612 (Paul Buckley, June 22, 2020)

1612-4211

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1612-4212

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1612-4213

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1612-4214

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1612-4215

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1788 (Janet Burchinal, June 23, 2020)

San Jose - Merced - RECORD #1788 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Janet
Last Name : Burchinal

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1788-5958 | I am excited about the High Speed Rail coming to Northern California.
- 1788-5959 | However, I am hearing that the High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1788-5960 |
- 1788-5961 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1788-5962 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1788-5963 | reject the east-of-Gilroy station location. Downtown Gilroy seems to make sense for a station.

Sincerely,
Janet Burchinal
San Jose, CA 95125
sburchinal@yahoo.com

Response to Submission 1788 (Janet Burchinal, June 23, 2020)

1788-5958

Comment noted. Thank you.

1788-5959

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1788-5960

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1788-5961

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1788-5962

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1788-5963

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

Submission 1592 (Corinne Bustos, June 22, 2020)

San Jose - Merced - RECORD #1592 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Corinne
Last Name : Bustos

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1592-4131 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1592-4132 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1592-4133 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1592-4134 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1592-4135 | reject the east-of-Gilroy station location.

Sincerely,
Corinne Bustos
1165 Pine St Pittsburg, CA 94565-2762
bustos.corinne@yahoo.com

Response to Submission 1592 (Corinne Bustos, June 22, 2020)

1592-4131

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1592-4132

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1592-4133

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1592-4134

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1592-4135

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1980 (Judith Butts, June 22, 2020)

San Jose - Merced - RECORD #1980 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Judith
Last Name : Butts

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1980-5351 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1980-5352 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1980-5353 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1980-5354 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1980-5355 | reject the east-of-Gilroy station location.

Sincerely,
Judith Butts
1036 Sladky Ave Mountain View, CA 94040-3653
judith.butts@gmail.com

Response to Submission 1980 (Judith Butts, June 22, 2020)

1980-5351

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1980-5352

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1980-5353

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1980-5354

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1980-5355

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1778 (Kristal Caidoy, June 23, 2020)

San Jose - Merced - RECORD #1778 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Kristal
Last Name : Caidoy

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1778-5946 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1778-5947 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1778-5948 | I have seen wildlife cross under Hwy 101. If the HSR is at grade level there needs to be multiple overpasses for wildlife to cross over 152. Fragmentation is a huge issue in animal diversity
- 1778-5949 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1778-5950 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1778-5951 | reject the east-of-Gilroy station location.

Sincerely,
Kristal Caidoy
7 Homme Way Milpitas, CA 95035-2757
kcaidoy@live.com

Response to Submission 1778 (Kristal Caidoy, June 23, 2020)

1778-5946

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1778-5947

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1778-5948

Comment noted. Please refer to Section 3.7.8, Mitigation Measures, of the Draft EIR/EIS for mitigation specifically related to wildlife crossings.

1778-5949

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1778-5950

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1778-5951

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

Submission 1501 (Trish Caldwell, June 22, 2020)

San Jose - Merced - RECORD #1501 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Trish
Last Name : Caldwell

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1501-3751 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1501-3752 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1501-3753 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1501-3754 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1501-3755 | reject the east-of-Gilroy station location.

Sincerely,
Trish Caldwell
15850 Jackson Oaks Dr Morgan Hill, CA 95037-6825
trishcaldwell66@gmail.com

Response to Submission 1501 (Trish Caldwell, June 22, 2020)

1501-3751

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1501-3752

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1501-3753

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1501-3754

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1501-3755

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1459 (Matthew Calzetta, June 23, 2020)

San Jose - Merced - RECORD #1459 DETAIL

Status : Unread
Record Date : 6/23/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Matthew
Last Name : Calzetta

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1459-3641 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1459-3642 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1459-3643 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1459-3644 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1459-3645 | reject the east-of-Gilroy station location.

Sincerely,
Matthew Calzetta
1187 Viognier Way Gilroy, CA 95020-7116
rapanui820@gmail.com

Response to Submission 1459 (Matthew Calzetta, June 23, 2020)

1459-3641

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1459-3642

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1459-3643

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1459-3644

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1459-3645

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1715 (linda cambareri, June 23, 2020)

San Jose - Merced - RECORD #1715 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : linda
Last Name : cambareri

Stakeholder Comments/Issues :

- 1715-886 | It is time for this project to end. With the State government deficits because of Covid now is the time to put an end to this mismanaged old technology, over budget stupidity.
Lies over the years:
Going over Altamont Pass (that was shot down straight away)
Private money will invest (\$0 so far)
Not a Regular track with Diesel (notw they are talking diesel tracks!)
On budget (way over budget and unfunded)
The impact to South County for something that is not going to help with global warming (will take decades to counteract pollution from construction), the commute (not feasible to commute), or any quality of life here. What Covid has showed us is that the Tech companies can let their employees work from home. That solved the commute issue and helped with pollution. No need for this HSR!!!
- 1715-887 | What this project will do is: Destroy downtown Morgan Hill, jeopardize the Eagles, Owls and Hawks that live here, San Martin Wells will be polluted with construction runoff.

We have seen the destruction of so much in the Central Valley. We have seen the defeated faces of the residents and business owners that have lost everything because of HSR.
- 1715-888 | Time for this project to end!

You have no idea how many people are unaware that this project is even moving forward. You will see the how many more people will be against this project once you start construction down here.

Linda Cambareri
Californians Against High Speed Rail
408-316-0618

Response to Submission 1715 (linda cambareri, June 23, 2020)

1715-886

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

The HSR system in California will run entirely on electricity generated from renewable sources. The HSR trains would not run on diesel engines.

1715-887

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

1715-888

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

Submission 1465 (Allan Campbell, June 23, 2020)

San Jose - Merced - RECORD #1465 DETAIL

Status : Unread
Record Date : 6/23/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Allan
Last Name : Campbell

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1465-3651 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1465-3652 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1465-3653 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1465-3654 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1465-3655 | reject the east-of-Gilroy station location.

Sincerely,
Allan Campbell
3162 Isadora Dr San Jose, CA 95132-1920
soupuno@aol.com

Response to Submission 1465 (Allan Campbell, June 23, 2020)

1465-3651

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1465-3652

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1465-3653

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1465-3654

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1465-3655

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1328 (Pat Campbell, May 30, 2020)

San Jose - Merced - RECORD #1328 DETAIL

Status : Action Pending
Record Date : 5/30/2020
Submission Date : 5/30/2020
Interest As : Individual
First Name : Pat
Last Name : Campbell

Stakeholder Comments/Issues :

- 1328-66 | Will the economic impact on the city be considered when it is effectively bisected by use of the HSR's Preferred Alternative Route 4 going at grade through the city of Morgan Hill?
- 1328-67 | At full build out, the number of trains per hour causing traffic to halt will undoubtedly affect residents to use and businesses to open in a downtown that is separated from the population.
- 1328-68 | The rail's purpose obviously doesn't serve the population of the area since it would not be economically feasible to use the train as regional transit option but the inherent cost is still taxing the regional populous indirectly.
- 1328-69 | Will any other alternative be considered?

Response to Submission 1328 (Pat Campbell, May 30, 2020)

1328-66

Please refer to Section 3.12, Socioeconomics and Communities, of the Draft EIR/EIS for an analysis of the effects of the project alternatives on communities, residents, businesses, agricultural operations, community facilities, and the local economy. This section discloses the economic impacts of the project alternatives on changes in employment, changes in school district funding due to student relocations and reduced property tax revenues due to property acquisition, the agricultural economy, and changes to property tax and sales tax revenues. Economic impacts of the project alternatives are one of the many considerations in the evaluation of project alternatives. The Preferred Alternative would be constructed in an existing rail corridor through the City of Morgan Hill and would not divide the community into parts beyond the existing conditions; the only road closure is at Diane Avenue. Four-quadrant gates would be provided at existing at-grade crossings to maintain connectivity for the community on both sides of the alignment. Refer to Chapter 8, Preferred Alternative, of the Draft EIR/EIS for a discussion of how the Authority balanced various considerations related to the natural environment and community resources in the identification of Alternative 4 as the preferred alternative.

1328-67

The comment does not indicate any specific concern regarding any of the conclusions in the Draft EIR/EIS. Please refer to Impact TR#7 in Section 3.2, Transportation, of the Draft EIR/EIS for a discussion of the analysis of the project alternatives and effects of gate-down time on City of Gilroy transportation facilities. Impact SOCIO#3 in Section 3.12, Socioeconomics and Communities, discusses Disruption or Division of Established Communities. The CEQA conclusion for this impact is less than significant because ongoing project operations would not physically divide established communities or require construction of new government facilities. Additionally, project operations would take place within an existing transportation corridor or within sparsely populated areas, and access to neighborhoods and community and public facilities would be maintained.

1328-68

Please refer to Section 2.7, Ridership, of the Draft EIR/EIS for a detailed description of travel demand and ridership forecasts. Achieving projected ridership levels for the HSR system would depend on many factors, such as the price of gasoline and population growth. The HSR system described in this document has been designed to accommodate projected ridership expected over the coming decades. With stations in San Jose and Gilroy, the San Jose to Merced Project Section of the HSR system would serve the populations in those local communities as well as longer distance travelers originating or ending their trips from the Bay Area, the Central Valley and Southern California. As described in Chapter 1, Project Purpose, Need, and Objectives, of the Draft EIR/EIS, the pricing structure for HSR fares would be expected to be similar to typical airline fares, but fares would fluctuate based on a variable pricing strategy (Authority 2018a, as cited in Chapter 1 of the Draft EIR/EIS).

1328-69

Refer to Standard Response SJM-Response-ALT-1: Alternatives Selection and Evaluation Process.

The Authority has undergone extensive analysis to determine a range of alternatives to carry forward to detailed analysis in the Final EIR/EIS. Additional alternatives are not being added to the Final EIR/EIS for consideration.

Submission 1427 (Pat Campbell, June 22, 2020)

San Jose - Merced - RECORD #1427 DETAIL

Status : Unread
Record Date : 6/22/2020
Submission Date : 6/22/2020
Interest As : Business and/or Organization
First Name : Pat
Last Name : Campbell

Stakeholder Comments/Issues :

Public comment submission:

foregone conclusion and should be stopped before more damage is done to the public trust the HSRA was borne from.

Pat & Barbara Campbell
 Morgan Hill residents

1427-2930

I'm a Morgan Hill resident. I voted for the original Bond to improve mass transit options in support of what I understood the goal to reduce vehicular traffic and provide greener, cost efficient alternatives for California.

I'm familiar with the Business Plan and have attended 6-7 local meetings addressing a spectrum of noise / decibel produced by such trains envisioned, as well as, routing.

Truly I'm shocked by teh HSRA proposal to adhere to the transit time goal from the original bond (affecting train speed requirement) OVER the public benefit or detriment, in this case. It's apparent all the public meetings were more to check a box in the HSRA's process allowing it to appear to serve the public and to allow it to appeal for more funding to actually

1427-2931

complete the project in a meaningful way. It will take a huge budget to tunnel through Pacheco Pass <https://en.wikipedia.org/wiki/Pacheco_Pass_Tunnel>. Budget which I'll actively work against because of the impact the rail project has brought across the northern California sections alone.

In particular to my city - the favored routing of @ grade using UPRR right of way (or existing transit corridor) is indicative of the misguided HSRA approach at the expense of the public. The train traffic at full build out per the Business Plan would be devastating to Morgan Hill (and other

1427-2932

communities along the routing proposed). The alternative of using a median above Highway 101 has been dismissed because of the engineering challenges and the loss of the transit time goals because of lower train speed.....

The number of trains projected and the high cost for passage from Gilroy to SF eliminates the public benefit promised in the original Bond we voted for. Surface traffic, particularly commuter traffic in the Bay Area won't realize any benefit. I would have never voted for what amounts to a useless public outcome.

1427-2933

The Project will undoubtedly face delays for so many years from budget and legal challenges that will retard any progress and further drain HSRA's budget, resources and public support.

The studies completed and the proposed project seem to have drawn their own

Response to Submission 1427 (Pat Campbell, June 22, 2020)

1427-2930

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project, SJM-Response-OUT-1: Public Outreach.

1427-2931

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

Please also refer to Section 3.2, Transportation, of the Draft EIR/EIS, which describes the impacts of each alternative on traffic in the cities along the alignment and identifies mitigation measures to avoid or reduce significant impacts identified in the Draft EIR/EIS.

1427-2932

Refer to Standard Response SJM-Response-ALT-1: Alternatives Selection and Evaluation Process, SJM-Response-ALT-2: Project-Specific Alternatives Considerations, SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

The comment discusses the alternative of using a median above US 101. Please also refer to Section 1.2.4.6, Public Benefits of the High-Speed Rail System to the Region, for a summary of the benefits of HSR.

1427-2933

Comment noted. Thank you.

1427-2934

Comment noted. Thank you.

Submission 2055 (June Cancell, June 22, 2020)

San Jose - Merced - RECORD #2055 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : June
Last Name : Cancell

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 2055-5646 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 2055-5647 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 2055-5648 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 2055-5649 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 2055-5650 | reject the east-of-Gilroy station location.

Sincerely,
June Cancell
817 Partridge Ave Apt 21 Menlo Park, CA 94025-5250
june.c@sbcglobal.net

Response to Submission 2055 (June Cancell, June 22, 2020)

2055-5646

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

2055-5647

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

2055-5648

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

2055-5649

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

2055-5650

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1982 (A. Cardott, June 22, 2020)

San Jose - Merced - RECORD #1982 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : A.
Last Name : Cardott

Stakeholder Comments/Issues :

From: A. Cardott <acardott@gmail.com>
Sent: Monday, June 22, 2020 8:53 AM
To: HSR boardmembers@HSR <boardmembers@hsr.ca.gov>; HSR legislation@HSR <legislation@hsr.ca.gov>; HSR Northern California@HSR <northern.california@hsr.ca.gov>; HSR info@HSR <info@hsr.ca.gov>
Subject: URGENT public comment on Gilroy section of highspeed rail

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

1982-3223

Hello fellow Californians,
Please accept this as my public comment on the proposal for the Gilroy piece of the proposed high speed rail line. Writing on a tip from Green Foothills pointing out that there isn't a plan to protect wildlife out in San Ysidro, aka "east of Gilroy." I URGE YOU to take the obvious correct decision and run the line through Gilroy for the following reasons:

1982-3224

1. Yes the wildlife that live in the Diablos have a hard enough time with 152 without dealing with a new rail line not to mention the suburban sprawl (that locals never wanted and hate) that would come with the rail line there
2. Yes San Ysidro is some of the best farmland in the world. People drive from all over the bay area to Lazy K Ranch, for one tiny example, to pick cherries every June. Building transit suburbs out there is part of a good old boy plan to wipe out affordable land in Santa Clara County, whether or not the developers involved are smart enough to realize it.

1982-3225

2b. Anyone who's from here can tell you that it seriously floods out in San Ysidro every couple years. Duh!

1982-3226

3. It makes absolutely no sense from a TRANSPORTATION point of view to locate the rail line east of Gilroy Foods, requiring travelers to get some future connection to 101 or Caltrain from the station. Gilroy has the space for such a rail project, and the city needs to revitalize its downtown (I admit, never was much) around the distinction of being a rail stop, not further drain itself down into gridlock, poverty, lack of education and crime that we've been dealing with since the freeway bypasses began years ago.

1982-3227

I get it, some good old boys want to make money. But I would hope that this quarantine we're stuck in would teach yall what we already refused to recognize for the last 150 years, which is that some guys making money sucks. PLEASE take a local's 35 years of experience to heart and consider your choice of route carefully. Our children will either say "finally someone was thinking" or "what were they thinking??"

Yours in californianness,

ac

Response to Submission 1982 (A. Cardott, June 22, 2020)

1982-3223

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3, SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

1982-3224

The comment states that the RSA contains high-quality farmland.

In addition, the comment states that the project would result in the creation of transit suburbs in Santa Clara County, resulting in raised land prices. Please refer to Section 3.18, Regional Growth, of the Draft EIR/EIS, which addresses growth inducement as a result of project implementation. That discussion explains that the project would result in a small increase in unplanned growth, but the Authority cannot predict where that growth would occur in the region. No matter whether it is planned or unplanned growth, all future development would be developed consistent with adopted local government general plans and zoning ordinances. If those adopted plans protect outlying farmland, then suburban expansion would be limited.

Further, as discussed in Chapter 8 in the Draft EIR/EIS, the Authority has selected Alternative 4 as the preferred alternative. This alternative extends through downtown Gilroy within an existing railway right-of-way. Alternative 4 was selected as the Preferred Alternative in part because it does minimize impacts on agricultural lands, community impacts, natural resources, and land use patterns.

1982-3225

The comment is anecdotal and relates to flooding in San Ysidro. The comment is noted and does not indicate any specific concern regarding any of the conclusions in the Draft EIR/EIS. The Authority address impacts related to flooding in Section 3.8, Hydrology and Water Resources.

1982-3226

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

The comment's opposition to Alternative 3 is noted.

1982-3227

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

The comment concerns selection of the alternative. Please refer to Section 1.2.4.6, Public Benefits of the High-Speed Rail System to the Region, for a summary of some of the benefits of HSR.

Submission 1887 (Thomas Carlino, June 22, 2020)

San Jose - Merced - RECORD #1887 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Thomas
Last Name : Carlino

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1887-4981 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1887-4982 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1887-4983 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1887-4984 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1887-4985 | reject the east-of-Gilroy station location.

Sincerely,
Thomas Carlino
549 Quail Bush Ct San Jose, CA 95117-4202
pcv@axomoxa.com

Response to Submission 1887 (Thomas Carlino, June 22, 2020)

1887-4981

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1887-4982

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1887-4983

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1887-4984

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1887-4985

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1996 (Juan Carlos Araujo, June 22, 2020)

San Jose - Merced - RECORD #1996 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Business and/or Organization
First Name : Juan
Last Name : Carlos Araujo

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1996-5421 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1996-5422 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1996-5423 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1996-5424 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1996-5425 | reject the east-of-Gilroy station location.

Sincerely,
Juan Carlos Araujo
536 N 7TH STRWET San Jose, CA 95112
empiresevenstudios@gmail.com

Response to Submission 1996 (Juan Carlos Araujo, June 22, 2020)

1996-5421

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1996-5422

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1996-5423

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1996-5424

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1996-5425

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1493 (Sharon Carlson, June 22, 2020)

San Jose - Merced - RECORD #1493 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Sharon
Last Name : Carlson

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1493-3716 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1493-3717 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1493-3718 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1493-3719 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1493-3720 | reject the east-of-Gilroy station location.

Sincerely,
Sharon Carlson
618 W Parr Ave Los Gatos, CA 95032-1523
shamark1@comcast.net

Response to Submission 1493 (Sharon Carlson, June 22, 2020)

1493-3716

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1493-3717

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1493-3718

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1493-3719

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1493-3720

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1345 (Steven Carney, June 1, 2020)

San Jose - Merced - RECORD #1345 DETAIL

Status : Action Pending
Record Date : 6/1/2020
Submission Date : 6/1/2020
Interest As : Individual
First Name : Steven
Last Name : Carney

Stakeholder Comments/Issues :

1345-56

This s a ridiculously expensive project with nothing but vague speculation regarding the number of people who would actually use it. There is nothing in the supplied documentation that even remotely justifies this project and it needs to be abandoned.

Response to Submission 1345 (Steven Carney, June 1, 2020)

1345-56

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

Submission 1928 (Brian Carr, June 22, 2020)

San Jose - Merced - RECORD #1928 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Business and/or Organization
First Name : Brian
Last Name : Carr

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1928-6047 | I have been an advocate for protecting Coyote Valley for a decade and am very familiar with the values of this unique area. The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area.
- 1928-6048 | The DEIR also fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1928-6049 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1928-6050 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1928-6051 | reject the east-of-Gilroy station location.

Sincerely,
Brian Carr
5482 Blossom Tree Ln San Jose, CA 95124-6033
bc899899@comcast.net

Response to Submission 1928 (Brian Carr, June 22, 2020)

1928-6047

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1928-6048

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1928-6049

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1928-6050

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1928-6051

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

Submission 1863 (Janice Carr, June 22, 2020)

San Jose - Merced - RECORD #1863 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Janice
Last Name : Carr

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1863-4891 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1863-4892 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1863-4893 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1863-4894 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1863-4895 | reject the east-of-Gilroy station location.

Sincerely,
Janice Carr
24285 Summerhill Ave Los Altos, CA 94024-5230
janicecarr@post.harvard.edu

Response to Submission 1863 (Janice Carr, June 22, 2020)

1863-4891

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1863-4892

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1863-4893

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1863-4894

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1863-4895

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1943 (Larry Carr, June 22, 2020)

San Jose - Merced - RECORD #1943 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Larry
Last Name : Carr

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1943-5206 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1943-5207 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1943-5208 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1943-5209 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1943-5210 | reject the east-of-Gilroy station location.

Sincerely,
Larry Carr
154 Triggs Ln Morgan Hill, CA 95037-8026
larry.carr@charter.net

Response to Submission 1943 (Larry Carr, June 22, 2020)

1943-5206

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1943-5207

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1943-5208

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1943-5209

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1943-5210

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1815 (Gary Caviglia, June 23, 2020)

San Jose - Merced - RECORD #1815 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Gary
Last Name : Caviglia

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1815-4696 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1815-4697 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1815-4698 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1815-4699 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1815-4700 | reject the east-of-Gilroy station location.

Sincerely,
Gary Caviglia
PO Box 1954 Morgan Hill, CA 95038-1954
glcaviglia@yahoo.com

Response to Submission 1815 (Gary Caviglia, June 23, 2020)

1815-4696

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1815-4697

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1815-4698

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1815-4699

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1815-4700

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1555 (Christi Cerna, June 22, 2020)

San Jose - Merced - RECORD #1555 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Christi
Last Name : Cerna

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1555-3971 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1555-3972 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1555-3973 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1555-3974 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1555-3975 | reject the east-of-Gilroy station location.

Sincerely,
Christi Cerna
5252 Great Oaks Dr San Jose, CA 95111-2819
mniimee@att.net

Response to Submission 1555 (Christi Cerna, June 22, 2020)

1555-3971

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1555-3972

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1555-3973

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1555-3974

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1555-3975

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1673 (Judy Chamberlin, June 24, 2020)

San Jose - Merced - RECORD #1673 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/24/2020
Interest As : Individual
First Name : Judy
Last Name : Chamberlin

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

1673-1326 | I am very concerned about Coyote Valley. I am writing today to ask you to review your design of wildlife corridors in Coyote Valley and Pacheco Pass and to consider carefully the placement of the Gilroy station.

1673-1327 | I live in south San Jose and have worked with groups to protect Coyote Valley. We are very proud that recently a section of northern Coyote Valley has been conserved for wildlife habitat and agricultural use. I support the high speed train--but we must honor the rich environment of the Coyote Valley. In particular, I am concerned about the railroad fencing and a wildlife bridge which might be stopped. Please consider the opinions of local expert agencies to design a rail system that works in harmony with the environment and agriculture. Please protect the County's Agricultural Resource Area by not using it for a maintenance facility or train station.

1673-1328 | PLEASE RECONSIDER YOUR DESIGN OF WILDLIFE CORRIDORS IN COYOTE VALLEY AND CONSIDER CAREFULLY THE PLACEMENT OF THE GILROY STATION. HONOR THE COYOTE VALLEY AND THE HARMONY OF NATURE.

Sincerely,
Judy Chamberlin
1117 Olive Branch Ln San Jose, CA 95120-5411
judycham@aol.com

Response to Submission 1673 (Judy Chamberlin, June 24, 2020)

1673-1326

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3, SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1673-1327

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3, SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass, SJM-Response-OUT-2: Consultation with Local Agencies and Consistency with Local Regulations.

All four alternatives have impacts to Important Farmland. As shown in Table 8-1, Community and Environmental Factors by Alternative in Chapter 8, Preferred Alternative, Alternative 4 has the least number of acres of permanent conversion of Important Farmland.

1673-1328

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

Submission 1762 (S. Chapek, June 23, 2020)

San Jose - Merced - RECORD #1762 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : S.
Last Name : Chapek

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1762-4501 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1762-4502 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1762-4503 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1762-4504 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1762-4505 | reject the east-of-Gilroy station location.

Sincerely,
S. Chapek
845 Euclid Ave Apt 4 San Francisco, CA 94118-2520
scc317@earthlink.net

Response to Submission 1762 (S. Chapek, June 23, 2020)

1762-4501

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1762-4502

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1762-4503

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1762-4504

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1762-4505

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1440 (Kong-Chen Chen, June 22, 2020)

San Jose - Merced - RECORD #1440 DETAIL

Status : Unread
Record Date : 6/22/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Kong-Chen
Last Name : Chen

Stakeholder Comments/Issues :

1440-253

Downtown Gilroy station should be chosen by California HSR for easy connections to the existing transportation system, including Caltrain, Amtrak, and VTA local bus. The Gilroy downtown station is at the center of the City of Gilroy and can be conveniently accessed by most residents and business people for commute use. A HSR station in the east site of Gilroy has no direct connection to other trains/rails and will become extremely inconvenient for commuters. The selection of the east side station would make the same mistake as some high speed rail stations in Asia that few people would feel inconvenient to ride to result in a low ridership. Thanks.

Response to Submission 1440 (Kong-Chen Chen, June 22, 2020)

1440-253

Refer to Standard Response SJM-Response-ALT-1: Alternatives Selection and Evaluation Process.

The comment supports a downtown Gilroy station.

Submission 1866 (carol cherico, June 22, 2020)

San Jose - Merced - RECORD #1866 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : carol
Last Name : cherico

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1866-4906 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1866-4907 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1866-4908 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1866-4909 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1866-4910 | reject the east-of-Gilroy station location.

Sincerely,
carol cherico
278 Monticello Ave San Jose, CA 95125-1435
carolm0812c@aol.com

Response to Submission 1866 (carol cherico, June 22, 2020)

1866-4906

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1866-4907

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1866-4908

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1866-4909

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1866-4910

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1355 (Gregg and Stephanie Chisolm, June 7, 2020)

San Jose - Merced - RECORD #1355 DETAIL

Status : Action Pending
Record Date : 6/7/2020
Submission Date : 6/7/2020
Interest As : Individual
First Name : Gregg and Stephanie
Last Name : Chisolm

Stakeholder Comments/Issues :

1355-141 | My wife and I voted in favor of this project long ago, but after so many years the costs have become way beyond the initial proposal. With all of the needs of our country and society, the money proposed to spent on HSR could better be used in so many ways. All projects have a cost/benefit ratio and we always see these as a fixed amount of capital. On top of all these other concerns, the environmental impact and disruption of lives is too great. We don't feel there will be a huge use of this system by the average person. In a perfect world it would be a nice add on, but it's way too expensive. Dust blowing and noise pollution are a huge concern. We do not favor this plan and don't wish to finance it for ourselves and future generations. We want it to stop
Thank you,
Gregg and Stephanie Chisolm

Response to Submission 1355 (Gregg and Stephanie Chisolm, June 7, 2020)

1355-141

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

Submission 1558 (Dirk Chubbic, June 22, 2020)

San Jose - Merced - RECORD #1558 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Dirk
Last Name : Chubbic

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1558-5796 | I don't want high speed rail at all, but if it is to be built, please send the money to elevate it so wildlife will be minimally impacted. Keep rail out of wildlife's way, rather than merely leaving a few crossings for wildlife.
- 1558-5797 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1558-5798 |
- 1558-5799 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1558-5800 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1558-5801 | reject the east-of-Gilroy station location.

Sincerely,
Dirk Chubbic
922 Curtner Ave San Jose, CA 95125-2707
flightymind@gmail.com

Response to Submission 1558 (Dirk Chubbic, June 22, 2020)

1558-5796

Please refer to Section 3.7.7.7, Wildlife Movement, of the Draft EIR/EIS for this information. The analysis that has been conducted is sufficient, and additional studies are not warranted.

1558-5797

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1558-5798

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1558-5799

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1558-5800

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1558-5801

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

Submission 1830 (Lori Chun, June 22, 2020)

San Jose - Merced - RECORD #1830 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Lori
Last Name : Chun

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1830-4761 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1830-4762 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1830-4763 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1830-4764 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1830-4765 | reject the east-of-Gilroy station location.

Sincerely,
Lori Chun
Burlingame, CA 94010
melehale@gmail.com

Response to Submission 1830 (Lori Chun, June 22, 2020)

1830-4761

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1830-4762

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1830-4763

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1830-4764

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1830-4765

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1497 (Esther Ciprian, June 22, 2020)

San Jose - Merced - RECORD #1497 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Esther
Last Name : Ciprian

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1497-3736 | The High-Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1497-3737 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1497-3738 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1497-3739 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1497-3740 | reject the east-of-Gilroy station location.

I used to live in Santa Clara Co. Beautiful land and animals. You know, saving Coyotes is critical to the beauty of the land. Keeping the animals' habitat is the necessity currently at hand. Esther Ciprian

Sincerely,
Esther Ciprian
1136 Iowa Ave Los Banos, CA 93635-3909
pazesmio@gmail.com

Response to Submission 1497 (Esther Ciprian, June 22, 2020)

1497-3736

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1497-3737

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1497-3738

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1497-3739

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1497-3740

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1682 (Bob Clark, June 23, 2020)

San Jose - Merced - RECORD #1682 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Bob
Last Name : Clark

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

1682-5891 | The Coyote Valley region of the southern bay area is an increasingly rare and at risk ecological resource. In recent years, there has been an increasing amount of research and surveying of wildlife populations and movement patterns that identifies this as a critical habitat that needs enhancement, and not further degradation.

I would like to second the statements from the Green Foothills organization:

1682-5892 | "

1682-5893 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.

1682-5894 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.

"

1682-5895 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1682-5896 | reject the east-of-Gilroy station location.

Sincerely,
Bob Clark
San Jose, CA 95127
bclarkca@sbcglobal.net

Response to Submission 1682 (Bob Clark, June 23, 2020)

1682-5891

The comment is noted and does not indicate any specific concern regarding any of the conclusions in the Draft EIR/EIS.

1682-5892

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1682-5893

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1682-5894

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1682-5895

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1682-5896

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

Submission 1218 (Chuck Clark, April 27, 2020)

San Jose - Merced - RECORD #1218 DETAIL

Status : Action Pending
Record Date : 4/27/2020
Affiliation Type : Individual
Submission Date : 4/27/2020
Interest As : Individual
Submission Method : Project Email
First Name : Chuck
Last Name : Clark
Business/Organization :
EIR/EIS Comment : Yes

Good luck with the project, which I support.

Sincerely,

Chuck Clark

408-569-9593

Stakeholder Comments/Issues :

I am a resident of Morgan Hill, CA since 1999. My comments are as follows:

1218-10

1. I think the HSR would be wise to schedule an open house/meeting in Morgan Hill. Gilroy's issues (especially site for the HSR station) will likely dominate the open house in Gilroy, and Morgan Hill has some very vocal people (more so on social media- generally they are civil in meetings) and the route through Morgan Hill will be controversial. Morgan Hill will be significantly impacted and an investment in PR in Morgan Hill will be crucial and hopefully pay dividends.

1218-11

2. Being able to take an electrified Caltrain train from Morgan Hill to the Gilroy HSR station and having the ability to do an in-station switch to an HSR train to LA/San Diego would be seen by myself and many others as a major benefit, so making sure that the final concept allows for that will be wise, as having to take a bus from one Gilroy (Caltrain) station to another Gilroy (HSR) station would lessen the support, I believe, from Morgan Hill residents.

1218-12

3. In Morgan Hill safety and eyesore avoidance will be all-important to residents. HSR fencing and landscaping throughout the Morgan Hill routing should be designed to be as congruent as possible with the existing Morgan Hill norms and city planning standards.

Response to Submission 1218 (Chuck Clark, April 27, 2020)

1218-10

Unfortunately, due to public health and safety requirements concerning the coronavirus, in-person open houses were not possible. Instead, the community open houses for the Draft EIR/EIS were all held as virtual meetings. Community open houses were held virtually on May 11, May 14, and May 18, 2020 and the virtual public hearing was held on May 27, 2020. The Notice of Availability of the Draft EIR/EIS included a COVID-19 update informing the public that meetings were likely to be held virtually due to public health and safety requirements concerning the coronavirus. Morgan Hill residents were welcome to join any of the three virtual open houses as well as the public hearing.

1218-11

Refer to Standard Response SJM-Response-ALT-1: Alternatives Selection and Evaluation Process.

Comment noted.

1218-12

Please refer to mitigation measure AVQ-MM#3, which requires the incorporation of design criteria for non-station structures, such as fencing, retaining walls, and overcrossings, that can adapt to consider the local context. The measure AVQ-MM#3 specifically requires the design/build contractor to prepare and submit to the Authority a technical memorandum that describes how theyit coordinated with local jurisdictions on the design of the non-station structures so that they fit in with the existing visual context of the areas near them (please refer to page 3.16-156 of the Draft EIR/EIS).

Submission 1487 (Sam Cole, June 22, 2020)

San Jose - Merced - RECORD #1487 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Sam
Last Name : Cole

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1487-3696 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1487-3697 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1487-3698 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1487-3699 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1487-3700 | reject the east-of-Gilroy station location.

Sincerely,
Sam Cole
18430 Serra Avenida Morgan Hill, CA 95037-2940
mrssamanthacole@gmail.com

Response to Submission 1487 (Sam Cole, June 22, 2020)

1487-3696

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1487-3697

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1487-3698

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1487-3699

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1487-3700

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1602 (Woody Collins, June 22, 2020)

San Jose - Merced - RECORD #1602 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Woody
Last Name : Collins

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1602-4176 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1602-4177 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1602-4178 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1602-4179 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1602-4180 | reject the east-of-Gilroy station location.

Sincerely,
Woody Collins
San Jose, CA 95119
woodycollins@yahoo.com

Response to Submission 1602 (Woody Collins, June 22, 2020)

1602-4176

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1602-4177

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1602-4178

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1602-4179

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1602-4180

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1923 (Camilla Comanich, June 22, 2020)

San Jose - Merced - RECORD #1923 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Business and/or Organization
First Name : Camilla
Last Name : Comanich

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1923-5141 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1923-5142 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1923-5143 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1923-5144 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1923-5145 | reject the east-of-Gilroy station location.

Sincerely,
Camilla Comanich
817 Arlington Ave Berkeley, CA 94707-1926
glykes@comptonfilms.com

Response to Submission 1923 (Camilla Comanich, June 22, 2020)

1923-5141

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1923-5142

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1923-5143

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1923-5144

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1923-5145

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 2038 (Elizabeth Congo, June 22, 2020)

San Jose - Merced - RECORD #2038 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Elizabeth
Last Name : Congo

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 2038-5576 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 2038-5577 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 2038-5578 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 2038-5579 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 2038-5580 | reject the east-of-Gilroy station location.

Sincerely,
Elizabeth Congo
409 San Bernabe Dr Monterey, CA 93940-6126
elizcongo@gmail.com

Response to Submission 2038 (Elizabeth Congo, June 22, 2020)

2038-5576

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

2038-5577

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

2038-5578

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

2038-5579

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

2038-5580

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 2060 (Thomas Conrad, June 22, 2020)

San Jose - Merced - RECORD #2060 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Thomas
Last Name : Conrad

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 2060-5666 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 2060-5667 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 2060-5668 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 2060-5669 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 2060-5670 | reject the east-of-Gilroy station location.

Sincerely,
Thomas Conrad
16135 Hill Rd Morgan Hill, CA 95037-9502
conrad@garlic.com

Response to Submission 2060 (Thomas Conrad, June 22, 2020)

2060-5666

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

2060-5667

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

2060-5668

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

2060-5669

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

2060-5670

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1642 (Kate Cooper, June 24, 2020)

San Jose - Merced - RECORD #1642 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/24/2020
Interest As : Individual
First Name : Kate
Last Name : Cooper

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1642-4271 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1642-4272 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1642-4273 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1642-4274 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1642-4275 | reject the east-of-Gilroy station location.

Sincerely,
Kate Cooper
Davis, CA 95616
klcooper8@gmail.com

Response to Submission 1642 (Kate Cooper, June 24, 2020)

1642-4271

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1642-4272

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1642-4273

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1642-4274

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1642-4275

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1641 (Sus Cooper, June 24, 2020)

San Jose - Merced - RECORD #1641 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/24/2020
Interest As : Individual
First Name : Sus
Last Name : Cooper

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1641-4266 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1641-4267 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1641-4268 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1641-4269 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1641-4270 | reject the east-of-Gilroy station location.

Sincerely,
Sus Cooper
Moraga, CA 94556
coopeegates@yahoo.com

Response to Submission 1641 (Sus Cooper, June 24, 2020)

1641-4266

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1641-4267

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1641-4268

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1641-4269

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1641-4270

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1371 (Steve and Marcia Corcoran, May 27, 2020)

San Jose - Merced - RECORD #1371 DETAIL

Status : Action Pending
Record Date : 6/15/2020
Submission Date : 5/27/2020
Interest As : Individual
First Name : Steve and Marcia
Last Name : Corcoran

Stakeholder Comments/Issues :

MS. CORCORAN: Yes. Steve Corcoran, S-T-E-V-E C-O-R-C-O-R-A-N. And this is wife, Marcia, M-A-R-C-I-A.

1371-187

We own property in the Willow Glenn/Gardner area. And we've been watching the documents and waiting to see what's going to happen. We understand that the preferred alternative now is Alternative 4. And our property is property is adjacent to the railroad, the current railroad line.

And so we're interested in getting on record that we would like to have the High-Speed Rail Authority notify those properties that are, potentially, being considered being acquired for this alternative because we need to be able to make plans. And we don't know what options we can even consider because we don't know the timeline and we haven't gotten any information. We've inquired directly to Sacramento, to the High-Speed Rail Authority, about our particular property.

And we also have neighbors who have said that their properties, they have heard by talking to a senator or someone else, that their property is going to be acquired.

And we'd also like to know if properties are acquired due to this alternative, then how is that going to happen? How is that going to take place? Are we going to be offered market value? You know, what's going to happen?

So if you could relay that information, we would appreciate it.

Response to Submission 1371 (Steve and Marcia Corcoran, May 27, 2020)

1371-187

The comment noted the project timeline is not known. Please refer to Section S.13.1, High-Speed Rail Authority Decision-Making, and Table S-9 in the Summary of the Final EIR/EIS for this information. After completion of the environmental process, the Authority will consider whether to certify the Final EIR/EIS for compliance with CEQA. If the Authority certifies the Final EIR/EIS, it can consider approving one of the four alternatives and making related CEQA decisions (i.e., findings, mitigation plan, and potential statement of overriding considerations). Publication of the Final EIR/EIS is scheduled for late 2021, and publication of the Record of Decision is scheduled for 30 days after filing the Notice of Availability with the Federal Register. The comment noted that the process for acquisition of private property is not known. Section 3.12, Socioeconomics and Communities, as well as the Draft Relocation Impact Report provide information regarding displacements and acquisitions. Refer to Appendix A of the Draft Relocation Impact Report for more information regarding the Authority's relocation assistance programs. These programs address the rights and benefits of individuals displaced from residences and mobile homes, as well as businesses, farms, and nonprofit organizations. Specific consultations and arrangements between the Authority and individual property owners would occur once the project design is finalized.

Submission 2084 (Steven Corcoran, May 27, 2020)

San Jose - Merced - RECORD #2084 DETAIL

Status : Action Pending
Record Date : 5/27/2020
Submission Date : 5/27/2020
Interest As : Individual
First Name : Steven
Last Name : Corcoran

Stakeholder Comments/Issues :

2084-6183

I am a property owner of 745 and 747 Illinois Avenue, San Jose, CA 95125. I notice that the current preferred alternative is option 4 which says it will impact the Willow Glenn/Gardner area where I am located. The property line is alongside the railroad tracks. How will my property be affected by alternative 4? Will you please email me with specific information, so that I may plan for the future. Thank you for your consideration.

Response to Submission 2084 (Steven Corcoran, May 27, 2020)

2084-6183

Please refer to Appendix 3.1-A, Parcels within the HSR Project Footprint, and Volume 3, Preliminary Engineering for Project Design Record, to find your particular address.

Based on the preliminary design, these two residential properties are not expected to be displaced under any of the four alternatives. Project effects associated with construction noise and vibration, temporary construction-related aesthetics and visual quality, public utilities and energy, and hazardous materials and waste were determined to have adverse effects on populations that are addressed through mitigation. The Authority will continue to engage jurisdictions and stakeholders throughout the design, construction, and operation of the project.

Submission 1613 (Nicole Corleone, June 22, 2020)

San Jose - Merced - RECORD #1613 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Nicole
Last Name : Corleone

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1613-4216 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1613-4217 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1613-4218 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1613-4219 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1613-4220 | reject the east-of-Gilroy station location.

Sincerely,
Nicole Corleone
Los Angeles, CA 95131
h-e-r-o-e-s@hotmail.it

Response to Submission 1613 (Nicole Corleone, June 22, 2020)

1613-4216

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1613-4217

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1613-4218

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1613-4219

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1613-4220

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1235 (Zachary Corriea, N/A, April 30, 2020)

San Jose - Merced - RECORD #1235 DETAIL

Status : Action Pending
Record Date : 4/30/2020
Affiliation Type : Individual
Submission Date : 4/30/2020
Interest As : Individual
Submission Method : Website
First Name : Zachary
Last Name : Corriea
Business/Organization : N/A
EIR/EIS Comment : Yes

Stakeholder Comments/Issues :

1235-40

I strongly oppose the use of at-grade railway crossings for the San Jose to Merced section. At-grade crossings pose greater, long-term costs on localities due to emergency responses resulting from rail-related accidents. Above-grade crossings make railway crossings safer and more affordable long-term and provide opportunities for cities to invest in traffic and pedestrian improvements as well as beautification projects. While down payments might be daunting, the long-term payoffs will make the South Bay a more livable community.

Response to Submission 1235 (Zachary Corriea, N/A, April 30, 2020)

1235-40

Refer to Standard Response SJM-Response-GS-1: Requests for Grade Separations,
SJM-Response-SS-1: At-Grade Crossing Safety.

Comment acknowledged.

Submission 1708 (Cheyanne Cortez, June 23, 2020)

San Jose - Merced - RECORD #1708 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Cheyanne
Last Name : Cortez

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1708-4386 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1708-4387 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1708-4388 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1708-4389 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1708-4390 | reject the east-of-Gilroy station location.

Sincerely,
Cheyanne Cortez
2235 Brega Ct Morgan Hill, CA 95037-3851
cheyanne.cortez@gmail.com

Response to Submission 1708 (Cheyanne Cortez, June 23, 2020)

1708-4386

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1708-4387

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1708-4388

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1708-4389

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1708-4390

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 2052 (nick cortez, June 22, 2020)

San Jose - Merced - RECORD #2052 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : nick
Last Name : cortez

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 2052-5631 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
2052-5632 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 2052-5633 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 2052-5634 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
2052-5635 | reject the east-of-Gilroy station location.

Sincerely,
nick cortez
3597 S Bascom Ave Apt 45 Campbell, CA 95008-7053
nclscrtz@yahoo.com

Response to Submission 2052 (nick cortez, June 22, 2020)

2052-5631

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

2052-5632

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

2052-5633

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

2052-5634

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

2052-5635

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1372 (Cemil Coskun, May 27, 2020)

San Jose - Merced - RECORD #1372 DETAIL

Status : Action Pending
Record Date : 6/15/2020
Submission Date : 5/27/2020
Interest As : Individual
First Name : Cemil
Last Name : Coskun

Stakeholder Comments/Issues :

MR. COSKUN: Hello, my name is Cemil Coskun, C-E-M-I-L C-O-S-K-U-N. I'm not with any organization.

So today I'd like to talk about the San Jose to Merced part of this high-speed rail project.

1372-158

So I -- as far as I understand, high-speed trains are currently exist in use in many countries such as Japan, Germany, Korea, and China. And this countries -- some of these countries are effectively using this high-speed trains, moving constantly or updating their existing high-speed trains to the magnetic trains like maglev.

So I see that this project is, the Phase 1 of this project expected to be completed in 2029 and the Phase 2 of this project is expected to be completed in 2040. So the high-speed train technology is relatively new and still evolving the area. So it is highly likely to find new technologies in the recent future. So that might change existing high-speed technologies.

Therefore, so the Alternative 4 that complete is the preferred alternative is using the existing railroad so that it will be very limited to adopt these new technologies because that this railroad will be shared with the Caltrain. So that any changes to the railroad must have despite (indiscernible) of the bulk Caltrain and the high-speed train. So that this will be cause significant delays in some cases makes it impossible to adapt to this new technologies because it may not be suitable to use with Caltrain.

So that will affect conflict for Alternative 4 will not be the best choice for the overall status of this project. And this may lead to another (indiscernible) high-speed project in like 20 to 40 years because Alternative 4 might not be suitable to meet the climate of these new technologies.

Thank you so much.

Response to Submission 1372 (Cemil Coskun, May 27, 2020)

1372-158

The comment noted that Alternative 4 would not be able to adapt to new HSR technologies. Please refer to Section 2.4, HSR System Infrastructure, of the Draft EIR/EIS for information about using state-of-the-art facilities.

Submission 2031 (Sue Cossins, June 22, 2020)

San Jose - Merced - RECORD #2031 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Sue
Last Name : Cossins

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 2031-5546 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
2031-5547 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 2031-5548 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 2031-5549 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
2031-5550 | reject the east-of-Gilroy station location.

Sincerely,
Sue Cossins
459 Marin Dr Burlingame, CA 94010-2724
susancossins@gmail.com

Response to Submission 2031 (Sue Cossins, June 22, 2020)

2031-5546

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

2031-5547

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

2031-5548

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

2031-5549

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

2031-5550

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1960 (Andrew Cote, June 22, 2020)

San Jose - Merced - RECORD #1960 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Andrew
Last Name : Cote

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1960-5271 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1960-5272 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1960-5273 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1960-5274 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1960-5275 | reject the east-of-Gilroy station location.

Sincerely,
Andrew Cote
166 Coleridge Ave Palo Alto, CA 94301-3519
andrew.cote@comcast.net

Response to Submission 1960 (Andrew Cote, June 22, 2020)

1960-5271

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1960-5272

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1960-5273

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1960-5274

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1960-5275

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 2011 (Jean Covell, June 22, 2020)

San Jose - Merced - RECORD #2011 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Jean
Last Name : Covell

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 2011-5481 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
2011-5482 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 2011-5483 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 2011-5484 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
2011-5485 | reject the east-of-Gilroy station location.

Sincerely,
Jean Covell
Menlo Park, CA 94025
jeans_mp@yahoo.com

Response to Submission 2011 (Jean Covell, June 22, 2020)

2011-5481

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

2011-5482

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

2011-5483

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

2011-5484

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

2011-5485

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1541 (Molly Cox, June 22, 2020)

San Jose - Merced - RECORD #1541 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Molly
Last Name : Cox

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1541-3911 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1541-3912 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1541-3913 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1541-3914 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1541-3915 | reject the east-of-Gilroy station location.

Sincerely,
Molly Cox
1445 Kingfisher Way Sunnyvale, CA 94087-3562
magcox5@yahoo.com

Response to Submission 1541 (Molly Cox, June 22, 2020)

1541-3911

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1541-3912

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1541-3913

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1541-3914

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1541-3915

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1215 (Thomas Crawford, Los Banos commuter, April 25, 2020)

San Jose - Merced - RECORD #1215 DETAIL

Status : Action Pending
Record Date : 4/25/2020
Affiliation Type : Individual
Submission Date : 4/25/2020
Interest As : Individual
Submission Method : Website
First Name : Thomas
Last Name : Crawford
Business/Organization : Los Banos commuter
EIR/EIS Comment : Yes

Stakeholder Comments/Issues :

1215-14 | By not allowing for any stops on west side of Merced county near interstate 5 you have missed a great opportunity to reduce traffic and there by increased public safety. A stop near the junction with Interstate 5 is a no brainer in my book. People of west side are not going to drive appropriately 45 miles in the opposite direction to board the HSR.

Response to Submission 1215 (Thomas Crawford, Los Banos commuter, April 25, 2020)

1215-14

The comment noted that the Draft EIR/EIS does not include a station near I-5 east of the Pacheco Pass. Please refer to Section 1.2.4.3, Limited Modal Connections, in the Draft EIR/EIS for the purpose of the San Jose to Merced line: "HSR service between San Jose, Gilroy and Merced would provide an effective mobility option at these locations by providing linkages to a number of bus, light rail, and airport services for intercity travelers to other areas in the state." An option was preliminarily considered for an HSR station in Los Banos. However, the San Francisco Bay Area to Central Valley High-Speed Train Program Final EIR/EIS (Authority and FRA 2008, as cited in Chapter 1, Project Purpose, Need, and Objectives, of the Draft EIR/EIS) noted on page 2-42 that the Los Banos station option was eliminated from further consideration because of impacts on water resources and threatened and endangered species, as well as growth-related impacts and ridership.

Submission 1279 (thomas crawford, May 15, 2020)

San Jose - Merced - RECORD #1279 DETAIL

Status : Action Pending
Record Date : 5/15/2020
Submission Date : 5/15/2020
Interest As : Individual
First Name : thomas
Last Name : crawford

Stakeholder Comments/Issues :

1279-84

You missed the boat. You should have included a west Merced County terminal. The 152 corridor is getting nothing but more and more traveled as may escape the high housing costs of the bay area. A terminal near the 152 I5 intersection would have been a great location to bring workers into out of the bay area and their crazy housing prices. How many people would commute the 40 miles in the wrong direction to board the HSR? You missed the boat.

Response to Submission 1279 (thomas crawford, May 15, 2020)

1279-84

The comment noted that the Draft EIR/EIS does not include a station near I-5 east of the Pacheco Pass. Please refer to Section 1.2.4.3, Limited Modal Connections, in the Draft EIR/EIS for information about this decision: "HSR service between San Jose, Gilroy and Merced would provide an effective mobility option at these locations by providing linkages to a number of bus, light rail, and airport services for intercity travelers to other areas in the state." An option was preliminarily considered for an HSR station in Los Banos. However, the San Francisco Bay Area to Central Valley High-Speed Train Program Final EIR/EIS (Authority and FRA 2008, as cited in Chapter 1, Project Purpose, Need, and Objectives, of the Draft EIR/EIS) noted on page 2-42 that the Los Banos station option was eliminated from further consideration because of impacts on water resources and threatened and endangered species, as well as growth-related impacts and ridership.

Submission 1458 (Jeanine Crider, June 23, 2020)

San Jose - Merced - RECORD #1458 DETAIL

Status : Unread
Record Date : 6/23/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Jeanine
Last Name : Crider

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1458-3636 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1458-3637 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1458-3638 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1458-3639 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1458-3640 | reject the east-of-Gilroy station location.

Sincerely,
Jeanine Crider
333 Escuela Ave Mountain View, CA 94040-1879
jeanine.ishii@gmail.com

Response to Submission 1458 (Jeanine Crider, June 23, 2020)

1458-3636

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1458-3637

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1458-3638

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1458-3639

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1458-3640

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 2036 (Steven Crocker, June 22, 2020)

San Jose - Merced - RECORD #2036 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Steven
Last Name : Crocker

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 2036-5566 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 2036-5567 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 2036-5568 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 2036-5569 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 2036-5570 | reject the east-of-Gilroy station location.

Sincerely,
Steven Crocker
1280 Oak Grove Ave Burlingame, CA 94010-3737
strock3@yahoo.com

Response to Submission 2036 (Steven Crocker, June 22, 2020)

2036-5566

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

2036-5567

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

2036-5568

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

2036-5569

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

2036-5570

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1832 (John Crowell, June 22, 2020)

San Jose - Merced - RECORD #1832 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : John
Last Name : Crowell

Stakeholder Comments/Issues :

- 1832-5987 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1832-5988 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1832-5989 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1832-5990 | The Authority should work with local expert conservation agencies to revise
- 1832-5991 | these issues in the DEIR, and reject the east-of-Gilroy station location.

Thank you.

Kind regards,

John Crowell
Redwood City, CA

Response to Submission 1832 (John Crowell, June 22, 2020)

1832-5987

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1832-5988

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1832-5989

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1832-5990

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1832-5991

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

Submission 1421 (Kimkinyona Cully, June 21, 2020)

San Jose - Merced - RECORD #1421 DETAIL

Status : Unread
Record Date : 6/21/2020
Submission Date : 6/21/2020
Interest As : Individual
First Name : Kimkinyona
Last Name : Cully

Stakeholder Comments/Issues :

1421-210

I prefer Alternative 4. Not because it is the best option, however. I would like to say my choice is Alternative 2. While it seems to revitalize the area, displacing people's homes is unthinkable. I would like to say Alternative 1 and 3, but they will be visual eye sores in our community on a train we cannot even access (i.e. there are no stops in Morgan Hill), plus the cost is astronomical and I am afraid the HSR will never be built. So, I pick Alternative 4 because it is the least "poor" option.

But I am glad that you gave us a chance to comment and solicited the public's ideas. This helps me be more bought into the project. Thanks again!

Response to Submission 1421 (Kimkinyona Cully, June 21, 2020)

1421-210

Refer to Standard Response SJM-Response-ALT-1: Alternatives Selection and Evaluation Process.

The comment supports Alternative 4.

Submission 1916 (N Cz, June 22, 2020)

San Jose - Merced - RECORD #1916 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : N
Last Name : Cz

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1916-5111 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1916-5112 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1916-5113 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1916-5114 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1916-5115 | reject the east-of-Gilroy station location.

Sincerely,

N Cz

127 Trevelyan Ave Santa Cruz, CA 95062-1311

niczar@cruzio.com

Response to Submission 1916 (N Cz, June 22, 2020)

1916-5111

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1916-5112

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1916-5113

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1916-5114

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1916-5115

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1970 (kim dailey, June 22, 2020)

San Jose - Merced - RECORD #1970 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : kim
Last Name : dailey

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1970-5306 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1970-5307 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1970-5308 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1970-5309 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1970-5310 | reject the east-of-Gilroy station location.

Sincerely,
kim dailey
103 Dolphine Ave Half Moon Bay, CA 94019-4934
kimdailey@comcast.net

Response to Submission 1970 (kim dailey, June 22, 2020)

1970-5306

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1970-5307

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1970-5308

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1970-5309

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1970-5310

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1947 (Idajane Dalpino, June 22, 2020)

San Jose - Merced - RECORD #1947 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Idajane
Last Name : Dalpino

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1947-5221 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1947-5222 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1947-5223 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1947-5224 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1947-5225 | reject the east-of-Gilroy station location.

Sincerely,
Idajane Dalpino
6 Navajo Ln Corte Madera, CA 94925-1011
idajane@comcast.net

Response to Submission 1947 (Idajane Dalpino, June 22, 2020)

1947-5221

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1947-5222

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1947-5223

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1947-5224

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1947-5225

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1710 (Sravya Dandamudi, June 23, 2020)

San Jose - Merced - RECORD #1710 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Sravya
Last Name : Dandamudi

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1710-5903 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1710-5904 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1710-5905 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail. It does not allow for animals to safely cross the rail line thus endangering numerous species. Continuing with this project, without considering the consequences and safer solutions, would be a blatant disregard for animal life and a smear on California's name as an environmentally progressive state.
- 1710-5906 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1710-5907 | reject the east-of-Gilroy station location!

Sincerely,
Sravya Dandamudi
Santa Clara, CA 95054
sravya.dandamudi7@gmail.com

Response to Submission 1710 (Sravya Dandamudi, June 23, 2020)

1710-5903

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1710-5904

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1710-5905

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1710-5906

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1710-5907

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

Submission 1245 (Russ Danielson, May 5, 2020)



Russ Danielson

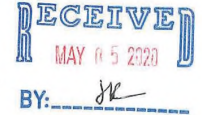
San Jose to Merced
Draft EIR/EIS
100 Paseo de San Antonio, Suite 300
San Jose, Calif. 95113



SAN JOSE CA 950
27 APR 2020 PM 3 L



1245-83



April 26, 2020

Draft EIR/EIS
100 Paseo de San Antonio, Suite 300
San Jose, Ca. 95113

Dear San Jose to Merced High Speed Rail,

I am writing to comment on the EIR for the high speed rail project. I am a 42 yr. resident of San Jose, and 65 years in the County of Santa Clara. (23 yrs. residence in Cupertino)

My concern is the massive amounts of materials that this project will consume. The Earth only has a finite amount of resources and to devote the immense amount required for this endeavor is not acceptable.

I have entered into numerous conversations with many fellow taxpayers over the past few years. I keep a neutral appearance and do not attempt to prejudice the encounter in any way. I sincerely want to hear THEIR honest opinion on the subject. I have yet to find even one person who plans to ever utilize this high speed rail!

So my immediate protest is: the consumption of these millions of tons of the Earth's resources. My overall concern is that few will ever use this rail system.. Our under-utilized fixed rail and rubber-tire (bus) systems prove this.

I hope we "retire" this idea.

Sincerely,
Russ Danielson
Russ Danielson

Member: Coyote Valley Task Force (2002-2007)
Board of Trustees - Morgan Hill School District
Gavilan College - Pres. of Bond Oversight Comm.

Response to Submission 1245 (Russ Danielson, May 5, 2020)

1245-83

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

Submission 1869 (CARLA DAVIS, June 22, 2020)

San Jose - Merced - RECORD #1869 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Business and/or Organization
First Name : CARLA
Last Name : DAVIS

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1869-4921 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1869-4922 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1869-4923 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1869-4924 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1869-4925 | reject the east-of-Gilroy station location.

Sincerely,
CARLA DAVIS
777 Meadowsweet Dr Corte Madera, CA 94925-1768
CMOUSE1945@AOL.COM

Response to Submission 1869 (CARLA DAVIS, June 22, 2020)

1869-4921

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1869-4922

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1869-4923

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1869-4924

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1869-4925

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1930 (Marla Davis, June 22, 2020)

San Jose - Merced - RECORD #1930 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Marla
Last Name : Davis

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1930-5161 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1930-5162 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1930-5163 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1930-5164 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1930-5165 | reject the east-of-Gilroy station location.

Sincerely,
Marla Davis
San Jose, CA 95139
mcanepadavis@sbcglobal.net

Response to Submission 1930 (Marla Davis, June 22, 2020)

1930-5161

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1930-5162

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1930-5163

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1930-5164

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1930-5165

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1381 (David Dearborn, May 27, 2020)

San Jose - Merced - RECORD #1381 DETAIL

Status : Action Pending
Record Date : 6/16/2020
Submission Date : 5/27/2020
Interest As : Individual
First Name : David
Last Name : Dearborn

Stakeholder Comments/Issues :

MR. DEARBORN: First, can you hear me okay?

MR. GOLDMAN: I can hear you clearly, thank you.

MR. DEARBORN: Wonderful. My name is David, Dearborn, D-E-A-R-B-O-R-N. I am not affiliated with any particular organization but have followed this for ten years.

MR. GOLDMAN: Thank you.

MR. DEARBORN: When does the clock start?

MR. GOLDMAN: It goes whenever you're ready to start your comment.

MR. DEARBORN: I'm ready.

MR. GOLDMAN: Go ahead.

MR. DEARBORN: Good evening, Mr. Lipkin and staff.

Your background, skills, and dedication to success to high-speed rail in California, that should be applauded.

1381-155 | Three questions if I may. One, how many of the property owners, business, and stakeholders within 100 feet of Option 4 alignment have been fully informed of the possible impacts, process, and timeline upon them?

1381-156 | Two, how many of the property owners, residents, and stakeholders within 300 feet of Option 4 alignment have been fully informed to the possible alignments, possible impacts, process, and timeline upon them?

1381-157 | And last, Number 3, how many of these owners, residents, and stakeholders within 300 feet of Option 4 alignment have the language, the technology, skills and confidence and comfort with it to your -- this technology to respond to your webinar for today, May 27, 2020?

Thank you. Appreciate this open air event. Thank you very much.

Response to Submission 1381 (David Dearborn, May 27, 2020)

1381-155

Refer to Standard Response SJM-Response-OUT-1: Public Outreach.

The Authority mailed notification to approximately 49,000 recipients. Possible impacts, process, and project timeline are all provided within the Draft EIR/EIS.

1381-156

Refer to Standard Response SJM-Response-OUT-1: Public Outreach.

The Authority mailed notification to approximately 49,000 recipients. Possible impacts, process, and project timeline are all provided within the Draft EIR/EIS.

1381-157

Refer to Standard Response SJM-Response-OUT-1: Public Outreach.

All members of the public were welcomed to attend the virtual public hearing. However, there were several other ways to provide a comment on the Draft EIR/EIS if a person was unable to join or uncomfortable with the forum. The Notice of Availability, which was provided to the public in English, Spanish, Vietnamese, and Mandarin, offered the public language interpreters upon request during the virtual Community Open Houses and Public Hearing.

Submission 1436 (Peter Debackere, 1981, June 22, 2020)

San Jose - Merced - RECORD #1436 DETAIL

Status : Unread
Record Date : 6/22/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Peter
Last Name : Debackere

Stakeholder Comments/Issues :

1436-1882

I strongly oppose alternative 1 and 3 between San Jose and Merced. I'm a resident of Los Paseos, a residential neighborhood south of Bernal Road. A viaduct over Bernal would be an eyesore, a constant source of noise (especially since the Santa Teresa valley is enclosed by hill on the east and west side), lower the quality of life in this neighborhood and have a negative impact on the property value in the area. Monterey Road/highway can easily lose a few lanes and still have sufficient capacity to carry traffic and out of the city. I support alternatives 2 and 4.

Response to Submission 1436 (Peter Debackere, 1981, June 22, 2020)

1436-1882

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

The comment's opposition to Alternatives 1 and 3 and support of Alternatives 2 and 4 is noted.

Submission 1925 (Jacqueline Deely, June 22, 2020)

San Jose - Merced - RECORD #1925 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Jacqueline
Last Name : Deely

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

1925-6036

I am a wildlife photographer and naturalist and care deeply about our native wildlife. While I welcome the rail, I don't welcome the impact on the wildlife that somehow has to adapt to dangerous and often fatal crossings.

1925-6037

The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.

1925-6038

The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.

1925-6039

1925-6040

The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and reject the east-of-Gilroy station location.

I appreciate your time.

Sincerely,
Jacqueline Deely
32 Cramden Dr Monterey, CA 93940-4146
jacquelineedeely@me.com

Response to Submission 1925 (Jacqueline Deely, June 22, 2020)

1925-6036

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

The Authority appreciates and shares the commenter's concerns regarding native wildlife. .

1925-6037

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1925-6038

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1925-6039

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1925-6040

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

Submission 2019 (Gelareh Dehnad, June 22, 2020)

San Jose - Merced - RECORD #2019 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Gelareh
Last Name : Dehnad

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 2019-5511 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
2019-5512 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 2019-5513 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 2019-5514 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
2019-5515 | reject the east-of-Gilroy station location.

Sincerely,
Gelareh Dehnad
El Granada, CA 94018
gelarehdehnad@gmail.com

Response to Submission 2019 (Gelareh Dehnad, June 22, 2020)

2019-5511

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

2019-5512

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

2019-5513

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

2019-5514

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

2019-5515

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1774 (Nichole Deleon, June 23, 2020)

San Jose - Merced - RECORD #1774 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Nichole
Last Name : Deleon

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1774-4541 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1774-4542 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1774-4543 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1774-4544 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1774-4545 | reject the east-of-Gilroy station location.

Sincerely,
Nichole Deleon
San Jose, CA 95125
nikkiefied@gmail.com

Response to Submission 1774 (Nichole Deleon, June 23, 2020)

1774-4541

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1774-4542

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1774-4543

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1774-4544

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1774-4545

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1697 (David DeMaggio, June 23, 2020)

San Jose - Merced - RECORD #1697 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : David
Last Name : DeMaggio

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1697-4376 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1697-4377 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1697-4378 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1697-4379 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1697-4380 | reject the east-of-Gilroy station location.

Sincerely,
David DeMaggio
273 Donald Dr Hollister, CA 95023-6361
Dave.demaggio@yahoo.com

Response to Submission 1697 (David DeMaggio, June 23, 2020)

1697-4376

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1697-4377

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1697-4378

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1697-4379

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1697-4380

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1844 (genevieve Deppong, June 22, 2020)

San Jose - Merced - RECORD #1844 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : genevieve
Last Name : Deppong

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1844-4816 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1844-4817 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1844-4818 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1844-4819 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1844-4820 | reject the east-of-Gilroy station location.

Sincerely,
genevieve Deppong
10664 Baxter Ave Los Altos, CA 94024-7408
gdeppong@gmail.com

Response to Submission 1844 (genevieve Deppong, June 22, 2020)

1844-4816

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1844-4817

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1844-4818

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1844-4819

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1844-4820

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1446 (Danielle DeRome, June 23, 2020)

San Jose - Merced - RECORD #1446 DETAIL

Status : Action Pending
Record Date : 6/23/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Danielle
Last Name : DeRome

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1446-3606 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1446-3607 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1446-3608 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1446-3609 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1446-3610 | reject the east-of-Gilroy station location.

Sincerely,
Danielle DeRome
164 Sanchez Dr Morgan Hill, CA 95037-3007
drderome@yahoo.es

Response to Submission 1446 (Danielle DeRome, June 23, 2020)

1446-3606

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1446-3607

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1446-3608

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1446-3609

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1446-3610

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1763 (frank deturris, June 23, 2020)

San Jose - Merced - RECORD #1763 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : frank
Last Name : deturris

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1763-4506 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1763-4507 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1763-4508 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1763-4509 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1763-4510 | reject the east-of-Gilroy station location.

Sincerely,
frank deturris
5938 Drytown Pl San Jose, CA 95120-1710
frankdeturris@sbcglobal.net

Response to Submission 1763 (frank deturris, June 23, 2020)

1763-4506

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1763-4507

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1763-4508

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1763-4509

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1763-4510

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1443 (bart devries, downtown resident, June 22, 2020)

San Jose - Merced - RECORD #1443 DETAIL

Status : Unread
Record Date : 6/22/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : bart
Last Name : devries

Stakeholder Comments/Issues :

1443-3149 | With noise levels comparable to ascending planes, High-Speed Rail alignments should not cut through our Morgan Hill downtown. Thick concrete walls/tunnels would be the only way to mitigate the incredible noise. The rest of the world understands this; for example the TGV in France is never running through communities unless through covered channels or tunnels. Spending 10 minutes next to the TGV track will make you realize: 'loud' is an understatement for the roar.

1443-3150 | Nobody in Morgan Hill agrees with the proposal to run a High-Speed Train through the downtown. This has been voiced in meeting after meeting, by many different parties, in many different ways (business owners, public officials, home owners, etc). HSR will destroy our downtown, which has been referred to as 'the envy of Santa Clara'. There is no justification for the High-Speed Rail Authority to ignore the protests, and to keep pushing for the downtown alignment as the 'Preferred' option.

Response to Submission 1443 (bart devries, downtown resident, June 22, 2020)

1443-3149

Comment noted. Thank you. Please refer to Section 3.4, Noise and Vibration, of the Draft EIR/EIS. Figure 3.4-1 of the Draft EIR/EIS shows how HSR trains compare to other outdoor and indoor noise sources. The section describes the noise impacts in downtown Morgan Hill. It also identifies mitigation to avoid or reduce significant impacts, including noise barriers.

1443-3150

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

Submission 1998 (Susan Dickinson, June 22, 2020)

San Jose - Merced - RECORD #1998 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Susan
Last Name : Dickinson

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1998-5431 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1998-5432 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1998-5433 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1998-5434 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1998-5435 | reject the east-of-Gilroy station location.

Sincerely,
Susan Dickinson
San Jose, CA 95119
suzettesd@yahoo.com

Response to Submission 1998 (Susan Dickinson, June 22, 2020)

1998-5431

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1998-5432

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1998-5433

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1998-5434

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1998-5435

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1433 (Chris Diskowski, June 22, 2020)

San Jose - Merced - RECORD #1433 DETAIL

Status : Unread
Record Date : 6/22/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Chris
Last Name : Diskowski

Stakeholder Comments/Issues :

1433-2935 | Hello HSR Team,
I am writing in support of downtown Gilroy as the preferred location for the high speed rail station. Locating the high speed rail station downtown will help preserve our valuable agricultural resources to the east. We all need to eat, and our farm lands are some of the finest in the world, and we should all work to ensure our future food security. Also, the train station downtown will help boost downtown family-owned and small businesses, which currently struggle to compete with big box and chain businesses. Communities are a lot more interesting with thriving small businesses.

1433-2936 | Currently, Alternative 4 is your preferred alignment. It seems Alternative 4 is good for the Historical character of downtown (buildings such as Old City Hall), other aesthetic concerns, as well as the ecology overall. It may not be best for neighborhood connectivity, however, so I am encouraging you to fully invest to ensure that with Alternative 4, both east and west Gilroy remain easily accessible to each other on foot, bicycle and car, so that the tracks do not become a barrier between neighborhoods.

Thank you for taking my comments into consideration,

Chrys Diskowski
711 4th St
Gilroy, CA 95020

Response to Submission 1433 (Chris Diskowski, June 22, 2020)

1433-2935

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3, SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

The comment's support for Downtown Gilroy Stations included in Alternatives 1, 2, and 4 is noted.

1433-2936

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project, SJM-Response-GS-1: Requests for Grade Separations.

The comment expresses support for Alternative 4. Alternative 4 would be constructed in the existing rail corridor through downtown Gilroy and would not physically divide the community. Grade separations and at-grade crossings would be provided, as appropriate. Connectivity across the rail corridor would be maintained, although delay times may increase for motorists, bicyclists, and pedestrians with the increase in rail traffic on the alignment. However, motorists, bicyclists, and pedestrians would likely find alternative crossings as operational characteristics become familiar.

Submission 1755 (Chrys Diskowski, June 23, 2020)

San Jose - Merced - RECORD #1755 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Chrys
Last Name : Diskowski

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1755-4476 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1755-4477 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1755-4478 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1755-4479 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1755-4480 | reject the east-of-Gilroy station location.

Sincerely,
Chrys Diskowski
Gilroy, CA 95020
c.diskowski@yahoo.com

Response to Submission 1755 (Chrys Diskowski, June 23, 2020)

1755-4476

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1755-4477

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1755-4478

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1755-4479

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1755-4480

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1865 (Annette Doherty, June 22, 2020)

San Jose - Merced - RECORD #1865 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Annette
Last Name : Doherty

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1865-4901 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1865-4902 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1865-4903 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1865-4904 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1865-4905 | reject the east-of-Gilroy station location.

Sincerely,
Annette Doherty
1613 Mcdonald Way Burlingame, CA 94010-4651
avdoherty13@gmail.com

Response to Submission 1865 (Annette Doherty, June 22, 2020)

1865-4901

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1865-4902

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1865-4903

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1865-4904

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1865-4905

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1936 (Colin Domnauer, June 22, 2020)

San Jose - Merced - RECORD #1936 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Colin
Last Name : Domnauer

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1936-6057 | Let's remember that we are not separate from the ecosystem, and if any one piece is hurt, the effects reverberate through the entire system and will be felt in some ways in our own lives. We need larger perspectives that recognize the interconnection of all things. Damaging nature will damage ourselves, it will only be a matter of time.
- 1936-6058 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1936-6059 |
- 1936-6060 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1936-6061 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and reject the east-of-Gilroy station location.
- 1936-6062 |

Sincerely,
Colin Domnauer
Morgan Hill, CA 95037
colindomnauer@gmail.com

Response to Submission 1936 (Colin Domnauer, June 22, 2020)

1936-6057

The comment is noted.

1936-6058

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1936-6059

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1936-6060

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1936-6061

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1936-6062

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

Submission 1929 (Dim Don Trump, June 22, 2020)

San Jose - Merced - RECORD #1929 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Dim
Last Name : Don Trump

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1929-5156 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1929-5157 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1929-5158 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1929-5159 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1929-5160 | reject the east-of-Gilroy station location.

Sincerely,
Dim Don Trump
San Jose, CA 95113
ccjordan99@yahoo.com

Response to Submission 1929 (Dim Don Trump, June 22, 2020)

1929-5156

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1929-5157

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1929-5158

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1929-5159

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1929-5160

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1582 (Candace Donaldson, June 22, 2020)

San Jose - Merced - RECORD #1582 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Candace
Last Name : Donaldson

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1582-4086 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1582-4087 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1582-4088 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1582-4089 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1582-4090 | reject the east-of-Gilroy station location.

Sincerely,
Candace Donaldson
23930 N Pearl Rd Acampo, CA 95220-9777
cndonaldson13@gmail.com

Response to Submission 1582 (Candace Donaldson, June 22, 2020)

1582-4086

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1582-4087

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1582-4088

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1582-4089

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1582-4090

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1415 (Jeri Donn, June 20, 2020)

San Jose - Merced - RECORD #1415 DETAIL

Status : Unread
Record Date : 6/20/2020
Submission Date : 6/20/2020
Interest As : Individual
First Name : Jeri
Last Name : Donn

Stakeholder Comments/Issues :

1415-204

I am very concerned about the two alternatives that would have the HSR come through downtown Morgan Hill. The city has worked very hard to make the downtown a pleasant and thriving location and has turned into a destination downtown for people both inside and outside of town. I am very concerned that if the HSR runs through downtown (in particular with up to 16 HSR trains per hour and 4 more per hour of other trains, that it will destroy the ability to enjoy spending time in downtown Morgan Hill and hurt all the good work that our tax dollars have paid for the ensure we have a good quality of living along with an economic engine to help support this bedroom community. Alternatives along US 101 are a much better option for ensure the quality of life in Morgan Hill. Thank you for your consideration.

Response to Submission 1415 (Jeri Donn, June 20, 2020)

1415-204

Refer to Standard Response SJM-Response-ALT-1: Alternatives Selection and Evaluation Process.

The comment noted concern about alternatives that would travel through Morgan Hill. Please refer to Tables S-3 and S-5 of the Draft EIR/EIS for a comparison of the impacts of each alternative.

Submission 1820 (Michael Dorer, June 23, 2020)

San Jose - Merced - RECORD #1820 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Michael
Last Name : Dorer

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1820-4716 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1820-4717 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1820-4718 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1820-4719 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1820-4720 | reject the east-of-Gilroy station location.

Sincerely,
Michael Dorer
4869 Pardee Ave Fremont, CA 94538-1248
malibucountry@yahoo.com

Response to Submission 1820 (Michael Dorer, June 23, 2020)

1820-4716

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1820-4717

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1820-4718

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1820-4719

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1820-4720

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1751 (Cynthia Dorrell, June 23, 2020)

San Jose - Merced - RECORD #1751 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Cynthia
Last Name : Dorrell

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1751-570 | Hello,
Although I am in favor of public transportation, to include rail lines, I believe these types of improvement activities must be done with the utmost consideration for the environment.
- The proposed high speed rail line will travel through Coyote Valley and Pacheco Pass areas that are used by numerous wildlife species, including mountain lions, to cross from the Santa Cruz Mountains to the East. This migration is essential to allow breeding that will result in genetically diverse populations of these beautiful animals. This genetic diversity increases their odds for survival. Travel through these areas is necessary to provide habitat for hunting and breeding for many species of wildlife that currently rely on these spaces. Construction, fencing, ancillary support structures, and, of course, the railroad itself, will all further disrupt wildlife crossings, habitat availability, breeding and hunting options. Wildlife and open spaces will be negatively impacted by the high speed rail line and I believe the environmental report by the High Speed Rail Authority is not correct in concluding that wildlife will not be significantly impacted! There must be better implementation of wildlife crossings: locations, frequencies, sizes, and usability, along with judicious consideration of the impact on wildlife habitat. Species regularly become extinct; I believe we don't want to be adding to these tragic losses.
- 1751-571 | Many people also rely on this valley for their livelihood; destruction of the area's open spaces and farmland is unnecessary-and counter productive to the quality of life that the rail line should be enhancing. The potential location of a rail station in the County's Agricultural Resource area, east of Gilroy, would destroy farmland and increase the potential for the future extension of surrounding land development. This is contrary to the purpose of reserving this as an agricultural resource area!
- 1751-572 | Please work with local conservation agencies who have been studying wildlife behavior in the area and have experience implementing effective wildlife crossings. Further, please do not place a rail station and maintenance facility in the agricultural resource area; a rail station would be available to more people if it were placed where more people live, such as in Gilroy.
- Thank you for your consideration,
Cynthia Dorrell
- Sincerely,
Cynthia Dorrell
1044 Los Trancos Rd Portola Valley, CA 94028-8122
cyndorrella@comcast.net

Response to Submission 1751 (Cynthia Dorrell, June 23, 2020)

1751-570

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass, SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

The commenter also notes concerns regarding mountain lion. The Authority notes that the Draft EIR/EIS was modified and recirculated for public review following the listing of the mountain lion as a candidate under the California Endangered Species Act in mid-2020. Section 3.7, Biological and Aquatic Resources, in the Final EIR/EIS incorporates additional analysis and additional mitigation related to mountain lion impacts. In addition Section 3.7 analyzes impacts on wildlife movement and has mitigation and design features that both ensure that wildlife movement opportunities will be maintained. Comment noted.

1751-571

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

1751-572

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

Submission 1969 (Mary Dougherty, June 22, 2020)

San Jose - Merced - RECORD #1969 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Mary
Last Name : Dougherty

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1969-6109 | Stop the madness! The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1969-6110 |
- 1969-6111 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1969-6112 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1969-6113 | reject the east-of-Gilroy station location.

Sincerely,
Mary Dougherty

Sincerely,
Mary Dougherty
121 Plympton Ct San Jose, CA 95139-1248
mdoughertyod@gmail.com

Response to Submission 1969 (Mary Dougherty, June 22, 2020)

1969-6109

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1969-6110

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1969-6111

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1969-6112

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1969-6113

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

Submission 1734 (Rick Drain, June 23, 2020)

San Jose - Merced - RECORD #1734 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Rick
Last Name : Drain

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1734-5913 | Sadly, the High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR
- 1734-5914 | also fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1734-5915 | There are other wildlife crossing projects in the country which have been studied to see what works and why. The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1734-5916 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1734-5917 | reject the east-of-Gilroy station location.

Sincerely,
Rick Drain
1815 Clement Ave Spc 16 Alameda, CA 94501-1373
POST@Ricks-Cafe.net

Response to Submission 1734 (Rick Drain, June 23, 2020)

1734-5913

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1734-5914

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1734-5915

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1734-5916

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1734-5917

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

Submission 1699 (Jean Dresden, June 23, 2020)

June 23, 2020

California High Speed Rail Authority
san.jose_merced@hsr.ca.gov

RE: San Jose to Merced Project Section Draft EIR 2020

Dear CHSRA:

Thank-you for opportunity to comment. I am San Jose native and a 39-year resident of a neighborhood impacted by rail traffic. I studied the history of San Jose's rail alignment wars from 1906 to 1936 and interviewed family members of those impacted by Southern Pacific and Western Pacific's aggressive land acquisition and construction tactics. I have watched the ebb and flow of rail traffic and the travails of SF Bay Area passenger rail. As an enthusiast, I have travelled on United States, European and Australian trains, visited fascinating train engineering sites and seen the impact of bad design leading to accidents, such as the Cantara Loop near Dunsmuir where on-going derailments continue to threaten the river quality as it did in 1991 when a herbicide dumped into the Sacramento river sterilizing it for a decade. Trains can be helpful and exciting and they can harm. I have attended many of the CHSRA outreach and working group meetings, and commented on documents both near downtown San Jose and in Morgan Hill and Gilroy. From this perspective, I write.

EIR SCOPE and CONTENT

1. The EIR inappropriately limits itself to a discussion of the CHSRA trainsets and construction impacts from the CHSRA operated equipment, with forecasts to 2040. This is an inappropriate segmentation of impacts. CEQA does not allow project segmentation.

The impacts of Caltrain electrification and planned expansion of operations in number, frequency, and maintenance should be included in analysis of the impacts. Their changes are a direct result of CHSRA plans and should be included in this EIR as a combined EIR.

CHSRA's EIR acknowledges in many places that this is a "blended" system. CHSRA and Caltrain/Joint Powers Board will share tracks and operations. Only the trainsets will be separate. On Page 3.4-1, the EIR acknowledges that CHSRA's "blended" presence has forced otherwise unplanned changes in Caltrain's operation—there would be more Caltrain EMUs and higher speeds.


- Change in passenger train technology—To operate a blended system efficiently, Caltrain operations would need to shift to 100 percent electric multiple unit (EMU) trains compared to only 75 percent EMUs with the Peninsula Corridor Electrification Project (PCEP). HSR would use 100 percent EMUs.
- Change in passenger train speeds—With track curve straightening, passenger service speeds would be up to 110 miles per hour (mph) for both Caltrain and HSR service with Alternative 4.

1699-3172

In addition, CHSRA's legal mandate for speed and required changes to alignment have forced Caltrain to plan a move their maintenance facility from north of Diridon Station to south of Tamien. This will increase the baseline traffic level of Caltrain trainsets passing south of Diridon station to an area south of Tamien as all trains will head south for maintenance. San Jose City staffs working on the Diridon Integrated Station Concept told the San Jose City Council in December 2019 nearly 500 trains per day would run through these tracks.

CHSRA does not acknowledge this growth in train operations within the EIR, nor does it acknowledge its growth inducing impact of their project and their funding from Proposition 1A.

Daily Long-Term Potential Train Volumes – Diridon to Tamien



Service	Current	Example Interim Service Levels (est. 2030s)*	Long-Term Potential (50+ years)
Caltrain	34	116 to 166	268 (Adopted Service Vision)
ACE	8	20	20 (ACE Forward, non-electric service)
Capitol Corridor	0	30	30 (CC Vision Plan, non-electric service)
Union Pacific (UP)**	Up to 8	Unknown	Unknown
Amtrak	2	2	2
High Speed Rail	0	44	160 (2018 Business Plan)
Total	Up to 52	212 to 262**	Up to 480**

* Represents possible number of trains running at expected time of opening the new Diridon Station, estimated for the 2030s.
 ** Union Pacific currently runs up to 8 trains daily; future growth or decline is unknown and not reflected in the future totals.

1699-3171

1699-3173

Further, CHSRA misleads readers of the DRAFT EIR by not acknowledging the 2018 California State Rail Plan² which explicitly calls out the 2022 electrification and service extensions of Caltrain to Gilroy as well as the increased service to the Bay Area by ACE. On the same page, the plan calls for the environmental clearance for CHSRA Silicon Valley to Central Valley. Specifically, on page 134, the document states the 2022 Short Term Plan-Regional Goals. The key phrase "integration with full HSR Phase I," makes clear this is a single project of multiple phases.

4.6.1 Central Valley and Sierra Nevada

The 2022 regional goals include building out planned investments in the regional intercity rail network, and integration with full HSR Phase I.

CHSRA inaccurately represents itself as a project completely separate from Caltrain and Ace, when they are fully integrated.

¹ Presentation to San Jose City Council 2019 December 3.

² <https://dot.ca.gov/programs/rail-and-mass-transportation/california-state-rail-plan>

Submission 1699 (Jean Dresden, June 23, 2020) - Continued

1699-3173	<p>While CHSRA may argue that the High Speed Rail project is separate because it has separate funding, Proposition 1A (Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century -2008) explicitly calls out funding for commuter lines such as Caltrain and Ace, reflecting the state’s and the citizen’s intent for an integrated system that is comprehensively planned.</p> <p>CHSRA has been providing funding to ACE for planning increased service to the Bay Area, which includes parking more trains south of Diridon Station, past Tamien Station. In addition, Prop 1A money and carbon credits have paid for a significant portion of the Caltrain electrification project and track improvements implemented to date.</p> <p>The “blending” of the Caltrain and CHSRA system means the projects are blended. All analysis and forecast of impacts should include the combined impacts. By not included the planned changes to Caltrain operations, CHSRA has deliberately understated the impacts of the blended project. CHSRA has segmented the project.</p> <p>California’s CEQA portal topic “What is a project?” states in a 2020 update</p> <p style="padding-left: 20px;">Piecemealing or segmenting means dividing a project into two or more pieces and evaluating each piece in a separate environmental document, rather than evaluating the whole of the project in one environmental document. This is explicitly forbidden by CEQA, because dividing a project into a number of pieces would allow a Lead Agency to minimize the apparent environmental impacts of a project by evaluating individual pieces separately, each of which may have a less- than-significant impact on the environment, but which together may result in a significant impact. Segmenting a project may also hinder developing comprehensive mitigation strategies.³</p> <p>CHSRA has inappropriately segmented its EIR by only analyzing the impacts of the trainsets of its statewide program and not the impacts of the collaboratively planned, funded, and operated Caltrain electrification and expansion program.</p>	1699-3174	<p>compare a Quiet Zone Risk Index (QZRI) with the Nationwide Significant Risk Threshold (NSRT). The calculated index is dependent on train speeds, frequency, local traffic, curved alignment and prior “relevant collisions.” Quiet Zones must be at least ½ mile long.</p> <p>The report should include a discussion of whether each of the at-grade crossings would qualify under FRA rules.⁴ In the EIR CHSRA holds out the promise of quiet zones that are not possible at some of the grade crossings and thereby escapes offering the appropriate mitigation, grade crossing, for their impacts.</p> <p>The many requirements for Quiet Zone suggest neither Auzerais nor West Virginia will qualify based on the Nationwide Significant Risk Threshold. Both crossings are walking routes to an elementary school and multiple intrusions from pedestrians and campers.</p> <p>The EIR highlights possible mitigations as a quiet zone, wall, or a very few cases interior modifications or noise easement. They do not discuss another solution-- a grade separation. While CHSRA promises to help the City of San Jose to calculate Quiet Zone Risk indices for each at-grade crossings, CHSRA has avoided revealing the likelihood of FRA approval of Quiet Zone as mitigation for each of the crossings by comparing the Quiet Zone index with the Nationwide Significant Risk Threshold.</p> <p>In the absence of a Quiet Zone, the noise impacts are blight inducing.</p> <p>What if the City’s application for a Quiet Zone is denied? How can the EIR be re-opened and grade separations be revisited? Or will CHSRA merely repeat, “necessary but significant environmental impact.” Or in other words, “too bad for you. It costs too much money to do the right thing.”</p>
1699-3174	<p>2. NOISE.</p> <p>CHSRA has inappropriately minimized the impacts of the noise along the route. CHSRA characterizes the noise as primarily from horns. CHSRA does not acknowledge the level of pedestrian and camping intrusion on the alignment, particularly at Auzerais and West Virginia Streets and along the Monterey Corridor and the relationship to noise.</p> <p>CHSRA offers that by providing specialized crossing gates this would be sufficient mitigation to allow local agencies, such as San Jose, to apply for “quiet zones” that are horn free. CHSRA does not offer to pay for these applications—which are quite expensive, nor do they address the likelihood of success of application. The report does not address that the local agency must</p>	1699-3175	<p>CHSRA did not include in this EIR the impacts of the Caltrain electrification and expansion project they funded and forced operational and alignment changes upon in order to create this “blended” system. This EIR under-reports the blighting effect of noise from their blended and reconfigured operations. CHSRA should amend this EIR and include the Caltrain impacts both current and forecasted.</p>
		1699-3176	<p>VIBRATION MITIGATION</p> <p>The technical appendix and the EIR do not specify where the bore holes were located. Although the locations are indicated in the main report, the appendix would be more usable with locations marked.</p>
		1699-3177	<p>CHSRA acknowledges there will be significant vibration impacts, maps the locations of impacts, but not of data collection, and offers that they will figure out in the future, what if any, mitigation measures might be offered and admits CHSRA might not be able to mitigate impacts.</p>

³ <https://ceqportal.org/tp/CEQA%20Project%20Description%202020%20Update.pdf>

⁴ <https://railroads.dot.gov/elibrary/how-create-quiet-zone>

Submission 1699 (Jean Dresden, June 23, 2020) - Continued

1699-3177 | More specifically, section 3.4.7.2 states

3.4.7.2 Vibration Mitigation Analysis

Operations vibration impacts would be mitigated with NV-MM#8. This mitigation measure includes various options to reduce train vibration. The specific design and implementation of this mitigation measure would be identified during final design.

As there are site-specific factors to consider, such as the speed, presence of special trackwork, soil type, and vibration propagation characteristics, **further studies** during the subsequent engineering phases of the project should evaluate these site-specific conditions where vibration mitigation is indicated to determine the mitigation design requirements. Such studies would include additional vibration propagation tests to narrow down the site-specific vibration estimates, and engineering evaluation of the special track support options. Vibration impacts less than 10 dB over the thresholds would be reduced to less than significant levels with mitigation. It may not be possible to fully mitigate vibration impacts that are more than 10 dB over the threshold; as a result, **some vibration impacts would be potentially significant and unavoidable with mitigation.**⁵

Mitigation measures are listed on page 3.4-83. CHSRA claims it would be “premature” to discuss impacts, however the EIR is the place to discuss impacts. CHSRA has prepared a map of significant impacts, so how many properties are potential affected? They limit building modifications to **only** those with sensitive equipment. Otherwise they offer vibration easements or expanding the rail right of way.

Sadly, the employees of CHSRA and their contractors represented at multiple meetings that property owners who would likely be affected by vibration would work with CHSRA to document their property’s foundations and walls prior to and after construction. In this EIR, CHSRA has not offered property repairs nor building upgrades.

1699-3178 | Further, CHSRA does not acknowledge that the area south of the alignment at Fuller Avenue is now a Historic Conservation Area. The buildings that would be affected by vibration are homes from ca 1900. CHSRA does not acknowledge this.

This is an unacceptable open-ended statement of environmental impacts with inadequate mitigations. When (exactly) will you quantify the impacts? How will you report the impacts? How many structures will be impacted? How many buildings blighted? How many residents will suffer from reduced property values?

1699-3179 | **“COST-EFFECTIVE” NOISE BARRIERS**

The EIR has identified over 1000 parcels that would be affected significantly by noise. They offer mitigation to those properties where it is “cost-effective.” CHSRA has established \$95,000 per

⁵ page 3.4-107

1699-3179 | benefitted receptor as a limit. Where does this come from? When was the cost established? Does it have an inflation escalator? Which CPI (if any) is used? How does this \$95,000 per property compare to the impact on the property’s value when it is blighted by severe noise? How does this \$95,000 per property compare to the cost of a noise easement?

In San Jose there are multiple properties that never received a sound wall when Interstate 280 was installed. They are all in neighborhoods that were blighted by the construction of the freeway without sound walls.

This limitation on noise walls is blight inducing. The mitigation is inadequate.

1699-3180 | **NOISE WALL Design**

The EIR does not acknowledge the California High-Speed Train Visual Design Guidelines San Jose produced in 2011 as a joint project of CHSRA and residents of the City of San Jose.

Specifically, from the Visual Design Guidelines⁶, sound walls are addressed with specifics. The EIR should call out visually sensitive areas and where landscaped berms can be used instead.

- Where sound walls are necessary in designated wildlife corridors, provide appropriate crossing structures.
- Design sound walls with aesthetic treatments in visually sensitive environments.
- Integrate the design of sound walls, parapet and viaduct to have a visually coherent structure.
- Integrate public art, landscape screening or signage to enhance the appearance of sound walls in visually significant locations.
- Where sufficient right-of-way is available, landscaped berms can be used in place of sound walls.
- Avoid creating large, stark, flat wall surfaces.
- Design walls and access to walls to discourage graffiti.
- Where the potential for graffiti is unavoidable, implement an achievable graffiti mitigation plan.
- For tall walls (greater than 10 feet) walls shall be terraced to reduce the perceived height and landscaped to provide visual screening.
- Ensure adequate planting space to screen sound walls.
- Use climbing plants and living wall planting concepts where walls are publicly visible and planting space is limited. Planting needs to be durable and sufficiently dense to inhibit graffiti access.

⁶ page 16, 21, 22. California High Speed Trail Visual Design Guidelines

Submission 1699 (Jean Dresden, June 23, 2020) - Continued

1699-3180

- For walls that back on to residential use, plant the publicly visible side of the wall.
- Landscape needs to be an anti-graffiti barrier to HST infrastructure by reducing access to and visibility of HST infrastructure.

1699-3181

FULLER PARK

CHSRA argues that Fuller park is not a sensitive location because it experiences “a certain amount of ambient noise and vibration”⁷ from train traffic. However, at present Caltrain runs few trains each day to Gilroy and Tamien with typically no trains moving past the park from approximately 9 am to 3 pm and no trains on weekends. Weekend and Mid-day are peak times of usage. The berm on the northern side of the park blocks all ambient freeway noise and Fuller Avenue has limited through traffic. A review of the baseline noise monitoring sites listed in Chapter 3 show that Fuller Park was not assessed.

Although the park is not labelled for meditation or concerts, the lack of ambient noise and train traffic during peak usage period make it possible for both events to occur. It is patently false that the users of the park are “unlikely to be affected by construction noise and vibration.”

Additionally, after you measure the current ambient noise in the center of the park during the day, what will be the change from the current ambient daytime noise at the park to the expected noise in the future? This measure should include both CHSRA and Caltrain since it is a **blended** system and the CHSRA required alignment changes force Caltrain to move more of its operations south of Tamien station as well as the CHSRA funding the increase in operations. What will be the daytime noise when nearly 500 trains per day pass by Fuller Park? Please use the forecasted amount with and without a Quiet Zone so that we can estimate the likely sound reduction in the park from grade separations at Auzerais and West Virginia.

1699-3182

Further, construction easements and equipment on the Joint Powers land between the Park and the Joint Powers Board berm would compact the roots of the large “ordinance-sized” trees on the boundary of Fuller Park. No mitigation measures are indicated for how those roots will not be damaged.

At community meetings, speakers hesitated to describe more fully how the berm would change and whether widening the berm or a retaining wall would be required. One speaker admitted that tree trimming and root cutting and compaction from heavy equipment would likely lead to the death of the trees a few years after construction. This is not discussed as a construction impact in the EIR. How will you be monitoring the health of these large trees following construction? For how many years will you monitor for post-construction impacts? And how will you compensate the city if a certified arborist states they need to be replaced?

⁷ Section 5 page 77.

Thank-you for this opportunity to comment on the CHSRA SJ to Merced Draft Project Level EIR.

Sincerely,

/s/Jean
Jean Dresden

1276 Blewett Avenue
San Jose, CA 95125
(408) 298-0275

cc.
Senator Beall
Assemblyman Kalra
Councilmembers Davis and Peralez
City of San Jose DOT and PRNS

Response to Submission 1699 (Jean Dresden, June 23, 2020)

1699-3171

As described in Draft EIR/EIS Section 1.4, Relationship to Other Transportation Projects in the Study Area, the Authority did consider various Caltrain projects in the planning and development of this project. The baseline for the analysis in the Draft EIR/EIS assumes the completion of the Caltrain Peninsula Corridor Electrification Project from Scott Boulevard in Santa Clara to Tamien Station in San Jose. PCJPB's 2015 EIR for the PCEP (PCJPB 2015, as cited in Section 3.2, Transportation, of the Draft EIR/EIS) reviewed the environmental consequences associated with that project. The San Jose to Merced Project Section has independent utility is not required to disclose impacts from other projects. Please refer to Draft EIR/EIS Section 3.19, Cumulative Impacts, for an analysis of the potential contribution of the San Jose to Central Valley Wye project extent alternatives to cumulative impacts. The cumulative analysis assumed that the Caltrain PCEP will be implemented. Draft EIR/EIS Appendix 3.19-B, Cumulative Transportation Projects List, includes a list of transportation plans and projects that are considered in the cumulative analysis, organized by location.

1699-3172

Refer to Standard Response SJM-Response-GEN-2: Consideration of Diridon Integrated Station Concept and the Google Development at the San Jose Diridon Station, SJM-Response-GEN-3: Consideration of Caltrain Business Plan, Including the 2040 Caltrain Service Vision.

Regarding a potential Caltrain move of their maintenance facility from the current CEMOF location north of San Jose Diridon Station to a location south of Tamien, that is not part of the HSR project, nor is it required due to the Authority's legal mandate for speed or changes to the alignment as the comment asserts. The design for the HSR project, as shown in the preliminary engineering drawings in Volume 3, Preliminary Engineering for Project Design Record, of the EIR/EIS shows that all alternatives accommodate CEMOF in its current location and does not presume a move of the maintenance facility. Access to the CEMOF is accommodated in the design, including consideration of the design speeds.

If Caltrain formally proposes a move of their maintenance facilities (the potential for such a move is mentioned in some of the recent Caltrain Business Plan/Service Vision development materials) to another location south of Tamien, that is a separate project from the HSR project and Caltrain or whatever project sponsor is proposing the move would be responsible for the environmental review of that activity.

Regarding DISC, please see Standard Response SJM-Response-GEN-2: Consideration of Diridon Integrated Station Concept and the Google Development at the San Jose Diridon Station; as explained therein, DISC is a separate project from the HSR project and will be the subject of separate subsequent environmental review.

Regarding the total number of trains (including HSR trains and other trains) presumed for the HSR analysis, this is disclosed in Table 4-10 in Appendix 3.4-A, Noise and Vibration Technical Report (located in Volume 2, Technical Appendices, of the Draft EIR/EIS), which shows up to 504 daily trains (other than HSR) in the Santa Clara to San Jose Diridon Station portion of the project corridor (including up to 315 BART trains running on separate tracks and up to 189 conventional trains, including Caltrain, ACE, Capitol Corridor, Amtrak, and freight). HSR trains in this area would be up to 134 north of San Jose Diridon Station and 176 south of San Jose Diridon Station, as shown in Table 4-5 of Appendix 3.4-A (located in Volume 2 of the Draft EIR/EIS). These volumes include nonrevenue trains, and nonrevenue trains were taken into account in the impact analysis where appropriate (for example, traffic analysis is done relative to peak hours,

Response to Submission 1699 (Jean Dresden, June 23, 2020) - Continued

1699-3172

which only includes revenue trains, whereas noise and vibration analyses took into account both revenue and nonrevenue trains since potential effects can occur due to both).

Since the commenter's reference to 500 trains apparently includes trains in the Caltrain 2040 Service Vision, please see Standard Response SJM-Response-GEN-3: Consideration of Caltrain Business Plan, Including the 2040 Caltrain Service Vision concerning the 2040 Service Vision, which explains why the potential future Caltrain trains beyond the adopted and funded Caltrain Peninsula Corridor Electrification Project are not included in the analysis in the EIR/EIS.

1699-3173

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

Draft EIR/EIS Chapter 1, Project Purpose, Need, and Objectives, does include reference to the 2018 California State Rail Plan in Section 1.1.3.3, The California State Rail Plan. Draft EIR/EIS Section 3.19, Cumulative Impacts, provides an analysis of the potential contribution of the San Jose to Central Valley Wye project extent alternatives to cumulative impacts. The cumulative analysis assumed that the Caltrain PCEP will be implemented. Chapter 1 also explains that a "blended" system involves integrating the HSR system with existing intercity and commuter and regional rail systems. "Blended" does not mean that the HSR and Caltrain projects are fully combined or interchangeable. HSR and Caltrain are separate entities with separate projects, and, while each project should take into consideration the other, they are not interdependent. The Authority has coordinated frequently with Caltrain during the planning and development of the Draft EIR/EIS and is committed to continuing that engagement. The 800-mile statewide HSR system was divided into eight project sections after the Authority and FRA selected alignment corridors and station locations for most of the statewide HSR system after the program-level EIR/EIS was completed. Each Project Section contains logical termini, which permits each Project Section to be evaluated independently under both federal and state law and not "piecemealed," as the commenter incorrectly asserts. The law recognizes the impracticality of evaluating, at a project-specific level, the entire 800-mile HSR system, and explicitly sanctions the Authority's discretion to define its project as it has.

Response to Submission 1699 (Jean Dresden, June 23, 2020) - Continued

1699-3174

Refer to Standard Response SJM-Response-GS-1: Requests for Grade Separations.

Train horns are the predominant noise source under Alternative 4 due to the numerous at-grade crossings.

The process for applying for a quiet zone is discussed in Section 3.4.2.1, Federal, of the Draft EIR/EIS. The Authority would assist with the preparation of technical analysis and provide input for the Quiet Zone application, which the local communities could then use as part of their application to FRA. The noise mitigation analysis first looks at the possibility of mitigating noise impacts through the use of only noise barriers. As a further step, the noise mitigation analysis also looks at mitigating noise impacts through a combination of quiet zones and noise barriers. Grade separation is not a mitigation option for Alternative 4. However, Alternatives 1 through 3 do not utilize existing tracks and therefore would not require HSR trains to sound horns except under emergency circumstances.

If quiet zones are approved, they would include the installation of four-quad gates and channelization at all at-grade crossings that presently lack them.

1699-3175

Please refer to the response to submission SJM-1699, comment 3171.

1699-3176

Figures 5-1 through 5-5 in Appendix 3.4-A, Noise and Vibration Technical Report (located in Volume 2, Technical Appendices, of the Draft EIR/EIS), show the locations of all noise and vibration measurement sites. Tables 5-24 and 5-25 in Appendix 3.4-A include information on the locations of the vibration measurement sites.

1699-3177

Noise and vibration measurement locations are shown in Figures 5-1 through 5-5 of Appendix 3.4-A, Noise and Vibration Technical Report (located in Volume 2, Technical Appendices, of the Draft EIR/EIS).

Noise mitigation measures are detailed in Section 3.4.7, Mitigation Measures, of the Draft EIR/EIS.

As stated in NV-MM#7, it would be premature to assess the specific potential secondary impacts of final design measures. Measures adopted as a result of additional noise analysis are likely to be similar to the other noise measures identified. Thus, they would likely result in similar secondary environmental impacts during their construction that may be significant.

Please refer to Tables 5-28 through 5-31 in Appendix 3.4-A for details on the vibration impact assessment results. Vibration impacts from construction would be mitigated with measure NV-MM#2. As described under Impact NV#9, prior to starting pile driving and other high-vibration activity, the contractor would conduct pre-construction surveys within 50 feet of the activity to document the existing condition of buildings in case damage is reported during or after construction. The contractor would arrange for the repair of damaged buildings or would pay compensation to the property owner.

Response to Submission 1699 (Jean Dresden, June 23, 2020) - Continued

1699-3178

The APE does overlap a small portion of the North Willow Glen Historic Conservation Area north of Fuller Avenue. However, in this area the APE is limited to the existing SPRR right-of-way and does not encompass any historic built resources that contribute to the historic conservation district. See HASR Section 4.1, Establishing the Built Resources Area of Potential Effects, for a discussion of the methodology used to delineate the APE, which SHPO has concurred upon.

Furthermore, an Historic Conservation Area is not a type of historic resource for the purposes of CEQA. See HASR Section 2.5, California Register of Historical Resources (Cal. Public Res. Code, §5024.1 and Cal. Code Regs., tit. 14, §4850), for the CEQA historical resources regulations and Section 6.1.4, CEQA Historical Resources, for CEQA historical resources identification methods. The preponderance of evidence indicated that the area is not a CEQA historical resource and does not meet the requirements for analysis as an historic district, as concurred by SHPO. See HASR Section 8.2, Properties Eligible for Listing in the NRHP/CRHR, regarding methods for reviewing historic districts.

Regarding vibration, even though historic built resources in the North Willow Glen Historic Conservation Area are not within the APE for the purpose of cultural resource analysis, EIR/EIS Chapter 3.4, Noise and Vibration, specifies that additional project features will apply as related to potential noise/vibration impacts. These include measures to reduce construction vibration where possible (NV-IAMF#1). Mitigation measures calling for vibration reduction measures for pile driving, pre- and post-construction surveys and repair of observed damage (NV-MM#2), and measures to reduce operations-caused vibration (NV-MM#8) will also apply.

1699-3179

The Authority's noise mitigation guidelines are summarized in NV-MM#3 in Section 3.4, Noise and Vibration, of the Draft EIR/EIS. These guidelines specify that noise barriers must be considered reasonable and feasible, including achieving a minimum of 5 dB noise reduction, benefitting at least 10 receptors per barrier, be at least 800 feet long, and be cost effective, which is defined as not exceeding \$95,000 per benefitted receptor. The cost-effectiveness criterion is consistent with Caltrans' criteria.

1699-3180

The Authority considered the California High-Speed Train Visual Design Guidelines during project design, and AVQ-IAMF#2 ensures that the Authority would work with local jurisdictions on how best to involve the community in the process; solicit input from local jurisdictions on their aesthetic preferences; evaluate aesthetic preferences for potential cost, schedule, and operational impacts and compatibility with project-wide aesthetic goals; include recommended aesthetic approaches in the construction procurement documents; and work with the contractor and local jurisdictions to review and incorporate designs and local aesthetic preferences into final design and construction. Specific sound wall locations were identified in Figures 3.4-35 through 3.4-50 of the Draft EIR/EIS. New maps showing more detail for the locations of noise impacts and sound walls are available in Appendix 3.4-C in the Final EIR/EIS. Most locations identified within the City of San José already have some form of existing sound wall which would be modified or replaced as part of the project. Aesthetic and visual resources mitigation measures AVQ-MM#4, AVQ-MM#5, and AVQ-MM#6 describe actions that will be undertaken by the Authority to address ongoing maintenance of landscaping, structures, and stations. These measures include commitments to initial landscape installation, irrigation, and maintenance (AVQ-MM#4 and AVQ-MM#5), and maintenance of structures, including graffiti removal (AVQ-MM#6).

Response to Submission 1699 (Jean Dresden, June 23, 2020) - Continued

1699-3181

Fuller Park was not included as a sensitive receptor for the initial noise analysis as it is a Category 3, which includes parks that are not specifically for meditation or quiet. Subsequently, a noise assessment indicates that Fuller Park would not have a noise impact. The modeled existing noise level is an hourly Leq of 73 dBA, and the future 2040 noise level under Alternative 4 is an hourly Leq of 70 dBA. The Draft EIR/EIS analysis includes all HSR operations, as well as all Caltrain, ACE, Starlight, and freight operations. In this location, there would be a total of 176 HSR trains per day and 52 Caltrain trains per day. However, noise assessments for parks are conducted on a peak-hour basis. During peak-hour operations, the analysis includes a total of 14 HSR trains per hour and a total of 4 Caltrain trains per hour. At this park, the project would include new HSR trains and shifting the Caltrain operations closer to this park. However, the project would also include shifting ACE, Starlight, and freight trains farther away from this park. Most of the area of Fuller Park is located more than 0.25 mile from the nearest at-grade crossing at West Virginia Street. Therefore, trains would not sound horns while passing the park.

1699-3182

Impacts on oaks and other protected trees were described in the Draft EIR/EIS in Section 3.7, Biological and Aquatic Resources, Impact BIO#40. The Authority has modified BIO-MM#75 in the Final EIR/EIS to clarify that oaks and other protected trees would be subject to a mitigation plan, which, among other requirements, would require the Authority to describe the monitoring, management actions, success criteria, and financial assurances that would be implemented to ensure success of the mitigation. The relevant provisions are identified in BIO-MM#75, which has been considerably modified in the Final EIR/EIS.

Submission 1934 (Lisane Drouin, June 22, 2020)

San Jose - Merced - RECORD #1934 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Lisane
Last Name : Drouin

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1934-6052 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1934-6053 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1934-6054 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail. Human commuting and fast tracks shouldn't compromise travels of animals or worse their lives.
- 1934-6055 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1934-6056 | reject the east-of-Gilroy station location.

Sincerely,
Lisane Drouin
167 F St Redwood City, CA 94063-1069
l.drouin@live.com

Response to Submission 1934 (Lisane Drouin, June 22, 2020)

1934-6052

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1934-6053

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1934-6054

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1934-6055

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1934-6056

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

Submission 1406 (Kenneth Dunn, Ken, June 19, 2020)

San Jose - Merced - RECORD #1406 DETAIL

Status : Unread
Record Date : 6/19/2020
Submission Date : 6/19/2020
Interest As : Individual
First Name : Kenneth
Last Name : Dunn

Stakeholder Comments/Issues :

1406-199

I lived in Europe 10 yrs. with lots of trains. They did NOT help the traffic problem. They destroyed the environment, and they are not affordable even with the heavy Govt. subsidies. This project is a scam from the start. I have no respect for anyone who supports this mess, they are either stupid or a crook. You say no public money will be used in this scam but you know and so do we that it will at some point be used out of "necessity." Shame on you elected crooks.

Response to Submission 1406 (Kenneth Dunn, Ken, June 19, 2020)

1406-199

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

Submission 2029 (Ann Duwe, June 22, 2020)

San Jose - Merced - RECORD #2029 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Ann
Last Name : Duwe

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 2029-5541 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
2029-5542 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 2029-5543 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 2029-5544 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
2029-5545 | reject the east-of-Gilroy station location.

Sincerely,
Ann Duwe
25900 Elena Rd Los Altos Hills, CA 94022-4464
ann.duwe@sbcglobal.net

Response to Submission 2029 (Ann Duwe, June 22, 2020)

2029-5541

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

2029-5542

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

2029-5543

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

2029-5544

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

2029-5545

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1545 (Alan Dwillis, June 22, 2020)

San Jose - Merced - RECORD #1545 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Alan
Last Name : Dwillis

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1545-3921 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1545-3922 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1545-3923 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1545-3924 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1545-3925 | reject the east-of-Gilroy station location.

Sincerely,
Alan Dwillis
15837 Old Glory Way Lathrop, CA 95330-9396
alan4549@att.net

Response to Submission 1545 (Alan Dwillis, June 22, 2020)

1545-3921

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1545-3922

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1545-3923

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1545-3924

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1545-3925

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1784 (Lester Earnest, June 23, 2020)

San Jose - Merced - RECORD #1784 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Lester
Last Name : Earnest

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1784-4571 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1784-4572 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1784-4573 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1784-4574 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1784-4575 | reject the east-of-Gilroy station location.

Sincerely,
Lester Earnest
12769 Dianne Dr Los Altos Hills, CA 94022-4629
learnest@stanford.edu

Response to Submission 1784 (Lester Earnest, June 23, 2020)

1784-4571

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1784-4572

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1784-4573

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1784-4574

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1784-4575

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1963 (Laura Edgar, June 22, 2020)

San Jose - Merced - RECORD #1963 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Laura
Last Name : Edgar

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1963-5281 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1963-5282 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1963-5283 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1963-5284 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1963-5285 | reject the east-of-Gilroy station location.

Sincerely,
Laura Edgar
3729 Casanova Dr San Mateo, CA 94403-2912
laurakatedgar@gmail.com

Response to Submission 1963 (Laura Edgar, June 22, 2020)

1963-5281

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1963-5282

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1963-5283

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1963-5284

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1963-5285

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1370 (Swanee Edwards, May 27, 2020)

San Jose - Merced - RECORD #1370 DETAIL

Status : Action Pending
Record Date : 6/15/2020
Submission Date : 5/27/2020
Interest As : Business and/or Organization
First Name : Swanee
Last Name : Edwards

Stakeholder Comments/Issues :

1370-171 | MS. EDWARDS: Hi. My name is Swanee Edwards. First name is S, as in Sam, -W-A-N-E-E, last name, E-D-W-A-R-D-S. I live in Morgan Hill, California. I'm a 30-year resident here. And I voted favorably for Prop 1A. Unfortunately, the state has decided to allow our vote to go for pretty much nothing, as Prop 1A is not being followed in any way, shape or form.

1370-172 | I've been opposed to the San Jose-Merced route for the last ten years. And, frankly, do not understand why we're still talking about high-speed rail in this beautiful, tiny, narrow, seismically-active valley. We have a very delicate balance in our environment down here. We're completely retrofitting a huge dam because of earthquake concerns. Our water -- a lot of our residents receive their water from wells.

1370-173 | This whole project is unnecessary. What we absolutely need and want and demand is electrified Caltrain. If you need to get to the Central Valley from San Jose, choose the route that you originally offered through the Altamont Pass where there's plenty of room.

To bring high-speed rail down this beautiful valley would be to destroy one of the most incredible downtowns in Morgan Hill, as well as impact hundreds of thousands of people. It's not necessary. You don't have the money. You know, I think it's time to just give it up.

Thank you so much. Bye.

Response to Submission 1370 (Swanee Edwards, May 27, 2020)

1370-171

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

1370-172

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

1370-173

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

Submission 1424 (Swanee Edwards, June 21, 2020)

June 8, 2020

California High Speed Rail Authority
 Attn: San Jose to Merced Draft DEIR/EIS
 100 Paseo de San Antonio, Suite 300
 San Jose, Ca. 95113

Ricci Graham

Subject: San Jose to Merced Draft DEIR Comments

1424-354

We have been following the decade long plan to construct HSR in California for the past 12 years. I voted for Prop 1-A but very soon I realized that we were not going to enjoy the promises made in the Prop 1-A language. This is a so wrong. WE were promised a that all funding for the Project was to be raised and in a bank before any construction was started. That was a lie. We were promised that this HSR would never require subsidies for operation. That was a lie. At the time we voted, the HSR connection from San Francisco/San Jose to the Central Valley was to be built over the Altamont Pass, that too, was a lie.

Now, 12 years later, we have nothing to show for the Central Valley 119 mile section, after many years of construction. There are pieces of elevated and grade level construction, which HSR is desperately trying to complete or risk sending BILLIONS back to Washington DC. But wait! It will NOT be HSR but a "regular track with dirty diesel engines"! Again a BIG lie. HSR is using Cap & Trade funds to build this section violating the reason that Cap & Trade funds exist. These funds purchased in an annual auction of polluters buying credits for polluting our State are to be used to build clean facilities, transportation and other infrastructure that will help air and water quality in our State. HSR is using Cap & Trade funds to build another dirty diesel railroad!

Now the DEIR has been released for public and government review and comment. This DEIR is for a project that is NOT funded, and will destroy life in South Santa Clara County as we know it. WHY?

I have lived in Morgan Hill for 30 years and plan to live my remaining life here. In those 30 years we have seen Morgan Hill and South Santa Clara County bloom into an amazing place to live and raise our families. Now HSR wants to build a HSR System in our very special valley that consists of Morgan Hill, San Martin (unincorporated), and Gilroy. In Morgan Hill, our Valley is only three miles wide, with serious seismic issues, groundwater issues, and a very delicate environment. I offer my comments below:

1424-355

- The largest Dam in the County is here in Morgan Hill on the East side of the Valley, and as we speak is being drained (FERC required) of all water because of a concern that in a serious earthquake, (6.5 or higher) the Dam could fail and flood South County, the Valley and South San Jose and could cause loss of life. To plan to build a HSR (220 mph) through and down a valley with these kinds of earthquake concerns has not been sufficiently addressed by HSR in this DEIR. Even building at grade, requires a 10 foot high berm, near fault lines. Unacceptable!

1424-356

- The issues with ANY of the alternative routes are many: To build HSR down the preferred Alt. #4, following the Monterey Rd. corridor, poses so many negative impacts that it is difficult to know where to start. From Diridon Station in San Jose requires construction in Coyote Valley

1424-356

and open space and Ag reserve that took years of fighting to now have most of that Valley protected. This is one of the last green open areas in the County. It serves as a buffer between San Jose and Morgan Hill. The open space is inhabited by wildlife that travels from the East Diablo Foothills to the Western Santa Cruz Mountain Foothills. It is also a very important watershed and flood control plain. It does not matter that the end result could be an elevated train track as the construction would decimate and destroy this delicate habitat! The final result would be to divide this protected valley and destroy protected agricultural lands.

1424-357

- We have traveled to the Central Valley to tour the 119 mile construction site for HSR (or regular track-lower speed rail) We were absolutely shocked to observe the destruction of orchards, farms, business and private property! We found that property owners may have been paid for the right of way for the tracks but because of the HSR right of way, many cannot use the property that was not paid for HSR to use. We have heard personal stories of imitimidation and fear of a backlash if these actions by HSR are reported. We here in South County have labored very hard to protect our agricultural infrastructure and open space with Coyote Valley becoming a showcase for our efforts.

1424-358

- In my travels along the Central Valley HSR construction, I cannot describe the destruction of huge ¼ mile wide swaths of homes, orchards, businesses and disenfranchised populations. Then there are spaces where a 1,600 foot long support structure has been built and left to rot. RTEbar hanging out both ends of concrete structure rusting in the wind. We are trying to describe what we have seen in the Central Valley, in order to make our case regarding the total destruction of our beautiful downtown and Coyote Valley. Our City of Morgan Hill is the envy of many other small towns. We used our redevelopment funds correctly in building our new Library, The Community and Cultural Center on East Dunne and Monterey Road, and now these are in the path of this damned train that will provide NOTHING to our communities but that destruction.

1424-359

- The 7,500+ residents of San Martin are angry and terrified about this project and the many negative impacts to property values, water quality (they still utilize wells for water) and the Agriculture that thrives there. Then there is the noise and vibration, the delay of nearly an hour for these trains to pass through our communities. They have a small county airport in San Martin, a County roads headquarters and many small one owner businesses. With no municipal representation such as a Mayor and City Council these hardworking people will lose lifetimes of farms and small business.

1424-360

- As a Valley Water Ambassador for our Water District, I understand the delicate balance of flood prevention and safe, clean drinking water. The negative impacts to our drinking water and flood control will be lost with HSR construction

1424-361

- HSR is NOT a "commuter train" for South County Residents, especially after Caltrain is electrified. We, in Morgan Hill have spent millions for a train depot and parking facilities along Butterfield Road, east of Monterey Rd. HSR will not be stopping here at all. We would have to drive south 8 miles to Gilroy to board a train going north to Silicon Valley to work. What a joke! All we want and wish for is an Electrified Caltrain that runs more often than 4 times a day for commuters. We need Caltrain to run on weekends for South County Residents to enjoy Sports, the Theater and other venues for entertainment. With an electrified Caltrain HSR becomes a very negative impactful and useless manner of conveyance. If we want to go to LA we fly or drive.

1424-362

- Finally, you have zero money to build this and the release of the DEIR has pulled a painful scab of a very deep sore in our community. What a colossal waste of our time and money!

Submission 1424 (Swanee Edwards, June 21, 2020) - Continued

1424-363

We are not engineers or construction experts; (although I spent 27 years as a construction Field Manager) we have seen the destruction of so much in the Central Valley. We have seen the defeated faces of the residents and business owners that have lost everything because of HSR. We are the Grandmother of 7 Grandkids that live here in our beautiful South County Region. These young people cannot see any benefit as far as HSR is concerned. They too, oppose this folly. Do the right thing for us and for our children and grandchildren, leave us alone. No HSR in South Santa Clara County.

Sincerely,

Swanee Edwards
Californians Against HSR
98 Melody Lane
Morgan Hill, CA 95037
408-782-1017

Response to Submission 1424 (Swanee Edwards, June 21, 2020)

1424-354

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

The HSR system in California would run entirely on electricity generated from renewable sources. The HSR trains would not run using diesel engines.

1424-355

Comment noted. The Resource Study Area for dam failure inundation is defined as a 50-mile radius on either side of the project alternatives' footprints. Please refer to Section 3.9.5.4, Secondary Seismic Hazards, of the Draft EIR/EIS, which notes that "[t]he highest projected floodwaters caused by dam failure would be at the narrow valley between Tulare Hill and the Diablo Range at the southern end of the Monterey Corridor Subsection, where floodwaters are projected to be 30 feet or more in the event of a failure of Leroy Anderson Dam." Additional details regarding earthquake-induced flooding are discussed in the Geology, Soils, and Seismicity Technical Report (Authority 2019a, as cited in Section 3.9, Geology, Soils, Seismicity and Paleontological Resources, of the Draft EIR/EIS), Section 5.4.4, Earthquake-Induced Flooding.

Please refer to Section 3.9, Impact GEO#9, of the Draft EIR/EIS, which notes "The project intersects five hazardous faults, identified by the SST-FD, in the Morgan Hill and Gilroy, Pacheco Pass, and San Joaquin Valley Subsections (SST-FD 2017). All HSR components including tunnels would be designed for the impacts of earthquakes, including bending moments, shear forces, and displacements resulting from surface fault rupture (GEO-IAMF#7). Prior to construction, the design-build contractor would prepare a CMP that would include design measures and actions to minimize or avoid exposure of people or structures to impacts from surface fault rupture, including worker safety protocols for seismic events that could occur during construction (GEO-IAMF#1). The design measures and actions would conform to relevant guidelines specified by transportation and building agencies and codes (GEO-IAMF#10) requiring contractors to account for seismic hazards during design and construction. Implementation of these design measures and actions during project construction would avoid significantly increasing exposure of people or structures to potential loss of life, injuries, or destruction beyond current exposure to surface fault rupture in the area." Please refer to Section 3.9, Impact GEO#10, of the Draft EIR/EIS, which notes "The earthquake-induced flooding impacts would be addressed with conventional construction safety measures. The design-build contractor would prepare a CMP that would include features to reduce the potential for earthquake-induced flood hazards to cause personal injury, loss of life, and property damage during construction (GEO-IAMF#1). This may include evacuation plans as well as earthquake response training for workers. Conforming to guidelines specified by relevant transportation such as AREMA,

Response to Submission 1424 (Swanee Edwards, June 21, 2020) - Continued

1424-355

FHWA, and Caltrans and building agencies and codes would require contractors to account for drainage patterns and topography during design and construction and thus be able to establish safe evacuation areas for construction workers (GEO-IAMF#10). Implementation of project features and actions before and during construction would avoid increasing exposure of people or structures to potential loss of life, injuries, or destruction beyond what they are exposed to currently in the area's environment due to earthquake-induced flooding."

1424-356

The comment noted the area between San Jose and Morgan Hill serves as a wildlife corridor, watershed and flood control plain. Please refer to Table 3.7-27 in Section 3.7, Biological and Aquatic Resources, in the Draft EIR/EIS; all impacts on biological resources can be avoided or reduced to less than significant.

1424-357

Refer to Standard Response SJM-Response-AG-2: Farmland Impacts—Remnant Parcels.

The comment states that the property that was not acquired by HSR would not be usable. Impacts related to loss of roadway access are discussed under SJM-Response-AG-1: Temporary and Permanent Disruption of Agricultural Infrastructure Serving Important Farmland As a Result of Project Construction. This response addresses acreage of Important Farmland that would be converted as a result of such severance. Mitigation Measure AG-MM#1 in Section 3.14, Agricultural Farmland, of the Draft EIR/EIS requires that the Authority (in partnership with the California Department of Conservation) acquire conservation easements to protect an equivalent amount of Important Farmland from future conversion. The Authority acknowledges in Standard Response SJM-Response AG-2: Farmland Impacts—Remnant Parcels that, even with this commitment, some impacts cannot be fully mitigated. More detailed parcel-specific analysis would take place during the appraisal process before property acquisition. This analysis would be consistent with the Uniform Relocation Assistance and Real Property Acquisition Policies Act, which establishes minimum standards for the treatment and compensation of individuals whose real property is acquired for a federally funded project (see Volume 2, Appendix 3.12-A, Relocation Assistance Documents, for more information). Additional information about acquisition, compensation, and relocation assistance is available at the Authority's website: http://www.hsr.ca.gov/Programs/private_property.html.

1424-358

The comment states that the Morgan Hill Library and the Community and Cultural Center on East Dunne and Monterey Road are in the path of the HSR train. As can be determined by reviewing Volume 3, Preliminary Engineering for Project Design Record, of the Draft EIR/EIS, neither the Morgan Hill Library nor the Community and Cultural Center on East Dunne and Monterey Road would be displaced by any of the project alternatives. Regarding HSR project status in the Central Valley, as described in the Authority's Draft 2020 Business Plan, the 119-mile Central Valley HSR segment is currently under construction (Authority 2020, as cited in Chapter 1, Project Purpose, Need, and Objectives, of the Draft EIR/EIS).

Response to Submission 1424 (Swanee Edwards, June 21, 2020) - Continued

1424-359

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

San Martin is included in the Morgan Hill and Gilroy Subsection of the HSR project, and analyses of project-related impacts on property values, water quality, agriculture, noise and vibration, and traffic are included in Chapter 3, Affected Environment, Environmental Consequences, and Mitigation Measures, of the Draft EIR/EIS. The Authority has conducted public outreach and hosted meetings with stakeholders in the San Martin neighborhood to gather feedback on the project. For details on this public involvement effort, please refer to Chapter 9, Public and Agency Involvement, of the Draft EIR/EIS.

1424-360

The Authority is committed to constructing the project in a manner that minimizes potential impacts on drinking water supplies and flooding, and these commitments are memorialized in PUE-IAMF#4 and HYD-IAMF#2. During the detailed design phase, the Authority would coordinate with utility service providers, including Valley Water, to ensure there is no disruption in utility services during construction (PUE-IAMF#4). With regard to water supplies, where groundwater wells must be relocated, a replacement well would be constructed and operational before the existing well is abandoned. Various other features of the project (e.g. HYD-IAMF#1, HYD-IAMF#3, HYD-IAMF#4) would minimize impacts on groundwater quality, from which southern Santa Clara County derives its water supply. As the floodplain manager for Santa Clara County, the Authority must coordinate with Valley Water during the detailed design phase regarding impacts on floodplains. The design-build contractor would design the project to avoid or minimize adverse impacts on floodplains (HYD-IAMF#2), and Valley Water would review the plans to ensure project construction would not substantially affect existing flood conditions.

1424-361

The comment noted HSR would not be a commuter train. Please refer to Impact TR#15 in Section 3.2, Transportation, of the Draft EIR/EIS for information about Caltrain service: "The primary source of increase to Caltrain ridership would be the increase in HSR riders at San Jose Diridon Station, followed by HSR riders at the Gilroy Station. HSR would have fewer stops than Caltrain service between Gilroy, San Jose, Millbrae, and San Francisco and thus would have shorter travel times, which may result in some Caltrain commuters shifting to HSR to these limited destinations. However, Caltrain would continue to provide service to the five non-HSR stations between Gilroy and San Jose and 24 stations between San Jose and San Francisco and would likely continue to have lower fares. Caltrain would also serve as a feeder service to and from HSR for passengers along the Caltrain service route to access statewide travel with HSR. Overall, the addition of HSR to the corridor from Gilroy to San Jose (and on to San Francisco) would add passenger rail service capacity."

1424-362

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

1424-363

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

Submission 1677 (Suzanne Elliott, June 23, 2020)

San Jose - Merced - RECORD #1677 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Suzanne
Last Name : Elliott

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1677-4351 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1677-4352 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1677-4353 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1677-4354 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1677-4355 | reject the east-of-Gilroy station location.

Sincerely,
Suzanne Elliott

Sincerely,
Suzanne Elliott
El Granada, CA 94018
woodsorrel649@gmail.com

Response to Submission 1677 (Suzanne Elliott, June 23, 2020)

1677-4351

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1677-4352

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1677-4353

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1677-4354

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1677-4355

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1854 (Karen Ellis, June 22, 2020)

San Jose - Merced - RECORD #1854 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Karen
Last Name : Ellis

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1854-4856 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1854-4857 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1854-4858 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1854-4859 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1854-4860 | reject the east-of-Gilroy station location.

Sincerely,
Karen Ellis
2115 Encinal Ave Alameda, CA 94501-4321
melisiart@gmail.com

Response to Submission 1854 (Karen Ellis, June 22, 2020)

1854-4856

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1854-4857

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1854-4858

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1854-4859

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1854-4860

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1608 (Britta Ellwanger, June 22, 2020)

San Jose - Merced - RECORD #1608 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Britta
Last Name : Ellwanger

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1608-4196 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1608-4197 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1608-4198 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1608-4199 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1608-4200 | reject the east-of-Gilroy station location.

Sincerely,
Britta Ellwanger
565 Mission Vineyard Rd San Juan Bautista, CA 95045-9519
u09bellwanger@gmail.com

Response to Submission 1608 (Britta Ellwanger, June 22, 2020)

1608-4196

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1608-4197

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1608-4198

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1608-4199

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1608-4200

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1626 (Brygn Ellwanger, June 24, 2020)

San Jose - Merced - RECORD #1626 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/24/2020
Interest As : Individual
First Name : Brygn
Last Name : Ellwanger

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1626-4251 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1626-4252 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1626-4253 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1626-4254 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1626-4255 | reject the east-of-Gilroy station location.

Sincerely,
Brygn Ellwanger
301 The Alameda Unit 1327 San Juan Bautista, CA 95045-7051
bmwong27@gmail.com

Response to Submission 1626 (Brygn Ellwanger, June 24, 2020)

1626-4251

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1626-4252

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1626-4253

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1626-4254

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1626-4255

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1594 (Maryann Emery, June 22, 2020)

San Jose - Merced - RECORD #1594 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Maryann
Last Name : Emery

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1594-5826 | Please don't contribute to the loss of wildlife, open space or agricultural land. I was born in San Jose in 1946 and I mourn our valley and the hills.
- 1594-5827 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1594-5828 |
- 1594-5829 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1594-5830 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1594-5831 | reject the east-of-Gilroy station location.

Sincerely,
Maryann Emery
San Jose, CA 95129
memery@redshift.bc.ca

Response to Submission 1594 (Maryann Emery, June 22, 2020)

1594-5826

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

Comment noted.

1594-5827

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1594-5828

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1594-5829

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1594-5830

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1594-5831

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

Submission 1512 (Danielle Enderson, June 22, 2020)

San Jose - Merced - RECORD #1512 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Danielle
Last Name : Enderson

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1512-3806 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1512-3807 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1512-3808 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1512-3809 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1512-3810 | reject the east-of-Gilroy station location.

Sincerely,
Danielle Enderson
610 Chesterton Ave Belmont, CA 94002-2714
girlnextdoor@pacbell.net

Response to Submission 1512 (Danielle Enderson, June 22, 2020)

1512-3806

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1512-3807

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1512-3808

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1512-3809

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1512-3810

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1327 (Richard Engfer, none, May 29, 2020)

San Jose - Merced - RECORD #1327 DETAIL

Status : Action Pending
Record Date : 5/29/2020
Submission Date : 5/29/2020
Interest As : Individual
First Name : Richard
Last Name : Engfer

Stakeholder Comments/Issues :

1327-126

Portion I am most interested is "San Jose Diridon Station Approach Subsection". The map presented is too small a scale for me to understand possible routing near Diridon Station.

Is there a larger scale presentation available with which one can understand precise location of railway? If so, please tell me where it is available.

Thank you,

Richard Engfer

6748 Landerwood Lane

San Jose CA 95120-5526

My potentially affected property is 525 Sunol Street San Jose CA 95126

Response to Submission 1327 (Richard Engfer, none, May 29, 2020)

1327-126

Please refer to Figures 2-34 and 2-47 in Chapter 2, Alternatives, of the Draft EIR/EIS for information about the San Jose Diridon Station Approach Subsection. For a smaller scale, Appendix 3.1-A, Parcels within the HSR Project Footprint, provides a zoomed in view and identifies parcels crossed by each alternative. Please also refer to Volume 3, Preliminary Engineering for Project Design Record. These composite plans, combined with Appendix 3.1-A, provide the ability to identify specific changes near Diridon Station.

Submission 1391 (Janet Espinosa, June 18, 2020)

To: HSR Authority
From: Janet Espinosa
Topic: EIR/EIS
Date: 16 June 2020

- 1391-450 | These comments relate to the San Jose to Merced Project Section Draft EIR/EIS. First let me say that I agree with your agency's assessment that Alternative 4 is the "preferred alternative" as it will provide HSR service to a transportation hub and could be a focal point for economic activity in downtown Gilroy. If alternative 4 is indeed accepted, then the comments that follow will not be necessary.
- That said, I want to comment on the possible choice of the East Gilroy HSR station and the negative impacts of Alternative 3. Should that ill-advised option happen, I will address the scarcity of information on the impacts. The removal of prime agricultural land is obviously negative, but I will focus on the impact to residents and traffic issues. Although I have read in some detail from all parts of the EIR, these comments come mainly from review of section 3.13 charts, maps, and written material on Alternative 3.
- 1391-451 | Since Alternative 3 would go through agricultural land near scattered residential areas, the impacts have not been sufficiently noted on the residential areas, most specifically on Marcella Avenue. Should the route and station be as suggested in Alternative 3, then the rural well and water systems would be adversely impacted. It seems that 2.14 Remnant Parcel Analysis is incomplete. If all these five properties, wells, and septic systems were removed, then the parking lot could be accessed much easier from Marcella Avenue. The traffic route is shown in the EIR but not adequately explained nor the impacts to residents shown. We don't want to move, but your own evaluation says that the HSR station would "introduce a use incompatible with these types of existing land use."
- 1391-452 | The HSR is described as being "viaduct from Las Animas to Leavesley", then it should be going over Leavesley Road. The expansion of Leavesley to four lanes and the raising of the road so the HSR trains go underneath is counterproductive. Not only that, the raised section of Leavesley would not allow for safe entrance onto Marcella Avenue, especially for those travelling east. The traffic patterns have not been adequately addressed on either Leavesley Road or Marcella Avenue.
- 1391-453 | In conclusion, the selection of your preferred Alternative 4 (or even alternatives 1 or 2) through downtown Gilroy would create a transportation hub and encourage economic development. But should the HSR station in Gilroy be placed on the east side, then more impacts need to be acknowledged and more detailed measures taken.

Thank you.

Janet Espinosa

Response to Submission 1391 (Janet Espinosa, June 18, 2020)

1391-450

Refer to Standard Response SJM-Response-ALT-1: Alternatives Selection and Evaluation Process.

The comment supports Alternative 4 and opposes Alternative 3.

1391-451

Please refer to Section 3.13, Station Planning, Land Use, and Development, in the Final EIR/EIS, which has been revised to clarify that Impact LU#4 refers to the permanent conversion of agricultural land to a new transportation use through East Gilroy and the introduction of this incompatible use, a transportation corridor, as a significant and unavoidable impact. There is no mitigation to the introduction of this transportation corridor into a primarily agricultural area. Additionally, if a privately owned well is located within the permanent HSR right-of-way, the Authority will not cut off access until a replacement well has been provided and is fully operational. If a well must be replaced, the Authority will pay for the cost of the replacement well. Text has been added to Impact HYD#9 in Section 3.8, Hydrology and Water Resources, of the Final EIR/EIS describing that the Authority would replace privately owned wells within the permanent HSR right-of-way.

1391-452

The extent of viaduct is limited where possible to minimize costs. Keeping HSR on viaduct through the East Gilroy Station would also require the UPRR track as well as the stub-end tracks on viaduct. Putting two cross roads on embankment over the tracks is more cost-effective than extending the viaduct an additional 1.8 miles.

Vehicles will be able to safely turn from Leavesley Road to Marcella Avenue as the intersection would meet roadway geometric and safety requirements. Leavesley Road, as shown in Book 3C on sheet CV-TT1102, is designed for speeds of 50 mph and reaches the existing elevation at Marcella Avenue.

Traffic modelling was conducted for Leavesley Road at US 101, Arroyo Circle, Marcella Avenue, and New Avenue. For these intersections there would be no change in Level of Service (LOS) operations under Alternative 3 when compared to the No Project Alternative. Delay at Marcella would be reduced under Alternative 3 by 1.6 seconds in the morning and 0.9 second in the afternoon. There would be no change in the expected delay at US 101, Arroyo Circle, or New Avenue. Therefore, Alternative 3 is expected to improve traffic on Leavesley Road. Please refer to Appendix 3.2-A, Transportation Data on Roadways, Freeways, and Intersections, for existing and modelled LOS and delay at intersections. The Transportation Technical Report provides a thorough discussion of the traffic modelling that was conducted for preparing the Draft EIR/EIS. Traffic patterns on Leavesley Road were analyzed adequately to confirm that LOS would be maintained under Alternative 3 and that vehicle delay would be reduced.

1391-453

Refer to Standard Response SJM-Response-ALT-1: Alternatives Selection and Evaluation Process.

The comment noted Alternative 3 would have more impacts in Gilroy.

Submission 1395 (Janet Espinosa, June 18, 2020)

San Jose - Merced - RECORD #1395 DETAIL

Status : Unread
Record Date : 6/18/2020
Submission Date : 6/18/2020
Interest As : Individual
First Name : Janet
Last Name : Espinosa

Janet Espinosa

Representing residents of Marcella Ave.

Stakeholder Comments/Issues :

HSR Authority

EIR/EIS San Jose to Merced

1395-455

I am writing both as an individual and as a representative of the non-formal Marcella Avenue resident group. We have been involved with the HSR meetings and discussions since 2011. *The purpose of this letter is to continue to support the placement of the Gilroy station in downtown*. Although we have read the EIR/EIS, we do not have the expertise to select between alternatives 1-2-4. We do fully ask for the *exclusion of Alternative 3* or East Gilroy Station.

1395-456

A HSR station in downtown Gilroy supports the idea of a regional transportation center. We understand that there will be business and traffic concerns during construction as explained in the EIR, but the long term benefits outweigh the temporary inconveniences. The development of the downtown station allows residents to either bike or walk to the station, and it would encourage business in that area. Tourists and other visitors would be able to access bus, train and other transportation alternatives. The shared use of tracks or at least rail right-of-way has benefit to the community.

Thank you for the detailed EIR and this opportunity to comment. I will send a separate letter regarding the east Gilroy impacts.

Sincerely,

*Janet

Espinosa*

Response to Submission 1395 (Janet Espinosa, June 18, 2020)

1395-455

Refer to Standard Response SJM-Response-ALT-1: Alternatives Selection and Evaluation Process.

The comment opposes Alternative 3.

1395-456

Refer to Standard Response SJM-Response-ALT-1: Alternatives Selection and Evaluation Process.

The comment supports a Downtown Gilroy Station.

Submission 1455 (Neil Etling, June 23, 2020)

San Jose - Merced - RECORD #1455 DETAIL

Status : Unread
Record Date : 6/23/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Neil
Last Name : Etling

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1455-5695 | While I am a fan of transit projects, one as grand, expensive and permanent as high-speed rail in California must be done right with lasting impact fully understood.
- 1455-5696 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1455-5697 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1455-5698 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1455-5699 | reject the east-of-Gilroy station location.

Sincerely,
Neil Etling
628 Bancroft St Santa Clara, CA 95051-5656
njetling@yahoo.com

Response to Submission 1455 (Neil Etling, June 23, 2020)

1455-5695

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

Thank you for your comment.

1455-5696

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1455-5697

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1455-5698

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1455-5699

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

Submission 1783 (pat evans, June 23, 2020)

San Jose - Merced - RECORD #1783 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : pat
Last Name : evans

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1783-4566 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1783-4567 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1783-4568 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1783-4569 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1783-4570 | reject the east-of-Gilroy station location.

Sincerely,
pat evans
Palm Springs, CA 92264
evans.patricia@gmail.com

Response to Submission 1783 (pat evans, June 23, 2020)

1783-4566

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1783-4567

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1783-4568

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1783-4569

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1783-4570

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 2048 (Luci Evanston, June 22, 2020)

San Jose - Merced - RECORD #2048 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Luci
Last Name : Evanston

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 2048-5616 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 2048-5617 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 2048-5618 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 2048-5619 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 2048-5620 | reject the east-of-Gilroy station location.

Sincerely,
Luci Evanston
San Bruno, CA 94066
luci.evanston@salusengineering.com

Response to Submission 2048 (Luci Evanston, June 22, 2020)

2048-5616

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

2048-5617

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

2048-5618

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

2048-5619

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

2048-5620

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1574 (Paula Faria, June 22, 2020)

San Jose - Merced - RECORD #1574 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Paula
Last Name : Faria

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1574-4051 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1574-4052 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1574-4053 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1574-4054 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1574-4055 | reject the east-of-Gilroy station location.

Sincerely,
Paula Faria
280 Hazelton Ct Morgan Hill, CA 95037-3522
fariagomez@gmail.com

Response to Submission 1574 (Paula Faria, June 22, 2020)

1574-4051

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1574-4052

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1574-4053

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1574-4054

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1574-4055

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1840 (Nancy Federspiel, June 22, 2020)

San Jose - Merced - RECORD #1840 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Nancy
Last Name : Federspiel

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1840-4801 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1840-4802 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1840-4803 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1840-4804 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1840-4805 | reject the east-of-Gilroy station location.

Sincerely,
Nancy Federspiel
1345 Altschul Ave Menlo Park, CA 94025-6605
nancyafeder@gmail.com

Response to Submission 1840 (Nancy Federspiel, June 22, 2020)

1840-4801

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1840-4802

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1840-4803

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1840-4804

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1840-4805

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1823 (James Feichtl, June 23, 2020)

San Jose - Merced - RECORD #1823 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : James
Last Name : Feichtl

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1823-4726 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1823-4727 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1823-4728 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1823-4729 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1823-4730 | reject the east-of-Gilroy station location.

Sincerely,
James Feichtl
2036 Lyon Ave Belmont, CA 94002-1637
kkidguy@gmail.com

Response to Submission 1823 (James Feichtl, June 23, 2020)

1823-4726

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1823-4727

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1823-4728

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1823-4729

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1823-4730

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1946 (Ari Feinsmith, June 22, 2020)

San Jose - Merced - RECORD #1946 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Ari
Last Name : Feinsmith

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1946-5216 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1946-5217 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1946-5218 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1946-5219 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1946-5220 | reject the east-of-Gilroy station location.

Sincerely,
Ari Feinsmith
Sunnyvale, CA 94089
ari.feinsmith@gmail.com

Response to Submission 1946 (Ari Feinsmith, June 22, 2020)

1946-5216

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1946-5217

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1946-5218

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1946-5219

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1946-5220

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1566 (Jan Fenwick, June 22, 2020)

San Jose - Merced - RECORD #1566 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Jan
Last Name : Fenwick

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1566-4016 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1566-4017 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1566-4018 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1566-4019 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1566-4020 | reject the east-of-Gilroy station location.

Sincerely,
Jan Fenwick
Los Altos, CA 94022
janfenwick@me.com

Response to Submission 1566 (Jan Fenwick, June 22, 2020)

1566-4016

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1566-4017

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1566-4018

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1566-4019

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1566-4020

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1718 (Lisa Fernandez, June 23, 2020)

San Jose - Merced - RECORD #1718 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Lisa
Last Name : Fernandez

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1718-4396 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1718-4397 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1718-4398 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1718-4399 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1718-4400 | reject the east-of-Gilroy station location.
- 1718-6195 | Please get an unbiased company to do your EIR. The one cited above is certainly biased.
This is one mistake you cannot afford to make.
I am a Republican but I am also a friend of the environment.
Do the right thing and don't sell out.

Sincerely,
Lisa Fernandez
280 Coral Reef Ave Half Moon Bay, CA 94019-4210
hmbliisa650@gmail.com

Response to Submission 1718 (Lisa Fernandez, June 23, 2020)

1718-4396

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1718-4397

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1718-4398

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1718-4399

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1718-4400

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

1718-6195

It is unclear to whom the commenter is referring, but the Authority has contracted with a team of expert environmental consultants that is unbiased and does not have any financial stake in the outcome of this project to prepare the Draft EIR/EIS.

Submission 1586 (Patrick Ferraro, June 22, 2020)

San Jose - Merced - RECORD #1586 DETAIL

Status : Completed
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Patrick
Last Name : Ferraro

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1586-4106 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1586-4107 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1586-4108 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1586-4109 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1586-4110 | reject the east-of-Gilroy station location.

Sincerely,
Patrick Ferraro
351 Brookwood Ave San Jose, CA 95116-2742
ptferraro5@gmail.com

Response to Submission 1586 (Patrick Ferraro, June 22, 2020)

1586-4106

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1586-4107

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1586-4108

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1586-4109

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1586-4110

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1967 (Thomas Ferrito, June 22, 2020)

San Jose - Merced - RECORD #1967 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Thomas
Last Name : Ferrito

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1967-5296 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1967-5297 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1967-5298 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1967-5299 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1967-5300 | reject the east-of-Gilroy station location.

Sincerely,
Thomas Ferrito
9 Simons Way Los Gatos, CA 95030-6115
ferritolaw@mindspring.com

Response to Submission 1967 (Thomas Ferrito, June 22, 2020)

1967-5296

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1967-5297

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1967-5298

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1967-5299

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1967-5300

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1787 (Kathryn Fetter, June 23, 2020)

San Jose - Merced - RECORD #1787 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Kathryn
Last Name : Fetter

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1787-4586 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1787-4587 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1787-4588 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1787-4589 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1787-4590 | reject the east-of-Gilroy station location.

Sincerely,
Kathryn Fetter
1409 Sunnyslope Ave Belmont, CA 94002-3729
kaffet@sbcglobal.net

Response to Submission 1787 (Kathryn Fetter, June 23, 2020)

1787-4586

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1787-4587

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1787-4588

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1787-4589

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1787-4590

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1569 (Kate Finn, June 22, 2020)

San Jose - Merced - RECORD #1569 DETAIL

Status : Completed
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Kate
Last Name : Finn

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1569-4031 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1569-4032 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1569-4033 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1569-4034 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1569-4035 | reject the east-of-Gilroy station location.

Sincerely,
Kate Finn
21361 Milford Dr Cupertino, CA 95014-1327
kfinn@mac.com

Response to Submission 1569 (Kate Finn, June 22, 2020)

1569-4031

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1569-4032

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1569-4033

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1569-4034

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1569-4035

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1838 (Katy Fitzgerald, June 22, 2020)

San Jose - Merced - RECORD #1838 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Katy
Last Name : Fitzgerald

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1838-4796 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1838-4797 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1838-4798 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1838-4799 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1838-4800 | reject the east-of-Gilroy station location.

Sincerely,
Katy Fitzgerald
2989 Huff Ave San Jose, CA 95128-3064
Katy.Fitzgerald@missioncollege.edu

Response to Submission 1838 (Katy Fitzgerald, June 22, 2020)

1838-4796

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1838-4797

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1838-4798

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1838-4799

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1838-4800

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1405 (LAWRENCE FLEISCHER, Self, June 18, 2020)

San Jose - Merced - RECORD #1405 DETAIL

Status : Unread
Record Date : 6/18/2020
Submission Date : 6/18/2020
Interest As : Individual
First Name : LAWRENCE
Last Name : FLEISCHER

Stakeholder Comments/Issues :

1405-198

Because Morgan Hill encourages pedestrian, auto, school bus, and truck crossing of rail tracks between Tennant Ave and Cochrane Road, this stretch of HSR track should be below grade (6 to 10 ft) with low-height roadway bridges over the tracks. A Texas study estimates a stopped tractor-trailer will require 27 seconds to restart and cross a railroad track. School bus timing would be similar. Out of town visitors attending Morgan Hill events such as Mardi Gras need to cross the tracks and might believe they could cross safely if there was a train a quarter of a mile away but because the train is traveling at a speed in excess of 161 ft/sec they would be struck by the train. There are about 3000 collisions a year at RR crossings in USA. The HSR needs to be designed so these collisions do not occur in communities such as Morgan Hill currently with multiple grade-level train crossings. Additionally, if the HSR tracks were at grade level and traffic needed to be stopped at crossings, it would significantly increase the response time of emergency ambulances and police vehicles - the MH police department is located just to the west of the proposed track route and St. Louise hospital is located east of the proposed route.

Response to Submission 1405 (LAWRENCE FLEISCHER, Self, June 18, 2020)

1405-198

Refer to Standard Response SJM-Response-ALT-1: Alternatives Selection and Evaluation Process, SJM-Response-GS-1: Requests for Grade Separations, SJM-Response-SS-1: At-Grade Crossing Safety, SJM-Response-SS-2: Emergency Vehicle Response Times.

The comment noted downtown Morgan Hill has pedestrians, vehicles, buses, and trucks crossing the railroad tracks. Safety of all railroad crossings was integral in the HSR design process. The selection of elements for the alignment, such as viaduct, grade crossings, or above- or below-grade crossings, carefully considered safety as well as other constraints, such as cost, engineering constraints, and environmental concerns. Chapter 8, Preferred Alternative, of the Draft EIR/EIS identifies the Preferred Alternative for the San Jose to Central Valley Wye Project Extent as Alternative 4. It was selected based on a balanced consideration of the environmental information presented in the Draft EIR/EIS in the context of project purpose and need; project objectives; the CEQA, NEPA, and Section 404(b)(1) of the Clean Water Act requirements; local and regional land use plans; community and stakeholder preferences; and costs. Section 8.4.1, Review of Alternative Key Differentiators by Subsection, of the Draft EIR/EIS describes the key community and environmental factors that differentiate the alternatives within each subsection of the project.

Regarding alternatives through downtown Morgan Hill avoiding at-grade crossings, the EIR/EIS evaluates multiple alternatives through Morgan Hill including two downtown alternatives (Alternatives 2 and 4) and two alternatives that bypass downtown (Alternatives 1, 2 and 3). In addition, Alternatives 1, 2, and 3 are all grade separated and would not have at-grade crossings like Alternative 4, so the EIR/EIS already evaluated multiple alternatives without at-grade crossings. Regarding a shallow trenched alignment (6 to 10 feet below grade) between Tennant Avenue and Cochrane Road, this would require that Tennant Avenue, San Pedro Avenue Dunne Avenue, E. Main Avenue would all have to be elevated at least 17 above grade to provide for a minimum overhead clearance of at least 23 feet 4 inches (which is the UPRR standard) for freight clearance and to accommodate the overhead contact system for HSR trains. The raising of road grades could require closure of current road connections for Depot Street, Railroad Avenue. Grade separations would also require additional right of way. In addition, the vertical grade of the freight tracks would be limited to 1 percent, which

1405-198

means there would be additional 600 to 1,000' extent of the trench south of Tennant, for a minimum below grade section of approximately 2.8 miles. Such an alternative would be much more disruptive than the proposed at-grade construction with Alt. 4. Trenching is much more expensive than at-grade construction and there would be the additional cost of 4 roadway elevated overcrossings. As explained further in Standard Response SJM-Response-GS-1: Requests for Grade Separations, grade separations are not considered feasible mitigation primarily due to cost and the EIR/EIS has identified other mitigation measures for impacts related to traffic, noise, and emergency vehicle response times.

Submission 1977 (Nancy Fomenko, June 22, 2020)

San Jose - Merced - RECORD #1977 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Nancy
Last Name : Fomenko

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1977-5336 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1977-5337 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1977-5338 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1977-5339 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1977-5340 | reject the east-of-Gilroy station location.

Sincerely,
Nancy Fomenko
7523 Deveron Ct San Jose, CA 95135-2102
blingomarie@yahoo.com

Response to Submission 1977 (Nancy Fomenko, June 22, 2020)

1977-5336

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1977-5337

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1977-5338

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1977-5339

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1977-5340

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1552 (Kay Fontana, June 22, 2020)

San Jose - Merced - RECORD #1552 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Kay
Last Name : Fontana

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1552-3956 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1552-3957 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1552-3958 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1552-3959 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1552-3960 | reject the east-of-Gilroy station location.

These issues should be addressed to expedite the completion of the project. Not doing an adequate job of planning just leads to years in court with us, concerned citizens who will not stop until the rail is done correctly and safely for wildlife. A wise decision is one that includes complete planning.

Sincerely,
Kay Fontana
2143 Coastland Ave San Jose, CA 95125-2608
kayfontana@earthlink.net

Response to Submission 1552 (Kay Fontana, June 22, 2020)

1552-3956

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1552-3957

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1552-3958

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1552-3959

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1552-3960

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1921 (Rita Foster, June 22, 2020)

San Jose - Merced - RECORD #1921 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Rita
Last Name : Foster

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1921-5136 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1921-5137 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1921-5138 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1921-5139 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1921-5140 | reject the east-of-Gilroy station location.

Sincerely,
Rita Foster
3190 Rubino Dr Apt 113 San Jose, CA 95125-6366
ritafostersharkey@gmail.com

Response to Submission 1921 (Rita Foster, June 22, 2020)

1921-5136

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1921-5137

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1921-5138

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1921-5139

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1921-5140

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 2026 (Gina Frangione, June 22, 2020)

San Jose - Merced - RECORD #2026 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Gina
Last Name : Frangione

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 2026-6156 |
- 2026-6157 | It has come to my attention that the High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. I'm concerned that the DEIR also fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy. The alternatively proposed downtown Gilroy station would not compromise hundreds of acres of farmland while remaining more centrally located, and resultantly, a more equitable option.
- 2026-6158 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail. This project as it stands at the moment, is perilous to mountain lions, coyotes, tule elk, deer, and other species that need to cross the area to mate, find food and water sources, and establish habitats throughout the region.
- 2026-6159 | I implore the Authority to work with local expert conservation agencies to revise these issues in the DEIR, and reject the east-of-Gilroy station location to preserve the integrity of this vibrant habitat for people and animals for years to come.
- 2026-6160 |

Sincerely,
Gina Frangione
PO Box 312 Pescadero, CA 94060-0312
gina-f@att.net

Response to Submission 2026 (Gina Frangione, June 22, 2020)

2026-6156

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

2026-6157

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

2026-6158

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

2026-6159

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

2026-6160

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

Submission 1984 (Antony Fraser-Smith, June 22, 2020)

San Jose - Merced - RECORD #1984 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Antony
Last Name : Fraser-Smith

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

Dear High Speed Rail:

1984-751 | It's pretty clear that your current environmental review is deficient as far as wildlife is concerned. Badly needed are better wildlife connections in Coyote Valley and Pacheco Pass. My feeling is that these connections could be provided at comparatively little extra cost, and they would shut up moderate observers such as myself. Thanks.

Sincerely,
Antony Fraser-Smith
71 Alma Ct Los Altos, CA 94022-1743
acfs@stanford.edu

Response to Submission 1984 (Antony Fraser-Smith, June 22, 2020)

1984-751

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

Submission 1389 (Pamela Frederick, June 18, 2020)

San Jose - Merced - RECORD #1389 DETAIL

Status : Unread
Record Date : 6/18/2020
Submission Date : 6/18/2020
Interest As : Individual
First Name : Pamela
Last Name : Frederick

Stakeholder Comments/Issues :

1389-448

I live near downtown Morgan Hill. My home is close to the Villa Mira Monte Morgan Hill and our court terminates where the railroad tracks cut through Morgan Hill. We have lived in our home since 2006. We are used to the frequency of train traffic coming through right next to our house, but we are very concerned about the proposed frequency of the high speed rail. We have 5 young kids and we play out in the court and in our back yard a lot. The frequency of the high speed rail would diminish our experience enjoying our neighborhood.

1389-449

Beyond my own personal experience with my home, I am concerned about the negative impact on the type of ambience that our community has worked so hard to create over the years. We don't need the high speed rail cutting through our downtown. It would impact travelling east to west through the town and could be an issue for emergency medical services.

Please do not place the high speed rail through Morgan Hill's downtown following the existing rail line. It will negatively impact our community.

Pamela Frederick
Life Long Resident of Morgan Hill

Response to Submission 1389 (Pamela Frederick, June 18, 2020)

1389-448

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

1389-449

Thank you for your comment. For a detailed analysis of impacts related to community character and cohesion, please refer to Section 3.12, Socioeconomics and Communities, of the Draft EIR/EIS. For an analysis of impacts related to access for emergency vehicles, please refer to Section 3.11, Safety and Security, of the Draft EIR/EIS.

Submission 1576 (Jeffrey Freilich, June 22, 2020)

San Jose - Merced - RECORD #1576 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Jeffrey
Last Name : Freilich

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1576-4056 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1576-4057 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1576-4058 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1576-4059 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1576-4060 | reject the east-of-Gilroy station location.

Sincerely,
Jeffrey Freilich
Whitestone, NY 11357
mocosoj@gmail.com

Response to Submission 1576 (Jeffrey Freilich, June 22, 2020)

1576-4056

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1576-4057

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1576-4058

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1576-4059

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1576-4060

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1987 (Julene Freitas, June 22, 2020)

San Jose - Merced - RECORD #1987 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Julene
Last Name : Freitas

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1987-5376 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1987-5377 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1987-5378 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1987-5379 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1987-5380 | reject the east-of-Gilroy station location.

Sincerely,
Julene Freitas
455 43rd St Oakland, CA 94609-2139
jujuba@mindspring.com

Response to Submission 1987 (Julene Freitas, June 22, 2020)

1987-5376

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1987-5377

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1987-5378

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1987-5379

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1987-5380

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1945 (Marian Fricano, June 22, 2020)

San Jose - Merced - RECORD #1945 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Marian
Last Name : Fricano

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1945-5211 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1945-5212 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1945-5213 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1945-5214 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1945-5215 | reject the east-of-Gilroy station location.

Sincerely,
Marian Fricano
4271 N 1st St San Jose, CA 95134-1256
fricano.marian@gmail.com

Response to Submission 1945 (Marian Fricano, June 22, 2020)

1945-5211

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1945-5212

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1945-5213

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1945-5214

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1945-5215

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1657 (Cheryl Fuelleman, June 24, 2020)

San Jose - Merced - RECORD #1657 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/24/2020
Interest As : Individual
First Name : Cheryl
Last Name : Fuelleman

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

Please listen to the facts:

- 1657-5880 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1657-5881 |
- 1657-5882 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1657-5883 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and reject the east-of-Gilroy station location.
- 1657-5884 |

Sincerely,
Cheryl Fuelleman

Sincerely,
Cheryl Fuelleman
1241 Valley Quail Cir San Jose, CA 95120-4143
cheryl.fuelleman@gmail.com

Response to Submission 1657 (Cheryl Fuelleman, June 24, 2020)

1657-5880

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1657-5881

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1657-5882

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1657-5883

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1657-5884

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

Submission 1521 (Marilyn Fuller, June 22, 2020)

San Jose - Merced - RECORD #1521 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Marilyn
Last Name : Fuller

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1521-3836 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1521-3837 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1521-3838 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1521-3839 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1521-3840 | reject the east-of-Gilroy station location.

Sincerely,
Marilyn Fuller
20202 Black Rd Los Gatos, CA 95033-9537
mdfuller1@aol.com

Response to Submission 1521 (Marilyn Fuller, June 22, 2020)

1521-3836

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1521-3837

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1521-3838

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1521-3839

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1521-3840

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1862 (Kathryn Funk, June 22, 2020)

San Jose - Merced - RECORD #1862 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Kathryn
Last Name : Funk

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1862-4886 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1862-4887 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1862-4888 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1862-4889 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1862-4890 | reject the east-of-Gilroy station location.

Sincerely,
Kathryn Funk
681 N 18th St San Jose, CA 95112-3033
kathryn.funk408@gmail.com

Response to Submission 1862 (Kathryn Funk, June 22, 2020)

1862-4886

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1862-4887

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1862-4888

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1862-4889

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1862-4890

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1416 (Maria Furman, Yerba Buena HS, June 21, 2020)

San Jose - Merced - RECORD #1416 DETAIL

Status : Unread
Record Date : 6/21/2020
Submission Date : 6/21/2020
Interest As : Individual
First Name : Maria
Last Name : Furman

Stakeholder Comments/Issues :

1416-205

Please reconsider placing speed rail through downtown Morgan Hill. Morgan Hill is a very small and quiet town with historical buildings and beautiful views, and placing this high force train along its main street will totally ruin it. We moved there 4 years ago hoping to retire in a few years and stay in this quiet place, but now with a speed rail just a few yards away from our house we will be forced to move somewhere else.

Going along 101 is much more reasonable, it will not impact people and environment that much since there is mostly fields and open space there. Please do not ruin Morgan Hill, think about people, not just about profits.

Response to Submission 1416 (Maria Furman, Yerba Buena HS, June 21, 2020)

1416-205

Refer to Standard Response SJM-Response-ALT-1: Alternatives Selection and Evaluation Process.

The comment supports Alternatives 1 and 3. The comment noted concern about alternatives that would travel through Morgan Hill. Please refer to Table S-3 and S-5 of the Draft EIR/EIS for a comparison of the impacts of each alternative.

Submission 1542 (Barbara Galli, June 22, 2020)

San Jose - Merced - RECORD #1542 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Barbara
Last Name : Galli

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1542-5784 |
- 1542-5785 | Please do additional studies and redo your plans to ensure wildlife has safe migration points in all areas of your project (C. V. and P. P.) Also reevaluate the location and impacts on wildlife and agriculture of any proposed facilities.
- 1542-5786 |
- 1542-5787 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1542-5788 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1542-5789 |
- 1542-5790 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and reject the east-of-Gilroy station location.

Sincerely,
 Barbara Galli
 7156 Anjou Creek Ct San Jose, CA 95120-4112
 bdgalli1@hotmail.com

Response to Submission 1542 (Barbara Galli, June 22, 2020)

1542-5784

Please refer to Section 3.7.7.7, Wildlife Movement, of the Draft EIR/EIS for this information. The analysis that has been conducted is sufficient, and additional studies are not warranted.

1542-5785

The comment is noted and does not indicate any specific concern regarding any of the conclusions in the Draft EIR/EIS. The analysis that has been conducted is sufficient, and additional studies are not warranted.

1542-5786

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1542-5787

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1542-5788

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1542-5789

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1542-5790

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

Submission 1476 (Suman Ganapathy, June 24, 2020)

San Jose - Merced - RECORD #1476 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/24/2020
Interest As : Individual
First Name : Suman
Last Name : Ganapathy

Stakeholder Comments/Issues :

Dear Sirs,

1476-2921 | I have reviewed the San Jose-to-Merced Draft EIR/EIS and am greatly concerned about the impact of the high speed railway Alternative 2 & 4 on downtown Morgan Hill, the historical Villa Miramonte building & its environs, and the Coyote Valley corridor. These two routes will have an exceedingly detrimental effect on our city (cutting the city into two parts, sound and aesthetic pollution), as well as creating dangerous and unmanageable roadblocks on already congested roads during peak hours.

1476-2922 | The very thought of high speed trains rushing every 3-7 minutes during office hours fills me with horror. Various organizations including the Morgan Hill Historical Society have already sent detailed letters enumerating all the ways in which the entire city will be affected. Though options 2 & 4 may seem to be the more economical solution currently, it may in fact, end up being the most expensive route in terms of loss of lives, revenue and potential lawsuits in the long run.

1476-2923 | I urge you to take these two routes (2 and 4) out of the equation. In fact, I am not convinced that the high speed railway is necessary, given its environmental and financial impact to the surrounding areas and cities it is harming, as well as the escalating cost - but that is a whole other story.

Sincerely,
Suman Ganapathy

Response to Submission 1476 (Suman Ganapathy, June 24, 2020)

1476-2921

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass, SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

The comment expresses opposition to Alternatives 2 and 4 and concern regarding downtown Morgan Hill, which are noted.

Impacts on historical resources are analyzed in Section 3.17, Cultural Resources, of the Draft EIS/EIR. Specifically, operational impacts on the setting of Villa Mira Monte are discussed in Section 3.17.7.3, Historic Built Resources.

Although the noise and vibration of the existing and proposed train service may be deemed as unsuitable for certain activities, unless a quiet setting is considered to be a character-defining feature or an important aspect of integrity of a historic property, operational alterations to a setting, such as increased noise levels, are generally not considered a significant impact or a significant change to historic built resources. Villa Mira Monte does not have a quiet setting as a character-defining feature or important aspect of integrity. Impacts on built resources caused by operations is analyzed under Impact CUL#6.

Vibration analysis in Section 3.4.6.3, Vibration, did not identify Villa Mira Monte as a vibration-sensitive facility. Please refer to Impact NV#10.

The project would have no impact on NRHP- or CRHR-eligible or CEQA-only built historic resources from intermittent noise and vibration caused by operations. Therefore, CEQA does not require mitigation.

Chapter 4, Section 4(f)/6(f) Evaluation, specifies that additional project features would apply to Villa Mira Monte as related to potential aesthetic and noise/vibration impacts, including adoption of design standards (AVQ-IAMF#1) and design review process to guide the development of non-station area structures (AVQ-IAMF#2). Mitigation measures calling for noise barriers (NV-MM#1) and visual screening will also apply (AVQ-MM#3, AVQ-MM#4, and AVQ-MM#6). As outlined in Section 3.4, Noise and Vibration, and Section 3.16, Aesthetics and Visual Quality, these measures will minimize

1476-2921

the noise and visual impacts on Villa Mira Monte. As a result, the site's diminished use and associated loss of revenue are not reasonably foreseeable consequences of HSR operation.

1476-2922

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

The comment expresses concern over the frequency of trains traveling through the Morgan Hill community and concern regarding Alternatives 2 and 4, which are noted.

1476-2923

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

The comment expresses opposition to Alternatives 2 and 4. Please refer to Section 1.2.4.6, Public Benefits of the High-Speed Rail System to the Region, for a summary of the benefits of HSR.

Submission 1636 (Suman Ganapathy, June 24, 2020)

San Jose - Merced - RECORD #1636 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/24/2020
Interest As : Individual
First Name : Suman
Last Name : Ganapathy

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

Dear Sirs,

- 1636-5863 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1636-5864 |
- 1636-5865 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1636-5866 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and reject the east-of-Gilroy station location.
- 1636-5867 |

Sincerely,
Suman Ganapathy

Sincerely,
Suman Ganapathy
17487 Calle Caballeria Ct Morgan Hill, CA 95037-7517
sumanmitraganapathy@gmail.com

Response to Submission 1636 (Suman Ganapathy, June 24, 2020)

1636-5863

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1636-5864

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1636-5865

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1636-5866

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1636-5867

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

Submission 1551 (Paul Gardner, June 22, 2020)

San Jose - Merced - RECORD #1551 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Paul
Last Name : Gardner

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1551-3951 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1551-3952 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1551-3953 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1551-3954 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1551-3955 | reject the east-of-Gilroy station location.

Sincerely,
Paul Gardner
1211 Olive Branch Ln San Jose, CA 95120-4746
paulgardner1757@yahoo.com

Response to Submission 1551 (Paul Gardner, June 22, 2020)

1551-3951

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1551-3952

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1551-3953

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1551-3954

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1551-3955

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1646 (Chantilly Gaudy, June 24, 2020)

San Jose - Merced - RECORD #1646 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/24/2020
Interest As : Individual
First Name : Chantilly
Last Name : Gaudy

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1646-4286 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1646-4287 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1646-4288 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1646-4289 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1646-4290 | reject the east-of-Gilroy station location.

Sincerely,
Chantilly Gaudy
San Jose, CA 95139
tillyg@gmail.com

Response to Submission 1646 (Chantilly Gaudy, June 24, 2020)

1646-4286

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1646-4287

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1646-4288

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1646-4289

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1646-4290

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1624 (Diana Gilbert, June 24, 2020)

San Jose - Merced - RECORD #1624 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/24/2020
Interest As : Individual
First Name : Diana
Last Name : Gilbert

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1624-4241 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1624-4242 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1624-4243 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1624-4244 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1624-4245 | reject the east-of-Gilroy station location.

Sincerely,
Diana Gilbert
San Bruno, CA 94066
gilbertconsult@yahoo.com

Response to Submission 1624 (Diana Gilbert, June 24, 2020)

1624-4241

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1624-4242

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1624-4243

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1624-4244

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1624-4245

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1728 (Jim Gineer, June 23, 2020)

San Jose - Merced - RECORD #1728 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Jim
Last Name : Gineer

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1728-4426 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1728-4427 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1728-4428 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1728-4429 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1728-4430 | reject the east-of-Gilroy station location.

Sincerely,
Jim Gineer
4424 S Centinela Ave Los Angeles, CA 90066-6293
jademademassagewear@gmail.com

Response to Submission 1728 (Jim Gineer, June 23, 2020)

1728-4426

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1728-4427

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1728-4428

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1728-4429

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1728-4430

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1834 (Lisa Giovanazzi, June 22, 2020)

San Jose - Merced - RECORD #1834 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Lisa
Last Name : Giovanazzi

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1834-4776 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1834-4777 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1834-4778 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1834-4779 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1834-4780 | reject the east-of-Gilroy station location.

Sincerely,
Lisa Giovanazzi
19290 Oak Glen Ave Morgan Hill, CA 95037-9491
lmgiovanazzi@gmail.com

Response to Submission 1834 (Lisa Giovanazzi, June 22, 2020)

1834-4776

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1834-4777

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1834-4778

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1834-4779

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1834-4780

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1955 (Teresa Giovanzana, June 22, 2020)

San Jose - Merced - RECORD #1955 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Teresa
Last Name : Giovanzana

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1955-5251 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1955-5252 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1955-5253 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1955-5254 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1955-5255 | reject the east-of-Gilroy station location.

Sincerely,
Teresa Giovanzana
1321 Ridley Way San Jose, CA 95125-3734
teresagiovanzana@comcast.net

Response to Submission 1955 (Teresa Giovanzana, June 22, 2020)

1955-5251

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1955-5252

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1955-5253

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1955-5254

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1955-5255

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1544 (John Gize, June 22, 2020)

San Jose - Merced - RECORD #1544 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : John
Last Name : Gize

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1544-3916 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1544-3917 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1544-3918 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1544-3919 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1544-3920 | reject the east-of-Gilroy station location.

Sincerely,
John Gize
5562 Le Fevre Dr San Jose, CA 95118-3924
gizej1@att.net

Response to Submission 1544 (John Gize, June 22, 2020)

1544-3916

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1544-3917

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1544-3918

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1544-3919

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1544-3920

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1461 (Luz Godinho, June 23, 2020)

San Jose - Merced - RECORD #1461 DETAIL

Status : Unread
Record Date : 6/23/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Luz
Last Name : Godinho

Stakeholder Comments/Issues :

1461-3033 | We didn't receive notice of this comment period. Please extend it.

1461-3034 | Do not build. It would negatively impact an immense amount of wildlife and families.

Response to Submission 1461 (Luz Godinho, June 23, 2020)

1461-3033

Refer to Standard Response SJM-Response-OUT-1: Public Outreach.

1461-3034

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

Submission 1993 (jane gomery, June 22, 2020)

San Jose - Merced - RECORD #1993 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : jane
Last Name : gomery

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1993-5406 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
1993-5407 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1993-5408 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1993-5409 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1993-5410 | reject the east-of-Gilroy station location.

THANK YOU FOR PROTECTING OUR NATURAL RESOURCES

Sincerely,
jane gomery
Burlingame, CA 94010
smokiethecat@gmail.com

Response to Submission 1993 (jane gomery, June 22, 2020)

1993-5406

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1993-5407

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1993-5408

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1993-5409

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1993-5410

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1451 (Maria Gomez, June 23, 2020)

San Jose - Merced - RECORD #1451 DETAIL

Status : Unread
Record Date : 6/23/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Maria
Last Name : Gomez

Stakeholder Comments/Issues :

1451-3037

Do not build

Sent from my iPhone

Response to Submission 1451 (Maria Gomez, June 23, 2020)

1451-3037

Comment noted. Thank you.

Submission 1534 (Claudia Gonzalez, June 22, 2020)

San Jose - Merced - RECORD #1534 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Claudia
Last Name : Gonzalez

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1534-5774 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1534-5775 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1534-5776 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1534-5777 | I urge the Authority to work with local expert conservation agencies to revise these issues in the DEIR, and
- 1534-5778 | reject the east-of-Gilroy station location. Please consider this option and help us in the community protect our essential wildlife.

Sincerely,
Claudia Gonzalez
802 Delmas Ave San Jose, CA 95125-1512
claudia.e.lindas@gmail.com

Response to Submission 1534 (Claudia Gonzalez, June 22, 2020)

1534-5774

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1534-5775

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1534-5776

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1534-5777

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1534-5778

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

Submission 2010 (Margaret Goodale, June 22, 2020)

San Jose - Merced - RECORD #2010 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Margaret
Last Name : Goodale

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 2010-5476 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 2010-5477 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 2010-5478 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 2010-5479 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 2010-5480 | reject the east-of-Gilroy station location.

Sincerely,
Margaret Goodale
1135 Palou Dr Pacifica, CA 94044-4214
margstan@sbcglobal.net

Response to Submission 2010 (Margaret Goodale, June 22, 2020)

2010-5476

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

2010-5477

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

2010-5478

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

2010-5479

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

2010-5480

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1579 (Richard Goodman, June 22, 2020)

San Jose - Merced - RECORD #1579 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Richard
Last Name : Goodman

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1579-4071 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1579-4072 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1579-4073 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1579-4074 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1579-4075 | reject the east-of-Gilroy station location.

Sincerely,
Richard Goodman
Oakland, CA 94611
ragoodmanster@gmail.com

Response to Submission 1579 (Richard Goodman, June 22, 2020)

1579-4071

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1579-4072

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1579-4073

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1579-4074

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1579-4075

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1801 (Diane Gordon, June 23, 2020)

San Jose - Merced - RECORD #1801 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Diane
Last Name : Gordon

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1801-4641 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1801-4642 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1801-4643 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1801-4644 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1801-4645 | reject the east-of-Gilroy station location.

Sincerely,
Diane Gordon
2113 Darnis Cir Morgan Hill, CA 95037-3836
dianebird@charter.net

Response to Submission 1801 (Diane Gordon, June 23, 2020)

1801-4641

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1801-4642

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1801-4643

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1801-4644

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1801-4645

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1408 (RITA GORMLEY, May 15, 2020)

San Jose - Merced - RECORD #1408 DETAIL

Status : Unread
Record Date : 5/15/2020
Submission Date : 5/15/2020
Interest As : Individual
First Name : RITA
Last Name : GORMLEY

Stakeholder Comments/Issues :

1408-2928

I was not informed that the Gilroy meeting scheduled for May 14th was cancelled and moved to a video meeting. I was unable to get online to observe/attend that meeting.

By your having my email information, will you be notifying me of other "changes" that occur to published meeting times and places? I am also planning to attend the meeting in Los Banos scheduled for May 18th. If that meeting is to be altered to a video meeting, I request to be notified so I can keep informed.

Response to Submission 1408 (RITA GORMLEY, May 15, 2020)

1408-2928

The notice of availability of the Draft EIR/EIS, which notified the public of the community open houses and public hearing times and locations, also specified that "Due to public health and safety requirements concerning the coronavirus, the community open house(s) and/or the public hearing for the Draft EIR/EIS may need to occur as online and/or teleconference meetings only. Please check the Authority website (www.hsr.ca.gov) for more information, including up-to-date information on the planned hearing and open houses." The Authority did not undergo a notification effort for these meeting changes, as they were identified on its public website.

Submission 1550 (Morgan Gray, June 22, 2020)

San Jose - Merced - RECORD #1550 DETAIL

Status : Action Pending
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Morgan
Last Name : Gray

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1550-3946 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1550-3947 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1550-3948 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1550-3949 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1550-3950 | reject the east-of-Gilroy station location.

Sincerely,
Morgan Gray
830 Addison St Berkeley, CA 94710-2048
the.gray.zoo@gmail.com

Response to Submission 1550 (Morgan Gray, June 22, 2020)

1550-3946

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1550-3947

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1550-3948

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1550-3949

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1550-3950

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1480 (brianna grossman, June 22, 2020)

San Jose - Merced - RECORD #1480 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : brianna
Last Name : grossman

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1480-3676 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1480-3677 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1480-3678 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1480-3679 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1480-3680 | reject the east-of-Gilroy station location.

Sincerely,
brianna grossman
9 Bayswater Ave Burlingame, CA 94010-2926
briagrossman@gmail.com

Response to Submission 1480 (brianna grossman, June 22, 2020)

1480-3676

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1480-3677

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1480-3678

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1480-3679

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1480-3680

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1924 (Melissa Grush, June 22, 2020)

San Jose - Merced - RECORD #1924 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Melissa
Last Name : Grush

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1924-5146 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1924-5147 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1924-5148 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1924-5149 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1924-5150 | reject the east-of-Gilroy station location.

Sincerely,
Melissa Grush
725 Butternut Ct Union City, CA 94587-1410
mmgrush@yahoo.com

Response to Submission 1924 (Melissa Grush, June 22, 2020)

1924-5146

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1924-5147

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1924-5148

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1924-5149

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1924-5150

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 2018 (Regina Guggenheim, June 22, 2020)

San Jose - Merced - RECORD #2018 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Regina
Last Name : Guggenheim

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 2018-5506 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
2018-5507 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 2018-5508 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 2018-5509 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
2018-5510 | reject the east-of-Gilroy station location.

Sincerely,
Regina Guggenheim
Foster City, CA 94404
rsguggenheim@gmail.com

Response to Submission 2018 (Regina Guggenheim, June 22, 2020)

2018-5506

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

2018-5507

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

2018-5508

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

2018-5509

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

2018-5510

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1795 (Brian Haberly, June 23, 2020)

San Jose - Merced - RECORD #1795 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Brian
Last Name : Haberly

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1795-4616 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1795-4617 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1795-4618 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1795-4619 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1795-4620 | reject the east-of-Gilroy station location.

HSR will forever change our region. Let's get it right, by ensuring that wildlife, so critical to our region and state, is protected and enhanced, not decimated by poor placement and poor decision making in route designs.

Sincerely,
Brian Haberly
46 S 16th St San Jose, CA 95112-2029
brianhaberly@gmail.com

Response to Submission 1795 (Brian Haberly, June 23, 2020)

1795-4616

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1795-4617

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1795-4618

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1795-4619

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1795-4620

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1628 (Rosalie Hackett, June 24, 2020)

San Jose - Merced - RECORD #1628 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/24/2020
Interest As : Individual
First Name : Rosalie
Last Name : Hackett

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1628-5850 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) is completely wrong! It concludes that the rail's impact on wildlife is not significant in Coyote Valley and in the Pacheco Pass area.
- 1628-5851 | It is a colossal error in judgment to place a high-speed rail station in the middle of an agriculture and wildlife area. This proposed station will serve NO nearby train riders.
- It is important to place the High-Speed rail tracks and station near the population center in South Santa Clara County. Downtown Gilroy is the best option because it already has a CalTrain station. Transit facilities should be located nearby to meet the needs of the riders.
- 1628-5852 | The DEIR also fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1628-5853 | In addition, the DEIR's description of the wildlife crossings in Coyote Valley is very poor and it makes it impossible to be sure that they will work. This scheme may interfere with already-planned wildlife crossings.
- 1628-5854 | In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1628-5855 | The Authority must work with local expert conservation agencies to revise these issues in the DEIR, and
1628-5856 | REJECT the east-of-Gilroy station location.

Sincerely,
Rosalie Hackett
San Jose, CA 95124
Rosalie_dancer2@Yahoo.com

Response to Submission 1628 (Rosalie Hackett, June 24, 2020)

1628-5850

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1628-5851

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

The comment's support for Downtown Gilroy Station included in Alternatives 1, 2, and 4 is noted.

1628-5852

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1628-5853

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1628-5854

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1628-5855

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1628-5856

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

Submission 2035 (James Haig, June 22, 2020)

San Jose - Merced - RECORD #2035 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : James
Last Name : Haig

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 2035-5561 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 2035-5562 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 2035-5563 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 2035-5564 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 2035-5565 | reject the east-of-Gilroy station location.

Sincerely,
James Haig
71 Bayo Vista Way San Rafael, CA 94901-1665
james@meta-balance.com

Response to Submission 2035 (James Haig, June 22, 2020)

2035-5561

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

2035-5562

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

2035-5563

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

2035-5564

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

2035-5565

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1738 (Jill Halloran, June 23, 2020)

San Jose - Merced - RECORD #1738 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Jill
Last Name : Halloran

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1738-5918 | Please do proper environmental review, not superficial review. Work with expert local agencies that know the lay of the land.
- 1738-5919 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1738-5920 |
- 1738-5921 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1738-5922 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1738-5923 | reject the east-of-Gilroy station location.

Sincerely,
Jill Halloran
Cupertino, CA 95014
jillchalloran@gmail.com

Response to Submission 1738 (Jill Halloran, June 23, 2020)

1738-5918

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1738-5919

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1738-5920

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1738-5921

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass, SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1738-5922

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1738-5923

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

Submission 1872 (Kathy Hamilton, June 22, 2020)

San Jose - Merced - RECORD #1872 DETAIL 1872-1178

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Kathy
Last Name : Hamilton

Stakeholder Comments/Issues :

I agree with the Green Hills group out of Palo Alto. Every time they refer to "we" it's the Green Hills group. These comments come from their website.

The County established the Agricultural Resource Area to indicate where it will focus farmland conservation as part of its strategy for climate resilience and in support of a robust local agricultural economy and food system. The potentially east-of-Gilroy station and maintenance facility would be a significant blow to that effort and make surrounding farmland very vulnerable to development. We need to permanently protect these lands for the long-term sustainability and health of our region and to mitigate the negative impacts from sprawl development and climate change.

It should change the way this section may be constructed in order to be more concerned with the environment.

1872-1174

In the San Jose-Merced rail alignment draft environmental review the review of impacts to wildlife in Coyote Valley is insufficient and could result in failure to protect wildlife movement as well as causing negative impacts to habitat and the planned wildlife crossings we have fought so hard to bring to the area. For example, rail line fencing might not guide animals to the few safe crossings, and a potential wildlife bridge might be stopped from construction.

1872-1179

Since the Authority does not have the money to build this segment it should hold off on any approval and certainly purchasing land for the segment.

Kathy Hamilton
Half Moon Bay, Ca.

1872-1175

The review of impacts to wildlife in Coyote Valley is insufficient and could result in failure to protect wildlife movement as well as causing negative impacts to habitat and the planned wildlife crossings we have fought so hard to bring to the area. For example, rail line fencing might not guide animals to the few safe crossings, and a potential wildlife bridge might be stopped from construction.

1872-1176

Additionally, the impacts to farmland and new threats of sprawl from the potential east-of-Gilroy station and maintenance facility in the County's Agricultural Resource Area will be extreme. A new station and maintenance facility in this area will consume over two hundred acres of farmland as well as limit wildlife movement. This is why for the past 9 years we have consistently supported the other proposed location for the station in downtown Gilroy. The downtown station provides better transit access in central Gilroy, making it more affordable and equitable with less adverse environmental impacts.

1872-1177

Why It Matters
 Some wildlife, like mountain lions, face severe threats to their survival
<https://click.everyaction.com/k/17961396/212608415/-1816775865?nvep=ew0KICAIvGVuYW50VXJpJjogIm5ncHZhbG9FQz9FQTAwNS8xLzgxNTE5liwNClAgIkRpc3RyaWJ1dGlvbGVuaXF1ZUlkjogljY5NzFkZjZjLThjYjQtZWExMS05YjA1LTAwMTU1ZDAzOWU3NCIsDQogICJFbWVpEFkZHUlJlc3MiOiAia2F0aGFtM0Bhb2wuY29tIlg0KfQ%3D%3D&hmac=wHEdtv3-leZV21w9rrK0afOGStMw-fWQwa0lXjfaUaw=&emci=dee44cdf-c3b1-ea11-9b05-00155d039e74&emdi=6971df7c-8cb4-ea11-9b05-00155d039e74&ceid=5123014>> due to habitat loss from increased development and barriers to migration. The high speed rail alignment through Coyote Valley and up through Pacheco Pass puts animals like mountain lions, coyotes, tule elk, deer, and others at further risk. It is critical that we maintain wildlife habitat and, where possible, enhance wildlife movement so that animals can do more than just survive, but also thrive in our county.

Response to Submission 1872 (Kathy Hamilton, June 22, 2020)

1872-1174

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass, SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1872-1175

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1872-1176

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

The Authority evaluated Alternative 3 but selected Alternative 4 as the Preferred Alternative. As summarized in Chapter 8, Preferred Alternative, of the Draft EIR/EIS, Alternative 3 includes a station in the less-developed east Gilroy area, would permanently convert the most agricultural farmland, and would have higher impacts on biological and aquatic resources than the Preferred Alternative.

1872-1177

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1872-1178

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

The Authority evaluated Alternative 3 but selected Alternative 4 as the Preferred Alternative. As summarized in Chapter 8, Preferred Alternative, of the Draft EIR/EIS, Alternative 3 includes a station in the less-developed east Gilroy area, would permanently convert the most agricultural farmland, and would have higher impacts on biological and aquatic resources than the Preferred Alternative.

1872-1179

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

Property acquisitions would not begin prior to a formal approval of a project alternative in the Record of Decision.

Submission 1589 (Charles Hammerstad, June 22, 2020)

San Jose - Merced - RECORD #1589 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Charles
Last Name : Hammerstad

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1589-4121 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1589-4122 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1589-4123 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1589-4124 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1589-4125 | reject the east-of-Gilroy station location.

Sincerely,
Charles Hammerstad
780 Portswood Dr San Jose, CA 95120-3334
chammerstad@aol.com

Response to Submission 1589 (Charles Hammerstad, June 22, 2020)

1589-4121

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1589-4122

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1589-4123

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1589-4124

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1589-4125

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1824 (Barbara Hargrove, June 23, 2020)

San Jose - Merced - RECORD #1824 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Barbara
Last Name : Hargrove

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1824-4731 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1824-4732 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1824-4733 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1824-4734 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1824-4735 | reject the east-of-Gilroy station location.

Sincerely,
Barbara Hargrove
22 Coolidge St Hammond, IN 46324-1806
Barway22@aol.com

Response to Submission 1824 (Barbara Hargrove, June 23, 2020)

1824-4731

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1824-4732

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1824-4733

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1824-4734

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1824-4735

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1479 (Amy Harlib, June 22, 2020)

San Jose - Merced - RECORD #1479 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Amy
Last Name : Harlib

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1479-3671 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1479-3672 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1479-3673 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1479-3674 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1479-3675 | reject the east-of-Gilroy station location.

Sincerely,
Amy Harlib
212 W 22nd St Apt 2N New York, NY 10011-2707
amyharlib@e-activism.com

Response to Submission 1479 (Amy Harlib, June 22, 2020)

1479-3671

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1479-3672

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1479-3673

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1479-3674

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1479-3675

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 2051 (Benjamin Harmon, June 22, 2020)

San Jose - Merced - RECORD #2051 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Benjamin
Last Name : Harmon

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 2051-5626 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 2051-5627 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 2051-5628 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 2051-5629 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 2051-5630 | reject the east-of-Gilroy station location.

Sincerely,
Benjamin Harmon
116 Meadow Dr Stateline, NV 89449
nospam2@benharmon.com

Response to Submission 2051 (Benjamin Harmon, June 22, 2020)

2051-5626

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

2051-5627

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

2051-5628

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

2051-5629

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

2051-5630

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1764 (David Harrison, June 23, 2020)

San Jose - Merced - RECORD #1764 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : David
Last Name : Harrison

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1764-4511 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1764-4512 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1764-4513 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1764-4514 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1764-4515 | reject the east-of-Gilroy station location.

Sincerely,
David Harrison
Boulder Creek, CA 95006
harrison@mac.com

Response to Submission 1764 (David Harrison, June 23, 2020)

1764-4511

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1764-4512

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1764-4513

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1764-4514

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1764-4515

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1849 (Peter Hartzman, June 22, 2020)

San Jose - Merced - RECORD #1849 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Peter
Last Name : Hartzman

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1849-4836 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1849-4837 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1849-4838 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1849-4839 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1849-4840 | reject the east-of-Gilroy station location.

Sincerely,
Peter Hartzman
1724 Chitamook Ct Sunnyvale, CA 94087-5222
phartzman1@comcast.net

Response to Submission 1849 (Peter Hartzman, June 22, 2020)

1849-4836

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1849-4837

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1849-4838

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1849-4839

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1849-4840

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1850 (Bree Haskell, June 22, 2020)

San Jose - Merced - RECORD #1850 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Bree
Last Name : Haskell

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1850-4841 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1850-4842 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1850-4843 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1850-4844 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1850-4845 | reject the east-of-Gilroy station location.

Sincerely,
Bree Haskell
Morgan Hill, CA 95037
bree.yl@gmail.com

Response to Submission 1850 (Bree Haskell, June 22, 2020)

1850-4841

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1850-4842

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1850-4843

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1850-4844

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1850-4845

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1976 (Nancy Hay, June 22, 2020)

San Jose - Merced - RECORD #1976 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Nancy
Last Name : Hay

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1976-5331 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1976-5332 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1976-5333 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1976-5334 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1976-5335 | reject the east-of-Gilroy station location.

Sincerely,
Nancy Hay
373 Pine Ln Los Altos, CA 94022-1648
nancy.hay@sbcglobal.net

Response to Submission 1976 (Nancy Hay, June 22, 2020)

1976-5331

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1976-5332

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1976-5333

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1976-5334

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1976-5335

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1855 (Sara Hayden, June 22, 2020)

San Jose - Merced - RECORD #1855 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Sara
Last Name : Hayden

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1855-4861 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1855-4862 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1855-4863 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1855-4864 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1855-4865 | reject the east-of-Gilroy station location.

Sincerely,
Sara Hayden
649 Silver Ave Half Moon Bay, CA 94019-1566
hayden.sara@gmail.com

Response to Submission 1855 (Sara Hayden, June 22, 2020)

1855-4861

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1855-4862

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1855-4863

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1855-4864

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1855-4865

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1904 (Noah Haydon, June 22, 2020)

San Jose - Merced - RECORD #1904 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Noah
Last Name : Haydon

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1904-5061 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1904-5062 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1904-5063 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1904-5064 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1904-5065 | reject the east-of-Gilroy station location.

Sincerely,
Noah Haydon
Daly City, CA 94015
noahhaydon@gmail.com

Response to Submission 1904 (Noah Haydon, June 22, 2020)

1904-5061

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1904-5062

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1904-5063

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1904-5064

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1904-5065

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1653 (Kim Hayes, June 23, 2020)

San Jose - Merced - RECORD #1653 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Kim
Last Name : Hayes

Stakeholder Comments/Issues :

[...]----- Forwarded message -----

From: kimhayes_sf@yahoo.com

Date: Jun 23, 2020 3:12 PM

Subject: Draft EIR/EIS Comment

To: san.jose_merced@hsr.gov

Cc:

- 1653-1346 | My comments are that the alignment will have a significant negative impact on the adjacent neighborhoods in terms of noise, aesthetics and traffic disruption. I am vehemently opposed to this alignment.
- 1653-1347 | Further, others have made the case far better than I could about the importance of Coyote valley to wildlife and how a train will destroy this important wildlife corridor.
- 1653-1348 | I would prefer another path altogether (e.g. Altamont Pass), if the high speed Rail must be built.

Thank you, Kim Hayes

Response to Submission 1653 (Kim Hayes, June 23, 2020)

1653-1346

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

1653-1347

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1653-1348

The comment is noted. The Authority has conducted the environmental review process for the project consistent with the programmatic decisions described in Section 1.1.2, The Decision to Develop a Statewide High-Speed Rail System. A detailed presentation regarding the alternatives screening process is presented in Appendix 2-1, Interim Use/Phased Implementation, and the Altamont Pass alignment was not carried forward for detailed analysis. Please also reference the Bay Area to Central Valley High-Speed Train Final Program EIR/EIS (2008, as cited in Chapter 1 of the Draft EIR/EIS) and the Bay Area to Central Valley Partially Revised Final Program EIR (Authority 2012a, as cited in Chapter 1 of the Draft EIR/EIS) for more detailed information about alternatives considered in this area.

Submission 1802 (Michael Hayes, June 23, 2020)

San Jose - Merced - RECORD #1802 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Michael
Last Name : Hayes

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1802-4646 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1802-4647 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1802-4648 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1802-4649 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1802-4650 | reject the east-of-Gilroy station location.

Sincerely,
Michael Hayes
301 E I St Benicia, CA 94510-3425
youngfezziwig@yahoo.com

Response to Submission 1802 (Michael Hayes, June 23, 2020)

1802-4646

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1802-4647

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1802-4648

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1802-4649

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1802-4650

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1786 (Alyne Hazard, June 23, 2020)

San Jose - Merced - RECORD #1786 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Alyne
Last Name : Hazard

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1786-4581 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1786-4582 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1786-4583 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1786-4584 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1786-4585 | reject the east-of-Gilroy station location.

Sincerely,
Alyne Hazard
2714 Coit Dr San Jose, CA 95124-1613
ipowhazard@gmail.com

Response to Submission 1786 (Alyne Hazard, June 23, 2020)

1786-4581

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1786-4582

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1786-4583

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1786-4584

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1786-4585

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1894 (Jim Hazle, June 22, 2020)

San Jose - Merced - RECORD #1894 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Jim
Last Name : Hazle

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1894-5011 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1894-5012 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1894-5013 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1894-5014 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1894-5015 | reject the east-of-Gilroy station location.

Sincerely,
Jim Hazle
San Jose, CA 95139
oregonaj@gmail.com

Response to Submission 1894 (Jim Hazle, June 22, 2020)

1894-5011

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1894-5012

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1894-5013

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1894-5014

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1894-5015

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1792 (Dan Hendrickson, June 23, 2020)

San Jose - Merced - RECORD #1792 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Dan
Last Name : Hendrickson

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1792-4601 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1792-4602 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1792-4603 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1792-4604 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1792-4605 | reject the east-of-Gilroy station location.

Sincerely,
Dan Hendrickson
39 Liberty Ship Way Sausalito, CA 94965-1731
danhendo67@gmail.com

Response to Submission 1792 (Dan Hendrickson, June 23, 2020)

1792-4601

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1792-4602

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1792-4603

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1792-4604

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1792-4605

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 2020 (Heide Hennen, June 22, 2020)

San Jose - Merced - RECORD #2020 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Heide
Last Name : Hennen

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 2020-5516 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
2020-5517 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 2020-5518 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 2020-5519 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
2020-5520 | reject the east-of-Gilroy station location.

Sincerely,
Heide Hennen
2030 Queens Ln San Mateo, CA 94402-3931
wotan@msn.com

Response to Submission 2020 (Heide Hennen, June 22, 2020)

2020-5516

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

2020-5517

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

2020-5518

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

2020-5519

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

2020-5520

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1898 (Peggy Hennessee, June 22, 2020)

San Jose - Merced - RECORD #1898 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Peggy
Last Name : Hennessee

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1898-5031 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1898-5032 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1898-5033 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1898-5034 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1898-5035 | reject the east-of-Gilroy station location.

Do better, do NOT run the rail line where it causes so much unnecessary damage to critical habitats. Thank you.

Sincerely,
Peggy Hennessee
Los Altos, CA 94022
peggyhennessie@gmail.com

Response to Submission 1898 (Peggy Hennessee, June 22, 2020)

1898-5031

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1898-5032

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1898-5033

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1898-5034

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1898-5035

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1906 (Maria Hennessy, June 22, 2020)

San Jose - Merced - RECORD #1906 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Maria
Last Name : Hennessy

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1906-5071 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1906-5072 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1906-5073 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1906-5074 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1906-5075 | reject the east-of-Gilroy station location.

Sincerely,
Maria Hennessy
San Jose, CA 95112
mariamhennessy@gmail.com

Response to Submission 1906 (Maria Hennessy, June 22, 2020)

1906-5071

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1906-5072

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1906-5073

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1906-5074

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1906-5075

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1671 (Deborah Hernandez, June 24, 2020)

San Jose - Merced - RECORD #1671 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/24/2020
Interest As : Individual
First Name : Deborah
Last Name : Hernandez

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1671-4346 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1671-4347 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1671-4348 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1671-4349 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1671-4350 | reject the east-of-Gilroy station location.

Sincerely,
Deborah Hernandez
18334 Christeph Dr Morgan Hill, CA 95037-3437
jakeh01@gmail.com

Response to Submission 1671 (Deborah Hernandez, June 24, 2020)

1671-4346

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1671-4347

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1671-4348

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1671-4349

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1671-4350

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1965 (Maria Herrington, June 22, 2020)

San Jose - Merced - RECORD #1965 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Maria
Last Name : Herrington

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1965-6105 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1965-6106 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1965-6107 | PLEASE, PLEASE can the Authority work with local expert conservation agencies to revise these issues in the
- 1965-6108 | DEIR, and reject the east-of-Gilroy station location? Please.

Sincerely,
Maria Herrington
3130 Alpine Rd Portola Valley, CA 94028-7549
order@greatorgs.com

Response to Submission 1965 (Maria Herrington, June 22, 2020)

1965-6105

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1965-6106

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1965-6107

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1965-6108

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

Submission 1346 (Mike Hetzel, June 1, 2020)

San Jose - Merced - RECORD #1346 DETAIL

Status : Action Pending
Record Date : 6/1/2020
Submission Date : 6/1/2020
Interest As : Individual
First Name : Mike
Last Name : Hetzel

Stakeholder Comments/Issues :

1346-55

Please kill this boondoggle TODAY. This "project" is so different than the one approved by voters in 2008. It's more expensive to build, takes longer to build, costs more for a ride, offers a slower ride, and is just not competitive with existing air travel. Avoid the sunk cost fallacy. What money was spent is gone forever. Stop spending more on this now.

Response to Submission 1346 (Mike Hetzel, June 1, 2020)

1346-55

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

Submission 1809 (Beth Hicks, June 23, 2020)

San Jose - Merced - RECORD #1809 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Beth
Last Name : Hicks

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1809-4681 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1809-4682 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1809-4683 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1809-4684 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1809-4685 | reject the east-of-Gilroy station location.

Sincerely,
Beth Hicks
PO Box 188 Apple Valley, CA 92307-0004
ivrylv4u@gmail.com

Response to Submission 1809 (Beth Hicks, June 23, 2020)

1809-4681

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1809-4682

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1809-4683

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1809-4684

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1809-4685

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1942 (Cindy Hodges, June 22, 2020)

San Jose - Merced - RECORD #1942 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Cindy
Last Name : Hodges

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1942-5201 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1942-5202 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1942-5203 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1942-5204 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1942-5205 | reject the east-of-Gilroy station location.

Sincerely,
Cindy Hodges
4311 Quail Run Ct Danville, CA 94506-5842
cindyhodges12@gmail.com

Response to Submission 1942 (Cindy Hodges, June 22, 2020)

1942-5201

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1942-5202

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1942-5203

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1942-5204

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1942-5205

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1617 (Leslie Holder, June 22, 2020)

San Jose - Merced - RECORD #1617 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Leslie
Last Name : Holder

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1617-4236 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1617-4237 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1617-4238 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1617-4239 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1617-4240 | reject the east-of-Gilroy station location.

Sincerely,
Leslie Holder
Chicago, IL 60615
leslie@greenfoothills.org

Response to Submission 1617 (Leslie Holder, June 22, 2020)

1617-4236

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1617-4237

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1617-4238

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1617-4239

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1617-4240

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1760 (Carla Holmes, June 23, 2020)

San Jose - Merced - RECORD #1760 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Carla
Last Name : Holmes

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1760-4491 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1760-4492 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1760-4493 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1760-4494 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1760-4495 | reject the east-of-Gilroy station location.

Sincerely,
Carla Holmes
750 Woodstock Ln Los Altos, CA 94022-3964
peteandcarla@sbcglobal.net

Response to Submission 1760 (Carla Holmes, June 23, 2020)

1760-4491

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1760-4492

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1760-4493

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1760-4494

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1760-4495

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1578 (Bob Horne, June 22, 2020)

San Jose - Merced - RECORD #1578 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Bob
Last Name : Horne

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1578-4066 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1578-4067 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1578-4068 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1578-4069 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1578-4070 | reject the east-of-Gilroy station location.

Sincerely,
Bob Horne
5340 Romford Dr San Jose, CA 95124-5636
redrideraussiebob@yahoo.com

Response to Submission 1578 (Bob Horne, June 22, 2020)

1578-4066

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1578-4067

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1578-4068

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1578-4069

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1578-4070

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1532 (Eliece Horton, June 22, 2020)

San Jose - Merced - RECORD #1532 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Eliece
Last Name : Horton

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1532-5768 | Please support the other proposed location for the station in downtown Gilroy. The downtown station provides better transit access in central Gilroy, making it more affordable and equitable with less adverse environmental impacts.
- 1532-5769 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1532-5770 |
- 1532-5771 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1532-5772 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and reject the east-of-Gilroy station location.
- 1532-5773 |

Sincerely,
Eliece Horton
Aptos, CA 95003
elieceh@yahoo.com

Response to Submission 1532 (Eliece Horton, June 22, 2020)

1532-5768

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3, SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

The comment's support for the Downtown Gilroy Station included in Alternatives 1, 2, and 4 is noted.

1532-5769

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1532-5770

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1532-5771

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1532-5772

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1532-5773

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

Submission 1219 (Bill Hough, April 27, 2020)

San Jose - Merced - RECORD #1219 DETAIL

Status : Action Pending
Record Date : 4/27/2020
Affiliation Type : Individual
Submission Date : 4/27/2020
Interest As : Individual
Submission Method : Project Email
First Name : Bill
Last Name : Hough
Business/Organization :
EIR/EIS Comment : Yes

Stakeholder Comments/Issues :

Staff:

- 1219-7 | You need to reevaluate the environmental impact for not only the San Jose to Merced line (https://www.hsr.ca.gov/docs/programs/statewide_rail/proj_sections/SanJose_Merced/Staff-Recommended_SJ_to_Merced_Preferred_Alternative.pdf) but the entire project.
- The environmental impacts on construction are understated. It would be better for the environment if construction was stopped.
- 1219-8 | More importantly, projected ridership needs to be reevaluated in light of the recent virus scare. When the virus scare began, the congestion problem went away when companies began encouraging staff to work from home at least part of the time. If the virus scare ever ends, more working will work at home and there will be less travel demand. This project needs to be reevaluated in light of recent developments.
- 1219-9 | The combination of environmental damage from construction, including more greenhouse gas emissions from earth-moving equipment combined with few people using the system as "social distancing" becomes the new normal means that this project needs to be reconsidered.
- Bill Hough
Los Altos, BA
psa188@yahoo.com

Response to Submission 1219 (Bill Hough, April 27, 2020)

1219-7

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

1219-8

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

1219-9

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

Submission 1800 (Katie Howard, June 23, 2020)

San Jose - Merced - RECORD #1800 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Katie
Last Name : Howard

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1800-4636 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1800-4637 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1800-4638 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1800-4639 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1800-4640 | reject the east-of-Gilroy station location.

Sincerely,
Katie Howard
10175 Manfre Rd Morgan Hill, CA 95037-9247
kdhoward1@verizon.net

Response to Submission 1800 (Katie Howard, June 23, 2020)

1800-4636

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1800-4637

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1800-4638

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1800-4639

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1800-4640

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1705 (Keith Howell, June 23, 2020)

San Jose - Merced - RECORD #1705 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Keith
Last Name : Howell
Stakeholder Comments/Issues :

Comments on the HSR from San Jose to Merced

1705-936

I am strongly opposed to the entire High-Speed Rail project, based on all the existing over-budget expenses, current lengthy construction delays in Central Valley, unknown seismic conditions where the tunnels need to go, and huge permanent disruptions that are expected in very densely populated areas along the route, especially through San Jose and Morgan Hill, California.

1705-937

Specifically for Morgan Hill, the route the HSR Authority desires to use (Alternative # 4) would run through the downtown district, up to 16 trains per hour during peak hours. It would have a major impact on traffic flow on east-west streets, also impacting emergency vehicles, and creating tremendous noise for outdoor events. The constant stream of rail traffic heading north and south would make all outdoor events unbearable at restaurants and historic venues (i.e., Villa Mira Monte). Allowing the HSR to operate through downtown, along the existing Union Pacific Railroad corridor, would have devastating impacts on the city's economy, safety, and environment. Since none of the HSR trains are scheduled to stop in Morgan Hill, there is not even a convenience benefit for the city's residents.

1705-938

By allowing such a failing project to be continued in California (and especially in Morgan Hill) is a waste of more money, with very limited expected benefits for our citizens.

J. Keith Howell

Morgan Hill, California

650-274-2933

Response to Submission 1705 (Keith Howell, June 23, 2020)

1705-936

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

1705-937

Refer to Standard Response SJM-Response-GS-1: Requests for Grade Separations, SJM-Response-TR-2: Construction Traffic and Parking Management Details, SJM-Response-TR-3: Gate-Down Time Calculation Details.

Please refer to Table 2-14 in Chapter 2, Alternatives, of the Draft EIR/EIS for this information. In 2029, the assumed first year of HSR operation, two trains per peak hour and one train per off-peak hour would operate between San Francisco and Bakersfield. Daytime operations would be from 7 a.m. to 10 p.m. and nighttime operations would be from 10 p.m. to 7 a.m. In 2040, 40 trains would operate during the daytime and 8 trains would operate during the nighttime. The comment noted rail traffic on outdoor venues like Villa Mira Monte. Please refer to Section 4.6.1.22, Villa Mira Monte (Resource #33), in the Final EIR/EIS for information about effects of Alternatives 2 and 4 on Villa Mira Monte. The comment noted at-grade effects on Morgan Hill.

1705-938

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

Submission 1685 (Julia Howlett, June 23, 2020)

San Jose - Merced - RECORD #1685 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Julia
Last Name : Howlett

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1685-4361 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1685-4362 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1685-4363 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1685-4364 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1685-4365 | reject the east-of-Gilroy station location.

Sincerely,
Julia Howlett
1055 N 2nd St San Jose, CA 95112-4931
sanjosejulia@gmail.com

Response to Submission 1685 (Julia Howlett, June 23, 2020)

1685-4361

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1685-4362

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1685-4363

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1685-4364

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1685-4365

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1919 (Sharon Hudak, June 22, 2020)

San Jose - Merced - RECORD #1919 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Sharon
Last Name : Hudak

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1919-5126 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1919-5127 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1919-5128 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1919-5129 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1919-5130 | reject the east-of-Gilroy station location.

Sincerely,
Sharon Hudak
3531 Greer Rd Palo Alto, CA 94303-4402
srh813@gmail.com

Response to Submission 1919 (Sharon Hudak, June 22, 2020)

1919-5126

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1919-5127

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1919-5128

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1919-5129

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1919-5130

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1621 (Sherrill Hufnagel, June 23, 2020)

June 17, 2020
California High-Speed Rail Authority

RECEIVED
JUN 23 2020
BY: _____

RE: SAN JOSE TO MERCED PROJECT SECTION
PUBLIC COMMENT ON THE DRAFT
ENVIRONMENTAL IMPACT
REPORT/ENVIRONMENTAL IMPACT STATEMENT

FROM: SHERRILL HUFNAGEL
[REDACTED]

1621-3021

The purpose of this letter is to provide public comment on the Draft San Jose to Merced EIR/EIS. I agree with the EIR's assessment that Alternative 4 is the "preferred alternative". This alternative will provide access to a transportation hub for regional and local buses and trains. It will also provide an opportunity for economic growth in the City of Gilroy where adjacent property is zoned for those purposes and utilize our current transportation hub. If "Alternative 4 is selected, then the following issues would not need to be addressed. These are issues regarding "Alternative 3".

The portion of "Alternative 3" that I wish to comment on is the possible choice of the East Gilroy station and the impacts of "Alternative 3". If the ill-advised option should happen, the information regarding impacts is scarce. I have read as much detail regarding the impacts as is possible on an iPad. My comments will come mainly from review of section 3.13 charts, maps, and written material on Alternative 3.

Since Alternative 3 would go through the Santa Clara Agriculture Preserve which is agricultural land with some residential areas, the impacts have not been sufficiently noted on the residential areas. To be specific, there is a residential area on the southern end of Marcella Ave that shares a common well. Should the route and station be as suggested in Alternative 3, then this rural well system would be adversely impacted. It appears that the impacts of additional traffic on Marcella Ave are not adequate. The road currently has little shoulder and depth. Bicycle traffic entering and exiting the Gilroy station from the East appears to not be addressed. It is difficult

1621-3022

1621-3022

to assess in the EIR/EIS exactly how the intersection between Marcella And Leavesley Road will be modified and what traffic controls will be placed at the intersection. The increased flow of traffic on Marcella Ave due to the train station parking lot, specifically in front of this residential area is not adequately addressed. The impacts of increased noise, traffic, construction and new land use on these 5 properties are substantial and on my parcel, totally changing it to a level inconsistent with its current use(parcel#835-15-042). It seems that 3.14 Remnant Parcel Analysis is incomplete. It would appear that if all five properties were bought by HSR, then the parking lot could be accessed in a more effective way that would minimize the impact on local agricultural traffic on Marcella Ave and allow for bicycle and foot traffic from the East into the the proposed "Alternative 3 Gilroy Station" off of Marcella Ave., as the EIR/EIS has proposed but has not shown in detail. I, along with the other residents do not want to move, but as the EIR/EIS evaluation states the East Gilroy HSR station would "introduce a use incompatible with these types of existing land use."

1621-3023

1621-3024

The HSR is described as being "Viaduct from Las Animas to Leavesley", if that is the case it should be traveling over Leavesley Road and not require an overpass. Also, it is indicated in figure3.2-8 that the East Gilroy station has a Viaduct. In page 5 of 5, Figure1 "San Jose Central Valley Wye Project Extent(Project) and Alternatives with Vertical Profile", it indicates it is an embankment. The expansion of Leavesley Road into four lanes and then raising the road so the HSR trains could travel underneath is counterproductive. Not only that the raised section of Leavesley Road would not allow for safe entrance onto Marcella Ave, especially those traveling in the easterly direction. Traffic patterns and impacts have not been adequately addressed on both Leavesley Road and Marcella Ave

1621-3025

In conclusion, the selection of the EIR/EIS preferred "Alternative 4" (or even Alternative 1or2) through downtown Gilroy is preferred since it would create a regional hub of all existing methods of transportation. Many impacts for Alternative 3 Gilroy Station have not been adequately presented in EIR/EIS. Thank you for considering my comments.

Sincerely,
Sherrill Hufnagel
Sherrill Hufnagel

Response to Submission 1621 (Sherrill Hufnagel, June 23, 2020)

1621-3021

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

The comment's support for Alternative 4 is noted.

The comment expresses concern regarding Alternative 3 going through the Santa Clara Agricultural Preserve, lack of impact discussion, and impacts on residential areas. Impact discussion regarding stations is not limited to Section 3.13, Station Planning, Land Use, and Development. Section 3.13 analyzes impacts on the area's land use character. Additional impacts from stations are addressed under specific resources sections, for example in transportation, aesthetics and visual quality, regional growth, and agriculture and farmland. Socioeconomic and displacement impacts are discussed in Section 3.12, Socioeconomics and Communities, as well as land use change impacts (including residential displacements). Station impacts are thoroughly analyzed by resource in the EIR/EIS.

1621-3022

The comment requested that the Draft EIR/EIS assess impacts on Marcella Avenue, particularly those at the Leavesley Road intersection, and how the flow of traffic would be addressed on the East Gilroy Station's eastern side. Please refer to Figure 2-62 in Chapter 2, Alternatives, of the Draft EIR/EIS for an illustration of the project footprint and proposed improvements under Alternative 3 in the referenced area. Table 16 of Appendix 3.2-A, Transportation Data on Roadways, Freeways, and Intersections (located in Volume 2, Technical Appendices, of the Draft EIR/EIS), provides the results of the operations analysis at the Marcella Avenue/Leavesley Road intersection. Marcella Avenue would not be affected by the project, and no changes to the intersection would be made under Alternatives 1, 2, and 4, as the proposed HSR station would be located in Downtown Gilroy. Under Alternative 3, the proposed HSR station would be located in East Gilroy, and Leavesley Road would be widened to provide two through lanes in each direction, with a left turn pocket onto Marcella Avenue. The intersection would be stop-controlled and was shown to operate at LOS A in the AM and PM peak hours with the Project under 2040 conditions. LOS A is indicative of good traffic-operating conditions, with low levels of vehicular delay. Under Alternative 3, the project would improve the portion of Marcella Avenue north of Leavesley Road fronting the five properties referenced by the comment to full City of Gilroy standards, including pedestrian and bicycle accommodations. With the roadway improvements to Marcella Avenue and Leavesley Road, adequate access (Level of Service A) to the referenced parcels would be provided. Construction and noise were analyzed in the EIR/EIS for all locations along the route.

Response to Submission 1621 (Sherrill Hufnagel, June 23, 2020) - Continued

1621-3023

The comment states that the remnant parcel analysis in the Draft EIR/EIS is incomplete in Section 3.14, Agricultural Farmland, but does not state in what specific respect. Remnant parcel analysis is specific to parcels identified as Important Farmland and does not include residential parcels.

The comment also suggests that acquisition of five properties would address incompatible land uses at the East Gilroy Station under Alternative 3. Please refer to Section 3.13, Station Planning, Land Use, and Development, which has been revised to clarify that Impact LU#4 refers to the permanent conversion of agricultural land to a new transportation use through East Gilroy and the introduction of this incompatible use, a transportation corridor, as a significant and unavoidable impact. There is no mitigation to the introduction of this transportation corridor into a primarily agricultural area. No mitigation is required for the adjacent residential uses.

1621-3024

The comment requested that the Draft EIR/EIS assess impacts on Marcella Avenue and Leavesley Road in the vicinity of the East Gilroy Station; the comment also questions the grades of the rail alignment and Leavesley Road in the vicinity of the station. Please refer to Drawing AR-Y1102 of Draft EIR/EIS Volume 3, Preliminary Engineering for Project Design Record, for an illustration of the location and grades of the East Gilroy Station and Leavesley Road. The station is proposed to be at-grade, with Leavesley Road being grade separated, crossing over the HSR tracks. Table 16 of Appendix 3.2-A, Transportation Data on Roadways, Freeways, and Intersections (located in Volume 2, Technical Appendices, of the Draft EIR/EIS), provides the results of the operations analysis at the Marcella Avenue/Leavesley Road intersection. The intersection would be stop-controlled and was shown to operate at LOS A in the AM and PM peak hours with the Project under 2040 conditions. LOS A is indicative of good traffic-operating conditions, with low levels of vehicular delay. The Draft EIR/EIS reviewed traffic conditions in the area referenced by the comment, and significant effects were not identified. As it passes over the tracks, Leavesley Road would be constructed in accordance with engineering standards, including those for stopping sight distance, and safe turns to and from Marcella Avenue could be executed.

1621-3025

Refer to Standard Response SJM-Response-ALT-2: Project-Specific Alternatives Considerations, SJM-Response-ALT-3: Rejection of Alternative 3.

Please refer to the responses to submission SJM-1621, comments 3021 and 3023.

Submission 1525 (Joshua Hugg, June 22, 2020)

San Jose - Merced - RECORD #1525 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Joshua
Last Name : Hugg

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1525-3851 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1525-3852 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1525-3853 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1525-3854 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1525-3855 | reject the east-of-Gilroy station location.

Sincerely,
Joshua Hugg
308 S Humboldt St San Mateo, CA 94401-3338
jshich@comcast.net

Response to Submission 1525 (Joshua Hugg, June 22, 2020)

1525-3851

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1525-3852

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1525-3853

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1525-3854

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1525-3855

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1900 (Carol Hulse, June 22, 2020)

San Jose - Merced - RECORD #1900 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Carol
Last Name : Hulse

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1900-5041 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1900-5042 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1900-5043 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1900-5044 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1900-5045 | reject the east-of-Gilroy station location.

Sincerely,
Carol Hulse
La Quinta, CA 92253
cah7@comcast.net

Response to Submission 1900 (Carol Hulse, June 22, 2020)

1900-5041

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1900-5042

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1900-5043

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1900-5044

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1900-5045

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1686 (Holly Hunt, June 23, 2020)

San Jose - Merced - RECORD #1686 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Holly
Last Name : Hunt

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1686-5897 |
1686-5898 | Now more than ever, we need to approach our remaining wild areas with care and respect. Please reconsider
1686-5899 | current plans that endanger wildlife. The High Speed Rail Authority's Draft Environmental Impact Report (DEIR)
wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the
Pacheco Pass area. The DEIR also fails to acknowledge the significantly-greater agricultural and wildlife
impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural
Resource Area on the east side of Gilroy.
- 1686-5900 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1686-5901 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1686-5902 | reject the east-of-Gilroy station location.

Sincerely,
Holly Hunt
49 S Pearl St Apt 8 Denver, CO 80209-2035
hollyonpearl@yahoo.com

Response to Submission 1686 (Holly Hunt, June 23, 2020)

1686-5897

The comment is noted and does not indicate any specific concern regarding any of the conclusions in the Draft EIR/EIS.

1686-5898

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1686-5899

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1686-5900

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1686-5901

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1686-5902

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

Submission 1439 (Robert Hussey, June 22, 2020)

San Jose - Merced - RECORD #1439 DETAIL

Status : Unread
Record Date : 6/22/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Robert
Last Name : Hussey

Stakeholder Comments/Issues :

1439-3151

Since my property is affected by this, I have several questions/comments. First off, why are you putting an "atc site type" at 27 Park Warren Pl and at 26 Park Village Pl? These are million+ dollar homes that you are taking down. Additionally, there is a vacant lot at the corner of Branham and Monterey Rd. I'm sure that at least one of these could be put in this location and there are many other places where the other one could be placed that would be much cheaper than tearing down a home. Speaking of money, I live at 28 Park Warren Pl and would like to know how you are going to handle the reduction in the value of my house? I couldn't find anywhere in your documents where that is discussed. During construction, it is my understanding that my back wall will be torn down. Is this going to be replaced? If so, by the same size or larger wall? During the time that the wall is gone, how am I going to keep my dogs in the yard? How am I going to keep people out of my yard? If someone comes through the back wall area and drowns in my pool, is the HSR project going to be responsible for and handle this? Additionally, what is the compensation for having to live with all of the construction activities during this time?

1439-3152

Reading your documents, it talks about the 2 high speed rails and a freight rail. Is this in addition to the 2 rails that are already there for a total of 5 rail lines or is this only going to be 3? If it's 3, how is that going to work with freight trains that are going both directions.

Response to Submission 1439 (Robert Hussey, June 22, 2020)

1439-3151

Refer to Standard Response SJM-Response-ALT-1: Alternatives Selection and Evaluation Process, SJM-Response-ALT-2: Project-Specific Alternatives Considerations.

The comment expresses concern about a specific property location and design components. The comment further suggests project design changes that would reduce or eliminate the need for property acquisition at that location. ATC sites are required to be located near track crossovers. Two alternate locations for ATC sites near Park Warren Place and Park Village Place are included in Alternative 4 (Volume 3, Preliminary Engineering for Project Design Record); however, only one will ultimately be selected and constructed. Alternate site 2 at 27 Park Warren Place is included in the Preferred Alternative (Chapter 8, Preferred Alternative). Alternate site selection is determined as part of the ROD.

Section 3.12, Socioeconomics and Communities, of the Draft EIR/EIS discusses impacts on socioeconomics and communities. The Authority would offer relocation assistance as identified in Section 2.6.2.3, HSR Project Impact Avoidance and Minimization Features, of the Draft EIR/EIS and comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act.

The commenter's concerns about construction impacts on the individual property are noted. The Authority will continue to engage jurisdictions and stakeholders during the design, construction, and operation of the project.

1439-3152

The comment asks for clarification about the number of tracks that would be operational for the alternatives. For the Preferred Alternative (see Chapter 8, Preferred Alternative, of the Draft EIR/EIS), HSR would operate in blended service to downtown Gilroy utilizing the existing Caltrain tracks. Two blended tracks are required for Caltrain and HSR use in Alternative 4. South of Gilroy HSR would operate on independent infrastructure. Freight rail would not utilize the HSR tracks and there would be no conflict of HSR operations with freight service.

Submission 1819 (Cynthia Husted, June 23, 2020)

San Jose - Merced - RECORD #1819 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Cynthia
Last Name : Husted

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1819-5975 | I have lived in San Jose, California since 1976 and have seen so much of the area become "improved" at the expense of many orchards, open fields and farmlands. Sadly, the wildlife is having more difficulty as time passes to be able to stay in the safety of their habitats and have more recently been coming into the neighborhoods and city. This is not safe for them nor the population because of the accidents with vehicles, attacks on domestic pets and encounters with children/adults that can end up in serious injury or death. The beauty that San Jose used to be known for is disappearing right before our eyes. The children of our future should be able to know and love Santa Clara County for more than just computers, traffic and fast transportation via train.
- 1819-5976 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1819-5977 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1819-5978 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1819-5979 | reject the east-of-Gilroy station location.

Sincerely,
Cynthia Husted
1416 Gerlach Dr San Jose, CA 95118-2415
chusted1107@yahoo.com

Response to Submission 1819 (Cynthia Husted, June 23, 2020)

1819-5975

The comment is noted.

1819-5976

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass, SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1819-5977

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1819-5978

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1819-5979

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

Submission 1712 (Linda Hutchins-Knowles, June 23, 2020)

San Jose - Merced - RECORD #1712 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Linda
Last Name : Hutchins-Knowles

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

I'm writing to you as a resident of Santa Clara County, a mother, and an environmental advocate who has worked hard to protect the irreplaceable Coyote Valley.

- 1712-5908 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1712-5909 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.

- 1712-5910 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.

- 1712-5911 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1712-5912 | reject the east-of-Gilroy station location.

Please find a win/win for high-speed rail, the vital ecosystem of Coyote Valley and the wildlife that rely on it.

Sincerely,
Linda Hutchins-Knowles
San Jose, CA 95118
lindahk@mothersoutfront.org

Response to Submission 1712 (Linda Hutchins-Knowles, June 23, 2020)

1712-5908

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1712-5909

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1712-5910

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1712-5911

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1712-5912

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

Submission 1896 (Jean Hyland, June 22, 2020)

San Jose - Merced - RECORD #1896 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/24/2020
Interest As : Individual
First Name : Jean
Last Name : Hyland

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1896-5021 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1896-5022 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1896-5023 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1896-5024 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1896-5025 | reject the east-of-Gilroy station location.

Sincerely,
Jean Hyland
7661 Dowdy St Gilroy, CA 95020-5009
ripleyahyland@gmail.com

Response to Submission 1896 (Jean Hyland, June 22, 2020)

1896-5021

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1896-5022

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1896-5023

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1896-5024

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1896-5025

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 2032 (Peter Ingram, June 22, 2020)

San Jose - Merced - RECORD #2032 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Peter
Last Name : Ingram

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 2032-5551 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
2032-5552 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 2032-5553 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 2032-5554 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
2032-5555 | reject the east-of-Gilroy station location.

Sincerely,
Peter Ingram
2039 Cordilleras Rd Emerald Hills, CA 94062-3903
pingram.consulting@gmail.com

Response to Submission 2032 (Peter Ingram, June 22, 2020)

2032-5551

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

2032-5552

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

2032-5553

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

2032-5554

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

2032-5555

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1549 (Julie Iorns, June 22, 2020)

San Jose - Merced - RECORD #1549 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Julie
Last Name : Iorns

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1549-3941 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1549-3942 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1549-3943 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1549-3944 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1549-3945 | reject the east-of-Gilroy station location.

Sincerely,
Julie Iorns
28 Cumin Ln Morgan Hill, CA 95037-9254
julie.iorns@gmail.com

Response to Submission 1549 (Julie Iorns, June 22, 2020)

1549-3941

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1549-3942

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1549-3943

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1549-3944

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1549-3945

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1297 (Tansie Iwafuchi, May 24, 2020)

San Jose - Merced - RECORD #1297 DETAIL

Status : Action Pending
Record Date : 5/24/2020
Submission Date : 5/24/2020
Interest As : Individual
First Name : Tansie
Last Name : Iwafuchi

Stakeholder Comments/Issues :

1297-90

This project costs far too much money with very little benefit to the community. The state owes \$54 billion dollars due to COVID. This is not what we should be spending money on this project.

Response to Submission 1297 (Tansie Iwafuchi, May 24, 2020)

1297-90

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

Submission 2006 (Robert Jakovina, June 22, 2020)

San Jose - Merced - RECORD #2006 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Robert
Last Name : Jakovina

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 2006-5461 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
2006-5462 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 2006-5463 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 2006-5464 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
2006-5465 | reject the east-of-Gilroy station location.

Sincerely,
Robert Jakovina
San Jose, CA 95125
r.jakovina@comcast.net

Response to Submission 2006 (Robert Jakovina, June 22, 2020)

2006-5461

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

2006-5462

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

2006-5463

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

2006-5464

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

2006-5465

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1776 (Billy James, June 23, 2020)

San Jose - Merced - RECORD #1776 DETAIL

Status : Completed
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Billy
Last Name : James

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1776-5940 | I am a huge and vocal supporter of high speed rail.
- 1776-5941 | Your Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area.
- 1776-5942 | The DEIR also fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1776-5943 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1776-5944 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1776-5945 | reject the east-of-Gilroy station location.

Sincerely,
Billy James
218 Oakdale St Redwood City, CA 94062-1739
sjames_rwc@yahoo.com

Response to Submission 1776 (Billy James, June 23, 2020)

1776-5940

Comment noted. Thank you.

1776-5941

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1776-5942

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1776-5943

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1776-5944

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1776-5945

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

Submission 1584 (Dolores Jandik, June 22, 2020)

San Jose - Merced - RECORD #1584 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Dolores
Last Name : Jandik

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1584-4096 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1584-4097 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1584-4098 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1584-4099 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1584-4100 | reject the east-of-Gilroy station location.

Sincerely,
Dolores Jandik
2867 S Bascom Ave Apt 608 Campbell, CA 95008-6285
doloresmj@yahoo.com

Response to Submission 1584 (Dolores Jandik, June 22, 2020)

1584-4096

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1584-4097

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1584-4098

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1584-4099

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1584-4100

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 2037 (Evan Jane Kriss, June 22, 2020)

San Jose - Merced - RECORD #2037 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Evan
Last Name : Jane Kriss

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 2037-5571 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
2037-5572 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 2037-5573 | The DEIR's description of the wildlife crossings in Coyote Valley is INSUFFICIENT to determine whether they
will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara
County running up to the Pacheco Pass area, the proposed wildlife crossings are INADEQUATE to mitigate the
impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the
other side, and too few in number compared to the impact of construction and operation of the rail.
- 2037-5574 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
2037-5575 | REJECT the east-of-Gilroy station location.

Sincerely,
Evan Jane Kriss
26 Cloud View Rd Sausalito, CA 94965-2066
samesamejane@gmail.com

Response to Submission 2037 (Evan Jane Kriss, June 22, 2020)

2037-5571

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

2037-5572

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

2037-5573

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

2037-5574

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

2037-5575

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 2022 (norm jean bodey galiher, June 22, 2020)

San Jose - Merced - RECORD #2022 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : norm
Last Name : jean bodey galiher

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 2022-6141 | We need to balance human desires against the needs of the magnificent, complex, intact environment within which we have chosen to live because it so enriches our lives. The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 2022-6142 |
- 2022-6143 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 2022-6144 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
2022-6145 | reject the east-of-Gilroy station location.

Sincerely,
norm jean bodey galiher
434 Carmelita Dr Mountain View, CA 94040-3259
njgaliher@earthlink.net

Response to Submission 2022 (norm jean bodey galiher, June 22, 2020)

2022-6141

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

2022-6142

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

2022-6143

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

2022-6144

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

2022-6145

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

Submission 2025 (norma jean galiher, June 22, 2020)

San Jose - Merced - RECORD #2025 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : norma
Last Name : jean galiher

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

2025-6151

We need to balance human desires against the needs of the magnificent, complex, intact environment within which we have chosen to live because it so enriches our lives. The High Speed Rail Authority's Draft

2025-6152

Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.

2025-6153

The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.

2025-6154

2025-6155

The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and reject the east-of-Gilroy station location.

Sincerely,
norma jean galiher
434 Carmelita Dr Mountain View, CA 94040-3259
njgaliher@earthlink.net

Response to Submission 2025 (norma jean galiher, June 22, 2020)

2025-6151

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

2025-6152

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

2025-6153

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

2025-6154

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

2025-6155

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

Submission 1450 (David Jefferson, June 23, 2020)

San Jose - Merced - RECORD #1450 DETAIL

Status : Unread
Record Date : 6/23/2020
Submission Date : 6/23/2020
Interest As : Business and/or Organization
First Name : David
Last Name : Jefferson

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1450-3621 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1450-3622 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1450-3623 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1450-3624 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1450-3625 | reject the east-of-Gilroy station location.

Sincerely,
David Jefferson
Morgan Hill, CA 95037
djeffers48@yahoo.com

Response to Submission 1450 (David Jefferson, June 23, 2020)

1450-3621

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1450-3622

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1450-3623

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1450-3624

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1450-3625

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1489 (Ashok Jethanandani, June 22, 2020)

San Jose - Merced - RECORD #1489 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Ashok
Last Name : Jethanandani

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

1489-5735

I live in East San Jose, close to the proposed east-of-Gilroy station and maintenance facility in the County's Agriculture Resource Area. I disagree with some of the conclusions of the High Speed Rail Authority's Draft Environmental Impact Report (DEIR).

1489-5736

The DEIR wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.

1489-5737

The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.

1489-5738 |

The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and

1489-5739 |

reject the east-of-Gilroy station location.

Sincerely,
Ashok Jethanandani
2927 Glen Craig Ct San Jose, CA 95148-2528
ashok.jethanandani@gmail.com

Response to Submission 1489 (Ashok Jethanandani, June 22, 2020)

1489-5735

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1489-5736

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1489-5737

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1489-5738

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1489-5739

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

Submission 1251 (Davis Johnson, May 7, 2020)

San Jose - Merced - RECORD #1251 DETAIL

Status : Unread
Record Date : 5/7/2020
Submission Date : 5/7/2020
Interest As : Individual
First Name : Davis
Last Name : Johnson

Stakeholder Comments/Issues :

1251-2341 | The current plan does not allow for high speed rail in any part of the State north of Sacramento, leaving a huge part of the state without any benefit economically or environmentally. will this hindrance to the north state be addressed in the first few phases of the construction plan? Thank you for your quick response.

Response to Submission 1251 (Davis Johnson, May 7, 2020)

1251-2341

As shown in Draft EIR/EIS Figure S-1, California High-Speed Rail Statewide System, the HSR system would extend north to Sacramento and south to San Diego in Phase 2. While the HSR system would not extend north of Sacramento, it is still anticipated that the system overall would benefit northern California residents enabling them to travel to the Bay Area, Central Valley, and Southern California.

Submission 1989 (Jonathan Johnson, June 22, 2020)

San Jose - Merced - RECORD #1989 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Jonathan
Last Name : Johnson

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1989-5386 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1989-5387 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
1989-5387 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
1989-5388 | station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1989-5388 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
1989-5388 | work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
1989-5388 | running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
1989-5388 | the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
1989-5388 | too few in number compared to the impact of construction and operation of the rail.
- 1989-5389 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1989-5390 | reject the east-of-Gilroy station location.

Sincerely,
Jonathan Johnson
Morgan Hill, CA 95037
johnsonjonathan99@gmail.com

Response to Submission 1989 (Jonathan Johnson, June 22, 2020)

1989-5386

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1989-5387

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1989-5388

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1989-5389

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1989-5390

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1609 (Molly Johnson, June 22, 2020)

San Jose - Merced - RECORD #1609 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Molly
Last Name : Johnson

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1609-4201 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1609-4202 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1609-4203 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1609-4204 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1609-4205 | reject the east-of-Gilroy station location.

Sincerely,
molly johnson
199 W Poplar Ave San Mateo, CA 94402-1151
dermskates@aol.com

Response to Submission 1609 (Molly Johnson, June 22, 2020)

1609-4201

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1609-4202

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1609-4203

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1609-4204

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1609-4205

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1990 (Jacquelin Jones, June 22, 2020)

San Jose - Merced - RECORD #1990 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Jacquelin
Last Name : Jones

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1990-5391 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1990-5392 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1990-5393 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1990-5394 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1990-5395 | reject the east-of-Gilroy station location.

Sincerely,
Jacquelin Jones
7887 Moorfoot Ct San Jose, CA 95135-2117
jonesjacquelin@sbcglobal.net

Response to Submission 1990 (Jacquelin Jones, June 22, 2020)

1990-5391

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1990-5392

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1990-5393

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1990-5394

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1990-5395

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1777 (Sam Jones, June 23, 2020)

San Jose - Merced - RECORD #1777 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Sam
Last Name : Jones

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1777-4551 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1777-4552 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1777-4553 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1777-4554 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1777-4555 | reject the east-of-Gilroy station location.

Sincerely,
Sam Jones
3008 La Terrace Cir San Jose, CA 95123-5315
luscombe37081@yahoo.com

Response to Submission 1777 (Sam Jones, June 23, 2020)

1777-4551

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1777-4552

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1777-4553

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1777-4554

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1777-4555

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1769 (Joy Joyner, June 23, 2020)

San Jose - Merced - RECORD #1769 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Joy
Last Name : Joyner

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1769-4526 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1769-4527 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1769-4528 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1769-4529 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1769-4530 | reject the east-of-Gilroy station location.

Sincerely,
Joy Joyner
15400 Vineyard Blvd Morgan Hill, CA 95037-8010
joy.joyner@gmail.com

Response to Submission 1769 (Joy Joyner, June 23, 2020)

1769-4526

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1769-4527

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1769-4528

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1769-4529

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1769-4530

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1283 (Siddharth Kamath, May 19, 2020)

San Jose - Merced - RECORD #1283 DETAIL

Status : Action Pending
Record Date : 5/19/2020
Submission Date : 5/19/2020
Interest As : Individual
First Name : Siddharth
Last Name : Kamath

Stakeholder Comments/Issues :

Sir,

1283-74

I am a resident in the Monterey corridor of San Jose and a stakeholder in the HSR project as my residence happens to be within 100 feet of the existing UPRR railway line.

I understand that the city of San Jose has endorsed "Alternative 4" as the preferred option as that will blend with the existing UPRR lines and avoid additional construction cost and disruption that may come with the viaduct alternative. While I support this option, I am requesting strong commitment from the HSR authority to have proper grade separations at the following 3 intersections which are controlled by unmanned crossings today:

1. Monterey-Branham
2. Monterey-Chynoweth
3. Monterey-Skyway

Given the expected speed and peak hour operation frequency, it will be extremely inconvenient and unsafe to have the train go through the above three intersections which are unmanned. We have also had a history of pedestrian accidents at those intersections. The HSR authority must implement proper grade separations at these intersections when going ahead with Alternative 4. This needs to be committed and communicated clearly when creating future drafts and renderings.

Thank you,
Sid Kamath

Response to Submission 1283 (Siddharth Kamath, May 19, 2020)

1283-74

Refer to Standard Response SJM-Response-GS-1: Requests for Grade Separations.

The comment noted that Branham, Chynoweth, and Skyway need to be grade separated for Alternative 4. Please refer to Figure 2-48 in Chapter 2, Alternatives, of the Draft EIR/EIS for information about these intersections. Alternative 4 includes four-quadrant gates at these three intersections. Please refer to Section 2.4.6, At-Grade Crossings, of the Draft EIR/EIS for description of these at-grade crossings. Please refer to Section 3.11.6.3, Community Safety and Security, for information about safety at at-grade crossings.

Submission 1666 (Kristine Karnos, June 24, 2020)

San Jose - Merced - RECORD #1666 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/24/2020
Interest As : Individual
First Name : Kristine
Last Name : Karnos

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1666-5885 | The proposed alternative location in downtown Gilroy makes more sense for people and for farmland and wildlife!
- 1666-5886 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1666-5887 |
- 1666-5888 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1666-5889 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1666-5890 | reject the east-of-Gilroy station location.

Sincerely,
Kristine Karnos
1724 Fabian Dr San Jose, CA 95124-1911
kkarnos@sbcglobal.net

Response to Submission 1666 (Kristine Karnos, June 24, 2020)

1666-5885

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

1666-5886

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1666-5887

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1666-5888

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1666-5889

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1666-5890

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

Submission 1464 (Edie Keating, June 23, 2020)

San Jose - Merced - RECORD #1464 DETAIL

Status : Unread
Record Date : 6/23/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Edie
Last Name : Keating

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

1464-5714 | I am happy to see the High Speed Rail moving forward, and I look forward to riding it some day! (I'm only 60, so it could happen!)

1464-5715 | However, I also love Coyote Valley, and believe it is necessary and very valuable to fully analyze the likely impact of high speed rail on Coyote Valley. The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.

1464-5717 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.

1464-5718 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1464-5719 | reject the east-of-Gilroy station location.

Sincerely,
Edie Keating
3553 Alma St Apt 5 Palo Alto, CA 94306-3540
edie.keating100@gmail.com

Response to Submission 1464 (Edie Keating, June 23, 2020)

1464-5714

Comment noted. Thank you.

1464-5715

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1464-5716

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1464-5717

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1464-5718

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1464-5719

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

Submission 1315 (Michael Kellagher, May 27, 2020)

San Jose - Merced - RECORD #1315 DETAIL

Status : Action Pending
Record Date : 5/27/2020
Submission Date : 5/27/2020
Interest As : Individual
First Name : Michael
Last Name : Kellagher

Stakeholder Comments/Issues :

1315-70

I strongly support rail electrification

Response to Submission 1315 (Michael Kellagher, May 27, 2020)

1315-70

Thank you for your comment in support of the project.

Submission 1660 (Miranda Kelley, June 24, 2020)

San Jose - Merced - RECORD #1660 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/24/2020
Interest As : Individual
First Name : Miranda
Last Name : Kelley

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1660-4316 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1660-4317 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1660-4318 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1660-4319 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1660-4320 | reject the east-of-Gilroy station location.

Sincerely,
Miranda Kelley
165 Blossom Hill Rd Spc 264 San Jose, CA 95123-5921
Mirpanda14@Gmail.com

Response to Submission 1660 (Miranda Kelley, June 24, 2020)

1660-4316

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1660-4317

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1660-4318

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1660-4319

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1660-4320

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1735 (Mary Kellogg, June 23, 2020)

San Jose - Merced - RECORD #1735 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Mary
Last Name : Kellogg

Stakeholder Comments/Issues :

1735-2327

Please do not divide our beautiful downtown Morgan Hill in two with a high speed rail through our outdoor restaurant and walking areas. Morgan Hill also has a lot of new high density housing that is just opening up and needs to continue to be a desirable residential location.
We supported the HSR with the understanding it would be aligned with the existing freeway and traffic away from our town. If the plan continues to be made to go through the downtown we will be forced to join the efforts to abandon the project altogether.

Dana and Mary Kellogg,
Morgan Hill residents since 1977

Response to Submission 1735 (Mary Kellogg, June 23, 2020)

1735-2327

The comment's support of alternatives aligned with the existing freeway, Alternatives 1 and 3, is noted.

Submission 2003 (Stacey Kellogg, June 22, 2020)

San Jose - Merced - RECORD #2003 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Stacey
Last Name : Kellogg

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

2003-6120

As a South San Jose resident who regularly enjoys an enhanced quality of life through the natural resources protected in Coyote Valley, I'm writing to ask for your consideration in how the current plan for High Speed Rail will impact wildlife in my neighborhood and suggestions for changes you can make to the current plan to minimize negative impact.

2003-6121

The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.

2003-6122

The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.

2003-6123

The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and

2003-6124

reject the east-of-Gilroy station location.

Thank you for your time and consideration.

Sincerely,
Stacey Kellogg
307 Copco Ln San Jose, CA 95123-3511
Stacey@powwowsanjose.com

Response to Submission 2003 (Stacey Kellogg, June 22, 2020)

2003-6120

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

Comment noted. The Draft EIR/EIS contains several sections of analysis of impacts on wildlife in Coyote Valley.

2003-6121

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

2003-6122

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

2003-6123

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

2003-6124

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

Submission 1873 (Rachel Kellum, June 22, 2020)

San Jose - Merced - RECORD #1873 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Rachel
Last Name : Kellum

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

1873-832

While I am excited about the San Jose-Merced rail, I am concerned about the railway's environmental impact. Specifically, the potential for harm in the Coyote Valley and in the Pacheco Pass area. Additionally, the impacts to farmland and new threats of sprawl from the potential east-of-Gilroy station and maintenance facility in the County's Agricultural Resource Area will be extreme. I ask the Railway to work with local conservation experts to revise these issues in the DEIR, and reject the east-of-Gilroy station location.

Sincerely,
Rachel Kellum
Seaside, CA 93955
regtuesday@gmail.com

Response to Submission 1873 (Rachel Kellum, June 22, 2020)

1873-832

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

The comment noted potential impacts in Coyote Valley and the Pacheco Pass. The comment noted Alternative 3 impacts on agricultural lands. Please refer to Table 3.14-6 in the Draft EIR/EIS for a comparison of permanent impacts on Important Farmland by alternative: Alternative 1 converts 1,032.6 acres and Alternative 3 converts 1,192.5 acres, with Alternatives 1 and 2 in between.

Submission 1595 (Claire Kelly, June 22, 2020)

San Jose - Merced - RECORD #1595 DETAIL

Status : Action Pending
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Claire
Last Name : Kelly

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1595-4141 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1595-4142 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1595-4143 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1595-4144 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1595-4145 | reject the east-of-Gilroy station location.

Sincerely,
Claire Kelly
1537 Fair Valley Rd El Cajon, CA 92019-3710
Kellytkck@aol.com

Response to Submission 1595 (Claire Kelly, June 22, 2020)

1595-4141

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1595-4142

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1595-4143

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1595-4144

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1595-4145

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1986 (Janice Kelly, June 22, 2020)

San Jose - Merced - RECORD #1986 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Janice
Last Name : Kelly

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1986-5371 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1986-5372 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1986-5373 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1986-5374 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1986-5375 | reject the east-of-Gilroy station location.

Sincerely,
Janice Kelly
3115 Del Monte St San Mateo, CA 94403-3800
jakelly6@gmail.com

Response to Submission 1986 (Janice Kelly, June 22, 2020)

1986-5371

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1986-5372

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1986-5373

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1986-5374

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1986-5375

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1895 (Marissa Kent, June 22, 2020)

San Jose - Merced - RECORD #1895 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Marissa
Last Name : Kent

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1895-5016 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1895-5017 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1895-5018 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1895-5019 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1895-5020 | reject the east-of-Gilroy station location.

Sincerely,
Marissa Kent
San Jose, CA 95118
marissajenkent@gmail.com

Response to Submission 1895 (Marissa Kent, June 22, 2020)

1895-5016

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1895-5017

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1895-5018

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1895-5019

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1895-5020

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1329 (William Ketterer, May 31, 2020)

San Jose - Merced - RECORD #1329 DETAIL

Status : Action Pending
Record Date : 5/31/2020
Submission Date : 5/31/2020
Interest As : Individual
First Name : William
Last Name : Ketterer

Stakeholder Comments/Issues :

1329-58

I believe alternative 1,2, or 3 to be the best options for San Jose to Merced.

Response to Submission 1329 (William Ketterer, May 31, 2020)

1329-58

Comment noted. Thank you.

Submission 1603 (Jill Kilty Newburn, June 22, 2020)

San Jose - Merced - RECORD #1603 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Jill
Last Name : Kilty Newburn

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1603-4181 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1603-4182 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1603-4183 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1603-4184 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1603-4185 | reject the east-of-Gilroy station location.

Sincerely,
Jill Kilty Newburn
11954 De Paul Cir San Martin, CA 95046-9647
mail@knfarms.com

Response to Submission 1603 (Jill Kilty Newburn, June 22, 2020)

1603-4181

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1603-4182

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1603-4183

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1603-4184

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1603-4185

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 2021 (Sun Kim, June 22, 2020)

San Jose - Merced - RECORD #2021 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Sun
Last Name : Kim

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 2021-5521 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 2021-5522 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 2021-5523 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 2021-5524 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 2021-5525 | reject the east-of-Gilroy station location.

Sincerely,
Sun Kim
Orinda, CA 94563
liasoul@hotmail.com

Response to Submission 2021 (Sun Kim, June 22, 2020)

2021-5521

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

2021-5522

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

2021-5523

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

2021-5524

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

2021-5525

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1910 (Kenneth King, June 22, 2020)

San Jose - Merced - RECORD #1910 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Business and/or Organization
First Name : Kenneth
Last Name : King

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

1910-6021 | Your Draft Environmental Impact Report (DEIR) is weak and insufficient in regard to the Pacheco Pass, an
1910-6022 | almost pristine canyon ecosystem from Old California. You must seek to implement adequate protections for
1910-6023 | the rare and threatened animals that need to cross over to forage and breed in their historic range. The DEIR
also fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially
placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.

The Authority should work with recognized conservation agencies to revise these issues in the DEIR, and reject
the east-of-Gilroy station location.

Sincerely,

1910-6024 | Kenneth King
1910-6025 | 633 Terrace Ave Half Moon Bay, CA 94019-1549
exeditor2003@gmail.com

Response to Submission 1910 (Kenneth King, June 22, 2020)

1910-6021

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1910-6022

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1910-6023

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1910-6024

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1910-6025

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

Submission 1922 (Laurie King, June 22, 2020)

San Jose - Merced - RECORD #1922 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Laurie
Last Name : King

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1922-6031 |
- 1922-6032 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1922-6033 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1922-6034 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1922-6035 | reject the east-of-Gilroy station location. Putting the station in downtown Gilroy would be a far better choice.

Sincerely,
Laurie King
5462 Tradewinds Walkway Apt 2 San Jose, CA 95123-1838
lgking@pacbell.net

Response to Submission 1922 (Laurie King, June 22, 2020)

1922-6031

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1922-6032

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1922-6033

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1922-6034

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1922-6035

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

Submission 1649 (Jennifer Kirchhoff, June 24, 2020)

San Jose - Merced - RECORD #1649 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/24/2020
Interest As : Individual
First Name : Jennifer
Last Name : Kirchhoff

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1649-4291 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1649-4292 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1649-4293 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1649-4294 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1649-4295 | reject the east-of-Gilroy station location.

Sincerely,
Jennifer Kirchhoff
17210 Copper Hill Dr Morgan Hill, CA 95037-6520
jvkirchhoff@verizon.net

Response to Submission 1649 (Jennifer Kirchhoff, June 24, 2020)

1649-4291

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1649-4292

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1649-4293

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1649-4294

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1649-4295

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1913 (Karen Kirschling, June 22, 2020)

San Jose - Merced - RECORD #1913 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Karen
Last Name : Kirschling

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1913-5101 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1913-5102 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1913-5103 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1913-5104 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1913-5105 | reject the east-of-Gilroy station location.

Sincerely,
Karen Kirschling
San Francisco, CA 94117
kumasong@excite.com

Response to Submission 1913 (Karen Kirschling, June 22, 2020)

1913-5101

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1913-5102

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1913-5103

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1913-5104

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1913-5105

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1941 (Yoriko Kishimoto, June 22, 2020)

San Jose - Merced - RECORD #1941 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Yoriko
Last Name : Kishimoto

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1941-5196 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1941-5197 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1941-5198 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1941-5199 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1941-5200 | reject the east-of-Gilroy station location.

Sincerely,
Yoriko Kishimoto
Palo Alto, CA 94301
yoriko12330@icloud.com

Response to Submission 1941 (Yoriko Kishimoto, June 22, 2020)

1941-5196

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1941-5197

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1941-5198

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1941-5199

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1941-5200

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1772 (Brittany Klauser, June 23, 2020)

San Jose - Merced - RECORD #1772 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Brittany
Last Name : Klauser

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1772-4536 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1772-4537 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1772-4538 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1772-4539 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1772-4540 | reject the east-of-Gilroy station location.

Sincerely,
Brittany Klauser
Milpitas, CA 95035
brittanyklauser@gmail.com

Response to Submission 1772 (Brittany Klauser, June 23, 2020)

1772-4536

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1772-4537

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1772-4538

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1772-4539

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1772-4540

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1377 (Bob Kludt, May 27, 2020)

San Jose - Merced - RECORD #1377 DETAIL

Status : Action Pending
Record Date : 6/16/2020
Submission Date : 5/27/2020
Interest As : Individual
First Name : Bob
Last Name : Kludt

Stakeholder Comments/Issues :

MR. KLUDT: Sure. My name is Bob, last name is Kludt, spelled K-L-U-D-T, and I live in San Martin, California.

MR. GOLDMAN: Please go ahead and share your comment, then. Thanks, Bob.

MR. KLUDT: Okay. So I'm just kind of losing time there, aren't I? Well, my sentiments are --

MR. GOLDMAN: Well, your time is starting now.

1377-174 | MR. KLUDT: Okay, thanks. Yeah, I'm one of the folks that have received a letter here in San Martin stating that, you know, my property could be affected, as well as my brother.

And, you know, I'm looking right now Union Pacific Railroad tracks has about, I don't know, maybe couple hundred yards probably less than that for me right now. And years that I've lived here have been 60. And one train has been significantly enough at least in terms of noise and everything along with -- that goes along with a train as well as ever increasing traffic-wise on Miley Road.

But, yeah, my concern is that we're still talking about this project that just doesn't seem very realistic to me. You know, seems like I'm in a fantasy world.

1377-175 | I've gone to the meetings, the Morgan Hill events trying to, you know, keep in till with Morgan Hill and Gilroy, being that I'm from San Martin and you got to kind of keep connected to both cities, I try to. The meetings that I've gone to in the past, just doesn't seem like a lot of people are listening to our concerns and, you know, it's a significant time right now when the state is so far losing money now in the billions and to be spending a dollar on the high-speed rail project right now just seems to me personally, as well as I know a lot of my neighbors to be a huge, huge waste of money, time, effort, and everything that goes along with it.

And that's basically my thought and my comment.

Response to Submission 1377 (Bob Kludt, May 27, 2020)

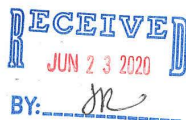
1377-174

The Authority appreciates your participation in the public hearing. Please refer to Section 3.2, Transportation, and Section 3.4, Noise and Vibration, of the Draft EIR/EIS for traffic and noise impacts, respectively. Each section presents the impacts from the project and identifies mitigation measures to avoid or reduce significant impacts.

1377-175

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

Submission 1622 (Bob Kludt, June 23, 2020)



June 16, 2020
California High Speed Rail Authority
Attn: San Jose to Merced Draft DEIR/EIS
100 Paseo de San Antonio, Suite 300
San Jose, CA 95113
Ricci Graham
Subject: San Jose to Merced Draft DEIR Comments

1622-3004

I live in San Martin, CA, very close to the proposed route of this boondoggle train. I have been to several of the "community workshops," that the HSR folks have held in the Morgan Hill Cultural Center. Every single meeting that I've gone to has been nothing more than a lecture by HSR "experts." You folks just don't seem to want to listen to what folks in the communities have to say, including the unincorporated town of San Martin. Your proposed Alternative #4 will effectively wipe out the downtown area of San Martin.

Many promises were made when Proposition 1A was passed. None of those promises are being met. We were promised that this "high-speed" rail would never require subsidies. That has not turned out to be the case. We were also promised that all monies required would be ready and available prior to any start of construction. In addition, and something that made perfect sense at the time, was that the train was to run over the Altamont Pass, to allow for the San Jose/San Francisco to the Central Valley. Why are you folks even thinking that you can, instead, cram it down the throats of those of us living in the Santa Clara and Coyote Valleys? The Central Valley is obviously a very wide, open valley. The valley here in San Martin is only about 3-4 miles wide. What sort of zaniness lead to this decision?

Twelve years down the road, all that has been accomplished is the monstrosity in the Central Valley. Who, in their own right mind, wants to ride your train from Merced to Bakersfield? What a joke. What are you people smoking? Now, after all these years, the plan is to run dirty diesel engines on the CV monstrosity that has displaced both home and business owners that are, in many cases, not even being compensated for the sheer destruction that you have caused. The Cap and Trade funds that are supposed to be used for creating clean, energy-efficient projects are being spent on regular track with dirty diesel engines. You folks are, evidently, getting very good at lying, and your proposal to run this piece-of-junk through the Morgan Hill, San Martin, and Gilroy will do NOTHING to help with easing traffic situations; in fact, your plan will make cross-town traffic in all three of these towns an absolute nightmare. What pleasure are you folks finding in destroying these three towns. Is this some sort of experiment?

I have lived in San Martin for sixty years. There are serious seismic concerns in this area. Have your "experts" not heard of the Calaveras and San Andreas faults? Running this stupid train of yours through the Central Valley would have made perfect sense. Instead, you chose to run it through small, functional communities that provide sanctuary and manageable living conditions for those that work in the Silicon Valley and areas further north. This area has also had groundwater problems over the years. Have you not heard about those events, either?

1622-3005

Anderson Dam, located in Morgan Hill, is currently being drained due to the aforementioned seismic issues. Here again, why would you folks choose to run your train in between two significant fault lines? This is beyond crazy. One even moderate earthquake, which has not happened for several years, making it even MORE likely to occur in the future, will be all it takes to stop your absolutely whack-job boondoggle train right in its tracks (much pun intended)!

1622-3006

Your plan also includes running your "high-speed" train through the Coyote Valley, which so many folks have worked so hard to preserve as an open space and also an area where wildlife can move across the valley. Your train will, as in all aforementioned areas, absolutely DESTROY that area. For what? Who's going to want to pay for a Disneyland-type "B-ticket" train ride to nowhere? You folks really blew it by not consulting with other countries that have built "successful" high-speed trains, but even in those countries, none of those trains are very profitable at all.

1622-3007

We here in San Martin, Morgan Hill, and Gilroy have heard the intimidation tactics that you've employed to the poor souls living in the Central Valley. Is it in your agenda to do the same to us living here? To those of us who have been voicing our displeasure at your "community workshops" (a.k.a. HSR "lectures"), and have watched you folks constantly asking for more money for what appears to have become nothing more than an "experiment" in screwing up people's lives, you have done absolutely NOTHING more than insulted the entire three towns.

1622-3008

Is it also in your plan to build huge monstrosities of elevated track structures with rebar hanging out of the ends that are already starting to rust away? Pretty unsightly for those that have to live anywhere near such as project. (One can only wonder if any of your HSR "experts" happen to live in any of these areas). My guess is very few or none at all, since it has also been evident that you bring in out-of-State contractors to perform shoddy work while completely ignoring local builders.

1622-3009

We in San Martin have some of the best available farmland and ranchlands in the State. There are about 7500 of us, and guess what? EVERY single person I've spoken with has been telling me of their disdain for your project. In fact, most folks, when they hear about this boondoggle, typically just start laughing at the clown show you're providing. (I recall reading an article from a Federal Transportation official who just ripped the Central Valley monstrosity you've created, with our tax dollars, as being a fantasy and referring to it as Disneyland). As I understand things, you currently do not have the money to proceed with ANY construction in San Martin, Morgan Hill, or Gilroy. All of your work to date has been an incredible WASTE of taxpayer dollars. So many of our roads in California are in absolutely atrocious conditions. Your project's ongoing haphazard construction efforts are impressing no one. STOP THIS BOONDOGGLE NOW!

Sincerely,

Bob Kludt 6-16-2020

Bob Kludt

Response to Submission 1622 (Bob Kludt, June 23, 2020)

1622-3004

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

The Authority's efforts to engage with the public are documented in Chapter 9, Public and Agency Involvement, of the Draft EIR/EIS. The purpose of the community working group meetings was to enable informal information exchange between community members and Authority representatives, including engineering, environmental, and planning staff. These small group meetings are intended to allow members to voice concerns and identify local projects for the Authority's consideration. Regarding the commenter's statement about Alternative 4, this alternative would be in blended operations at grade through San Martin to reduce displacements in the downtown area. Lastly, the HSR System in California would run entirely on electricity generated from renewable sources. The HSR trains would not run on diesel engines.

1622-3005

Comment noted. To meet the HSR performance criteria that the train be capable of traveling from San Francisco to Los Angeles, it must cross and/or be located near significant faults. Project features, including GEO-IAMF#6, GEO-IAMF#7, and GEO-IAMF#8, would avoid significantly increasing exposure of people or structures to potential loss of life, injuries, or destruction beyond current exposure to seismic hazards in the area.

Please refer to Section 3.9, Geology, Soils, Seismicity and Paleontological Resources, Impact GEO#9 of the Draft EIR/EIS, which notes "The project intersects five hazardous faults, identified by the SST-FD, in the Morgan Hill and Gilroy, Pacheco Pass, and San Joaquin Valley Subsections (SST-FD 2017). All HSR components including tunnels would be designed for the impacts of earthquakes, including bending moments, shear forces, and displacements resulting from surface fault rupture (GEO-IAMF#7). Prior to construction, the design-build contractor would prepare a CMP that would include design measures and actions to minimize or avoid exposure of people or structures to impacts from surface fault rupture, including worker safety protocols for seismic events that could occur during construction (GEO-IAMF#1). The design measures and actions would conform to relevant guidelines specified by transportation and building agencies and codes (GEO-IAMF#10) requiring contractors to account for seismic hazards during design and construction. Implementation of these design measures and actions during project construction would avoid significantly increasing exposure of people or structures to potential loss of life, injuries, or destruction beyond current exposure to surface fault rupture in the area."

Please refer to Section 3.9 of the Draft EIR/EIS, Impact GEO#10, which notes: "The earthquake-induced flooding impacts would be addressed with conventional construction safety measures. The design-build contractor would prepare a CMP that would include features to reduce the potential for earthquake-induced flood hazards to cause personal injury, loss of life, and property damage during construction (GEO-IAMF#1). This may include evacuation plans as well as earthquake response training for workers. Conforming to guidelines specified by relevant transportation such as AREMA, FHWA, and Caltrans and building agencies and codes would require contractors to account for drainage patterns and topography during design and construction and thus be able to establish safe evacuation areas for construction workers (GEO-IAMF#10). Implementation of project features and actions before and during construction would avoid increasing exposure of people or structures to potential loss of life, injuries, or

Response to Submission 1622 (Bob Kludt, June 23, 2020) - Continued

1622-3005

destruction beyond what they are exposed to currently in the area's environment due to earthquake-induced flooding."

1622-3006

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

1622-3007

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

1622-3008

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

The HSR project is required to have funding available to complete any segment it undertakes, so aerial structures would not be left uncompleted and/or rusting, nor will any other component of the HSR infrastructure.

1622-3009

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

Submission 1515 (Pat Knoop, June 22, 2020)

San Jose - Merced - RECORD #1515 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Pat
Last Name : Knoop

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1515-3821 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1515-3822 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1515-3823 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1515-3824 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1515-3825 | reject the east-of-Gilroy station location.

Sincerely,
Pat Knoop
5985 Almaden Expy San Jose, CA 95120-5927
patknoop@yahoo.com

Response to Submission 1515 (Pat Knoop, June 22, 2020)

1515-3821

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1515-3822

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1515-3823

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1515-3824

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1515-3825

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 2012 (Victoria Kojola, June 22, 2020)

San Jose - Merced - RECORD #2012 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Victoria
Last Name : Kojola

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 2012-5486 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
2012-5487 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 2012-5488 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 2012-5489 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
2012-5490 | reject the east-of-Gilroy station location.

Sincerely,
Victoria Kojola
23500 Cristo Rey Dr Unit 522F Cupertino, CA 95014-6537
vkojola@comcast.net

Response to Submission 2012 (Victoria Kojola, June 22, 2020)

2012-5486

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

2012-5487

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

2012-5488

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

2012-5489

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

2012-5490

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1882 (Jessica Koran, June 22, 2020)

San Jose - Merced - RECORD #1882 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Jessica
Last Name : Koran

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1882-4956 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1882-4957 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1882-4958 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1882-4959 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1882-4960 | reject the east-of-Gilroy station location.

Sincerely,
Jessica Koran
1290 Sharon Park Dr Apt 42 Menlo Park, CA 94025-7037
jessicakoran@yahoo.com

Response to Submission 1882 (Jessica Koran, June 22, 2020)

1882-4956

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1882-4957

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1882-4958

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1882-4959

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1882-4960

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1874 (Lorrin Koran, June 22, 2020)

San Jose - Merced - RECORD #1874 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Lorrin
Last Name : Koran

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1874-4936 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1874-4937 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1874-4938 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1874-4939 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1874-4940 | reject the east-of-Gilroy station location.

Sincerely,
Lorrin Koran
710 Alvarado Row Stanford, CA 94305-1049
lkoran@stanford.edu

Response to Submission 1874 (Lorrin Koran, June 22, 2020)

1874-4936

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1874-4937

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1874-4938

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1874-4939

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1874-4940

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1548 (Susan Korp, June 22, 2020)

San Jose - Merced - RECORD #1548 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Susan
Last Name : Korp

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1548-3936 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1548-3937 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1548-3938 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1548-3939 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1548-3940 | reject the east-of-Gilroy station location.

Sincerely,
Susan Korp
1113 Allston Way San Jose, CA 95120-3103
indyudtx@aol.com

Response to Submission 1548 (Susan Korp, June 22, 2020)

1548-3936

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1548-3937

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1548-3938

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1548-3939

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1548-3940

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1953 (Deb Kramer, June 22, 2020)

San Jose - Merced - RECORD #1953 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Deb
Last Name : Kramer

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1953-5241 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1953-5242 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1953-5243 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1953-5244 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1953-5245 | reject the east-of-Gilroy station location.

Sincerely,
Deb Kramer
San Jose, CA 95129
Deb@keepcoyotecreekbeautiful.org

Response to Submission 1953 (Deb Kramer, June 22, 2020)

1953-5241

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1953-5242

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1953-5243

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1953-5244

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1953-5245

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1491 (Anya Kroth, June 22, 2020)

San Jose - Merced - RECORD #1491 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Anya
Last Name : Kroth

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1491-3711 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1491-3712 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1491-3713 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1491-3714 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1491-3715 | reject the east-of-Gilroy station location.

Sincerely,
Anya Kroth
15042 Montebello Rd Cupertino, CA 95014-5427
anya4yoga@yahoo.com

Response to Submission 1491 (Anya Kroth, June 22, 2020)

1491-3711

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1491-3712

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1491-3713

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1491-3714

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1491-3715

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1299 (Josh Kruse, Mozilla, May 26, 2020)

San Jose - Merced - RECORD #1299 DETAIL

Status : Action Pending
Record Date : 5/26/2020
Submission Date : 5/26/2020
Interest As : Individual
First Name : Josh
Last Name : Kruse

Stakeholder Comments/Issues :

- 1299-87 | The environmental impact documents are lacking. They address some minor issues - but do not address the Anderson lake dam, the schools impacts, the farmland to be disrupted.
- 1299-88 | I find this whole report to be an amazing amount of wasted time and money. This whole project should be scrapped due to the sheet waste of taxpayer dollars.
- 1299-89 | If the powers that be really want to do a study. how will this impact traffic, education, farm and agriculture, businesses, transportation, law enforcement, etc.

Response to Submission 1299 (Josh Kruse, Mozilla, May 26, 2020)

1299-87

Impacts on schools are addressed throughout the Draft EIR/EIS, including in Section 3.2, Transportation; Section 3.3, Air Quality and Greenhouse Gases; Section 3.4, Noise and Vibration; Section 3.10, Hazardous Materials and Waste; Section 3.11, Safety and Security; Section 3.12, Socioeconomics and Communities; Section 3.13, Station Planning, Land Use, and Development; Section 3.15, Parks, Recreation, and Open Space; Section 3.16, Aesthetics and Visual Quality; and Chapter 5, Environmental Justice.

Please refer to Draft EIR/EIS Section 3.14, Agricultural Farmland, for impacts related to disruption of farmland. Please refer to Draft EIR/EIS Section 3.15 for an analysis of impacts on Anderson Lake County Park, which includes the reservoir.

1299-88

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

1299-89

The Draft EIR/EIS includes an analysis of how construction, operation and maintenance of the project would impact traffic and transportation, schools, agricultural resources, socioeconomics, safety and security, and much more. Please refer to the resource sections within Chapter 3, Affected Environment, Environmental Consequences, and Mitigation Measures, of the Draft EIR/EIS for this material.

Submission 1988 (Shirley Kung, June 22, 2020)

San Jose - Merced - RECORD #1988 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Shirley
Last Name : Kung

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1988-5381 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1988-5382 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1988-5383 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1988-5384 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1988-5385 | reject the east-of-Gilroy station location.

Sincerely,
Shirley Kung
San Jose, CA 95123
shirleykung22408@gmail.com

Response to Submission 1988 (Shirley Kung, June 22, 2020)

1988-5381

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1988-5382

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1988-5383

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1988-5384

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1988-5385

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1561 (Carol Kuster, June 22, 2020)

San Jose - Merced - RECORD #1561 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Carol
Last Name : Kuster

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1561-3996 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1561-3997 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1561-3998 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1561-3999 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1561-4000 | reject the east-of-Gilroy station location.

Sincerely,
Carol Kuster
3908 Via Milano Campbell, CA 95008-2630
carolankuster@gmail.com

Response to Submission 1561 (Carol Kuster, June 22, 2020)

1561-3996

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1561-3997

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1561-3998

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1561-3999

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1561-4000

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1848 (Trudy Lafrance, June 22, 2020)

San Jose - Merced - RECORD #1848 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Trudy
Last Name : Lafrance

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

Dear High Speed rail Authority:

1848-5992 | High Speed Rail and preserving Coyote Valley to mitigate Climate Change and protect agriculture and wildlife are important to the future of the Santa Clara Valley.

1848-5993 | The value of Coyote Valley has even been recognized by the state, but the High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.

1848-5995 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.

1848-5996 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and reject the east-of-Gilroy station location. Please consider these ideas so the Rail will be a win-win from the beginning.

Thank you,
Sincerely,
Trudy LaFrance, 600 Cambrian Drive, Campbell, California

Sincerely,
Trudy Lafrance
600 Cambrian Dr Campbell, CA 95008-5534
tla1717@sbcglobal.net

Response to Submission 1848 (Trudy Lafrance, June 22, 2020)

1848-5992

Thank you for your comment in support of the project.

1848-5993

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1848-5994

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1848-5995

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1848-5996

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1848-5997

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

1848-5998

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

Submission 1428 (Marie Lamb, June 22, 2020)

San Jose - Merced - RECORD #1428 DETAIL

Status : Unread
Record Date : 6/22/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Marie
Last Name : Lamb

Stakeholder Comments/Issues :

1428-880

Please, please, please, PLEASE cancel the high speed train project NOW! The cost is out of control and given COVID-19 and race protests and riots our country's concerns have radically changed and we are in deep financial problems. Citizens can bare only so much more tax increases which are inevitable. I believe the speed train will be barely used and will NOT be welcomed In our town. instead it will be a noisy intrusion through the middle of our town. Let's cut our state losses and can the project now.

Thank you
Marie Lamb
408 779 7592

Sent from my iPhone

Response to Submission 1428 (Marie Lamb, June 22, 2020)

1428-880

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

Submission 1557 (Niki Lamb, June 22, 2020)

San Jose - Merced - RECORD #1557 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Niki
Last Name : Lamb

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1557-3981 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1557-3982 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1557-3983 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1557-3984 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1557-3985 | reject the east-of-Gilroy station location.

Niki Lamb

Sincerely,
Niki Lamb
San Jose, CA 95120
nlamb8888@gmail.com

Response to Submission 1557 (Niki Lamb, June 22, 2020)

1557-3981

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1557-3982

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1557-3983

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1557-3984

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1557-3985

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1903 (ron landskroner, June 22, 2020)

San Jose - Merced - RECORD #1903 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : ron
Last Name : landskroner

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1903-5056 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1903-5057 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1903-5058 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1903-5059 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1903-5060 | reject the east-of-Gilroy station location.

Sincerely,
ron landskroner
4231 Montgomery St Oakland, CA 94611-4751
npauthor@earthlink.net

Response to Submission 1903 (ron landskroner, June 22, 2020)

1903-5056

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1903-5057

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1903-5058

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1903-5059

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1903-5060

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1560 (Pat Lang, June 22, 2020)

San Jose - Merced - RECORD #1560 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Pat
Last Name : Lang

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1560-3991 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1560-3992 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1560-3993 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1560-3994 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1560-3995 | reject the east-of-Gilroy station location.

Sincerely,
Pat Lang
25100 Tepa Way Los Altos Hills, CA 94022-4531
Vevomen@gmail.com

Response to Submission 1560 (Pat Lang, June 22, 2020)

1560-3991

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1560-3992

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1560-3993

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1560-3994

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1560-3995

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1535 (Kelly Lanspa, June 22, 2020)

San Jose - Merced - RECORD #1535 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Kelly
Last Name : Lanspa

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1535-3886 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1535-3887 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1535-3888 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1535-3889 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1535-3890 | reject the east-of-Gilroy station location.

Sincerely,
Kelly Lanspa
21260 Almaden Rd San Jose, CA 95120-4304
kellylanspa@yahoo.com

Response to Submission 1535 (Kelly Lanspa, June 22, 2020)

1535-3886

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1535-3887

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1535-3888

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1535-3889

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1535-3890

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1726 (Roshanee Lappe, June 23, 2020)

San Jose - Merced - RECORD #1726 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Roshanee
Last Name : Lappe

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1726-4421 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1726-4422 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1726-4423 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1726-4424 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1726-4425 | reject the east-of-Gilroy station location.

Sincerely,
Roshanee Lappe
3604 W Estates Ln Unit 105 Rolling Hills Estates, CA 90274-4101
roshanee65@gmail.com

Response to Submission 1726 (Roshanee Lappe, June 23, 2020)

1726-4421

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1726-4422

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1726-4423

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1726-4424

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1726-4425

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 2042 (Patricia Larenas, June 22, 2020)

San Jose - Merced - RECORD #2042 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Patricia
Last Name : Larenas

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 2042-5591 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 2042-5592 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 2042-5593 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 2042-5594 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 2042-5595 | reject the east-of-Gilroy station location.

Sincerely,
Patricia Larenas
Mountain View, CA 94040
urbanartichoke@gmail.com

Response to Submission 2042 (Patricia Larenas, June 22, 2020)

2042-5591

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

2042-5592

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

2042-5593

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

2042-5594

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

2042-5595

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1513 (Jamie Le, June 22, 2020)

San Jose - Merced - RECORD #1513 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Jamie
Last Name : Le

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1513-3811 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1513-3812 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1513-3813 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1513-3814 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1513-3815 | reject the east-of-Gilroy station location.

Sincerely,
Jamie Le
Alameda, CA 94501
jledent43@gmail.com

Response to Submission 1513 (Jamie Le, June 22, 2020)

1513-3811

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1513-3812

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1513-3813

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1513-3814

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1513-3815

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1225 (Lloyd Lease, April 30, 2020)

San Jose - Merced - RECORD #1225 DETAIL	
Status :	Action Pending
Record Date :	4/30/2020
Affiliation Type :	Individual
Submission Date :	4/30/2020
Interest As :	Individual
Submission Method :	Project Email
First Name :	Lloyd
Last Name :	Lease
Business/Organization :	
EIR/EIS Comment :	Yes
Stakeholder Comments/Issues :	

1225-3

What is the Authority's plan for eliminating the environmentally dangerous section of HSR on the San Francisco Peninsula?

On Tue, Apr 28, 2020 at 2:38 PM California High-Speed Rail <info@hsr-email.com> wrote:

> To view this email as a web page, go here.
 > <http://view.hsr-email.com/?qs=ce870414e2e8951770129f4a33d559800b6372e9b693567cba62614071c1797fd034b4a520830b711bee9b8e6c9d40b1ad75f44612b010676c41055053fe959c28dc6fc4bf2754ce>
 > [image: California High-Speed Rail Authority]
 > NEWS RELEASE
 > April 28, 2020
 >
 > Ricci Graham
 > (W) 408-277-1086
 > (C) 408-348-3433
 > Ricci.Graham@hsr.ca.gov
 > California High-Speed Rail Authority Launches Online Resources for Northern California Community Open Houses
 > *SAN JOSE, Calif.* – Today, the California High-Speed Rail Authority (Authority) launched a new online web portal for the San Jose to Merced project section. The new resource is an attempt to help the public better understand the San Jose to Merced Draft Environmental Document, released April 24, 2020. The document is the first project-level Draft Environmental Document into Northern California, studying high-speed rail routes along the 90-mile San Jose to Merced Project Section from Scott Boulevard in Santa Clara to Carlucci Road in Merced County.
 >
 > "This is an opportunity to expand our outreach and engagement in a new and innovative way while also adhering to important public health requirements during this COVID-19 pandemic. By hosting this online format during the entire public comment period, we are hoping to reach even more people than

> we would have with in-person meetings," said Boris Lipkin, Northern California Regional Director.
 >
 > The new online web portal, linked on our homepage, HSR.ca.gov will remain up for the duration of the public comment period for the Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the San Jose to Merced Project Section. In addition, due to the social distancing and shelter in place requirements, Authority staff will use this portal to conduct online/teleconference webinars to answer questions from members of the public at the following times (when in-person open houses were originally scheduled):
 >
 > - Open House Live Webinar #1: May 11 4:00-7:00 p.m.
 > - Open House Live Webinar #2: May 14 4:00-7:00 p.m.
 > - Open House Live Webinar #3: May 18 4:00-7:00 p.m.
 >
 > The public can continue to submit their comments on the San Jose to Merced Draft EIR/EIS the following ways:
 >
 > - Via web comment form on the Authority's website:
 > *www.hsr.ca.gov/programs/environmental/eis_eir/draft_san_jose_merced_comment.aspx*
 > <http://click.hsr-email.com/?qs=d8ee6a5c294f0b2d40282f7d11bc4e1c1f695512f8a01b5cc4bc2b9101178d78f2940885af13c51e23463ec49b1a8377a3eee81cc6feef0c>
 > - Via email to *San.Jose_Merced@hsr.ca.gov*
 > <San.Jose_Merced@hsr.ca.gov> with the subject line "Draft EIR/EIS Comment"
 > - Via conventional mail at the address below:
 >
 > Attn: San Jose to Merced: Draft EIR/EIS California High-Speed Rail Authority
 > 100 Paseo de San Antonio, Suite 300
 > San Jose, CA 95113
 >
 >
 > - Via oral comment at the San Jose to Merced Public Hearing, tentatively scheduled*:
 >
 > May 27, 3:00–8:00 p.m.
 > Santa Clara County Government Center
 > Board of Supervisors Chambers
 > 70 W. Hedding Street
 > San Jose, CA 95110
 >

Submission 1225 (Lloyd Leanse, April 30, 2020) - Continued

> After the comment period closes on Monday, June 8, 2020 and the comments
> received have been evaluated, staff will prepare and issue the Final
> EIR/EIS document and present it to the Board to consider certification and
> project approval under CEQA and NEPA.
>
> To view the contents of the Draft EIR/EIS, please visit:
> *www.hsr.ca.gov/programs/environmental/eis_eir/draft_san_jose_merced.aspx*
> <http://click.hsr-
email.com/?qs=d8ee6a5c294f0b2d230efcbe061fc3bcd82bc85e3010958ef7f9a9743e6139a2a9514dc503463d0
a866b5c52cc89f4335563db1444fc4c30>
>
> *Due to public health and safety requirements concerning the coronavirus,
> the public hearing for the Draft EIR/EIS may need to occur as online and/or
> teleconference meetings only.
>
> ###
> SEE MORE AT WWW.HSR.CA.GOV
> <http://click.hsr-
email.com/?qs=d8ee6a5c294f0b2da355f10cb9e68de103d61b4f15b25d77e4a693548ed45d04b09635d7afd0f3
843f8990e4b177c0136bc0a63885d6eb38>
> *California High-Speed Rail Authority*
> 770 L Street, Suite 620
> Sacramento, CA 95814
> info@hsr.ca.gov <info@hsr.ca.gov?subject=>
> (916) 324-1541
> [image: Facebook]
> <http://click.hsr-
email.com/?qs=d8ee6a5c294f0b2d041e747bfd2ddb1feac28d5b03ae05468c99a2c08a08f713f26c6d9205264
19e901ab1434b44ea76e9e0a9325c2d1d>
> [image: Twitter]
> <http://click.hsr-
email.com/?qs=d8ee6a5c294f0b2d6b3583b4f8dea25886ec9a44553a5241aa76a7f264df4526adec46223ce9ef
23332ac34d83c9f5da790faf120699f6e>
> [image: Instagram]
> <http://click.hsr-
email.com/?qs=d8ee6a5c294f0b2df4f94af759ccb9a42fd14f9c70343770a4fa45fe11c8d7e0b5a0e3ac8a5be25
9e266333a202383fa2043384eca5ec04>
> [image: YouTube]
> <http://click.hsr-
email.com/?qs=d8ee6a5c294f0b2db7cb50cab82677c15fb8486c984ff36d129e5153cbc43ff4945a11f9adad6b37
6a9407fe76b2182bd2f279e4fb0a6a1f>
> [image: LinkedIn]
> <http://click.hsr-
email.com/?qs=d8ee6a5c294f0b2d8acef92c47c1008887f1468d84b85311b1a050972f69d2b88b7cfd182ddf1ce

a2281e5f63530ab696f81f9ade22210d8>
>
> -----
> This email was sent by: California High-Speed Rail Authority
> 770 L Street Suite 620, Sacramento, CA, 95814 US
>
> Privacy Policy
> <http://click.hsr-
email.com/?qs=d8ee6a5c294f0b2df2ca61da5e70e44aef0a487fe9ba2954ad0c426add255afe96b07118ac76f0
d764c7edb2fc7844828d2c07a1dd8d4a5>
>
> Unsubscribe
> <http://click.hsr-
email.com/?qs=d8ee6a5c294f0b2de9dc2060d56840adefafe44b3193ad8d1c4e490deb5e0deb1fdff88b225c634
9f9a1da374115c807f0c7709e85333646>
>

Response to Submission 1225 (Lloyd Lease, April 30, 2020)

1225-3

Please refer to the San Francisco to San Jose Draft EIR/EIS for impacts related to HSR in the San Francisco Peninsula region.

Submission 1233 (Roland Lebrun, April 24, 2020)

San Jose - Merced - RECORD #1233 DETAIL

Status : Action Pending
Record Date : 4/30/2020
Affiliation Type : Individual
Submission Date : 4/24/2020
Interest As : Individual
Submission Method : Project Email
First Name : Roland
Last Name : Lebrun
Business/Organization :
EIR/EIS Comment : Yes

Stakeholder Comments/Issues :

Dear Chair Richards and Board Members,

1233-42

Further to my email of 1.49 PM this afternoon and my attempt to download materials from the Authority's website, I have now discovered that none of the materials for the San Jose to Merced draft EIR are available for download: https://www.hsr.ca.gov/programs/environmental/eis_eir/draft_san_jose_merced.aspx
San Jose to Merced Project Section: Draft Environmental Impact Report/Environmental Impact Statement | California High-Speed Rail Authority | State of California<https://www.hsr.ca.gov/programs/environmental/eis_eir/draft_san_jose_merced.aspx>
The California High-Speed Rail Authority (Authority) announces the availability of the Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the San Jose to Merced Project Section of the California High-Speed Rail (HSR) Project. The Draft EIR/EIS has been prepared and is ...
www.hsr.ca.gov

I am therefore respectfully requesting that the Board immediately direct staff to withdraw the Notice Of Availability and to reissue it at some point in the future as and when these materials are available for review by the general public.

Thank you in advance for your urgent attention to this matter.

Roland Lebrun

From: Roland Lebrun
Sent: Friday, April 24, 2020 1:49 PM
To: CHSRA Board <boardmembers@hsr.ca.gov>
Cc: san.jose_merced@hsr.ca.gov <san.jose_merced@hsr.ca.gov>
Subject: San Jose to Merced EIR materials

Dear Vice Chair Richards and Board members,

Further to the Notice Of Availability of the San Jose to Merced EIR, I attempted to request an electronic copy of the materials by calling 800-455-8166. However when I selected option 1 (English), I received "This number is unavailable. Please try again later" and the call was disconnected.
https://hsr.ca.gov/docs/programs/san_jose_merced/JM_DraftEIR-EIS_NOA-English.pdf

Given that I had planned on spending today (4/24) and the entire week-end (total 3 days) reviewing this material, I am respectfully requesting that the Board direct staff to extend the comment period by at least 3 days.

Thank you in advance for your consideration.

Roland Lebrun

Response to Submission 1233 (Roland Lebrun, April 24, 2020)

1233-42

Refer to Standard Response SJM-Response-OUT-1: Public Outreach.

The website provided in the comment is correct, and Volumes 1 through 3 of the Draft EIR/EIS are available for public download at that location. Links for content of Volumes 1, 2, and 3 are located at the bottom of the website page.

Submission 1234 (Roland Lebrun, April 30, 2020)

San Jose - Merced - RECORD #1234 DETAIL

Status : Action Pending
Record Date : 4/30/2020
Affiliation Type : Individual
Submission Date : 4/30/2020
Interest As : Individual
Submission Method : Project Email
First Name : Roland
Last Name : Lebrun
Business/Organization :
EIR/EIS Comment : Yes

Stakeholder Comments/Issues :

Dear Vice Chair Richards and Board members,

1234-41

Further to the Notice Of Availability of the San Jose to Merced EIR, I attempted to request an electronic copy of the materials by calling 800-455-8166. However when I selected option 1 (English), I received "This number is unavailable. Please try again later" and the call was disconnected.

https://hsr.ca.gov/docs/programs/san_jose_merced/JM_DraftEIR-EIS_NOA-English.pdf

Given that I had planned on spending today (4/24) and the entire week-end (total 3 days) reviewing this material, I am respectfully requesting that the Board direct staff to extend the comment period by at least 3 days.

Thank you in advance for your consideration.

Roland Lebrun

Response to Submission 1234 (Roland Lebrun, April 30, 2020)

1234-41

Refer to Standard Response SJM-Response-OUT-1: Public Outreach.

The Authority contacted this commenter and provided the commenter with an email containing an electronic version. The Authority also mailed the commenter a USB containing the Draft EIR/EIS. Delivery of this package was confirmed.

Submission 1463 (Roland Lebrun, June 23, 2020)

1463-3142

The California high speed line alignments as proposed by the High Speed Rail Authority in south Santa Clara County are inappropriate, specifically that high speed lines either completely bypass or terminate at city boundaries and transfer to conventional lines to gain access to existing stations at reduced speeds (125 MPH or lower) through densely populated urban areas.

This assertion is based on personal experience in the UK, specifically High Speed One (200 MPH) & the North Kent main commuter line (90 MPH) and, more recently, LGV Sud Europe Atlantique (220 MPH) which runs parallel to the existing 125 MPH network and systematically by-passes every single town and city between Tours and Bordeaux.

Moving on to south Santa Clara County, a similar approach would consist of a 220 MPH high speed line that would veer north off Highway 152 and continue east of Highway 101 until eventually connecting with the Caltrain alignment north of Capitol Expressway in south San Jose.

Downtown Gilroy HSR service would be provided via a branch to the Hollister line and the trains would continue north on the existing Union Pacific tracks at speeds below 125 MPH until eventually connecting to the Caltrain alignment north of Capitol Expressway in south San Jose.

Please note that this alternative is fully compliant with California Streets & Highways Code Section 2704.09 (b) "Maximum **nonstop** service travel times for each corridor that shall not exceed the following: 4) San Jose-Los Angeles: two hours, 10 minutes"
<http://www.leginfo.ca.gov/cgi-bin/displaycode?section=shc&group=02001-03000&file=2704.04-2704.095>

Recommendations:

- 1) The first priority should be to electrify the tracks between San Jose and Gilroy to provide a "blended" Caltrain/HSR service to Gilroy, Morgan Hill and south San Jose until the Pacheco tunnels are completed. The east of 101 bypass should be planned but not constructed until sufficient ridership has been established between San Jose, Merced and Fresno.

1463-3143

- 2) Santa Clara County should consider establishing the Valley Transit Authority (VTA) as the lead agency for the Gilroy extension subject to California Public Utilities Code Section 185032 (b) "*Except as provided in paragraph (2), nothing in this subdivision precludes other local, regional, or state agencies from exercising powers provided by law with regard to planning or operating, or both, passenger rail service*" <http://www.leginfo.ca.gov/cgi-bin/displaycode?section=puc&group=185001-186000&file=185030-185038>. This recommendation is based on the VTA's outstanding track record of working collaboratively with Union Pacific on grade separations in the BART corridor between Warm Springs and Berryessa.

Response to Submission 1463 (Roland Lebrun, June 23, 2020)

1463-3142

Refer to Standard Response SJM-Response-ALT-1: Alternatives Selection and Evaluation Process, SJM-Response-ALT-2: Project-Specific Alternatives Considerations.

The comment requests consideration of additional alternatives. The Authority will continue to engage jurisdictions and stakeholders throughout the design, construction, and operation of the project.

1463-3143

The California High Speed Rail Authority was created by the state pursuant to Senate Bill 1420 in 1996. SB 1420 requires the Authority to lead the planning for the implementation of high-speed rail throughout California. The Authority recognizes VTA's interest and intends to work closely with VTA on planning, design, construction, and operation of high-speed rail service within Santa Clara County. However, the Authority intends to remain the lead agency for implementing the service. Given that HSR service would be a statewide intercity rail service, unified oversight of implementation of a statewide service by an agency with focus across the entire service is necessary and appropriate.

As stated in Section 1.1.5, Lead Agencies, Cooperating Agencies, and Responsible Agencies, of the Draft EIR/EIS, pursuant to 23 U.S.C. Section 327, under the NEPA Assignment MOU between FRA and the State of California, effective July 23, 2019, the Authority is the federal lead agency for environmental reviews and approvals for all Authority Phase 1 and Phase 2 California HSR System projects (FRA and State of California 2019, as cited in Chapter 1, Project Purpose, Need, and Objectives, of the Draft EIR/EIS). Additionally, as indicated in Chapter 9, Public and Agency Involvement, of the Draft EIR/EIS, the Authority also conducted outreach to public transit agencies with facilities located within 0.5 mile of the project footprint, including Metropolitan Transportation Commission, Santa Clara Valley Transportation Authority, Bay Area Rapid Transit District, Caltrain, Transportation Agency for Monterey County, Altamont Corridor Express, and Capitol Corridor Joint Powers Authority. The Authority will work with identified points of contact and UPRR, as appropriate, should the local jurisdictions opt to fund grade separations in some locations.

Submission 1971 (Michael LeClair, June 22, 2020)

San Jose - Merced - RECORD #1971 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Michael
Last Name : LeClair

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1971-5311 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1971-5312 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1971-5313 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1971-5314 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1971-5315 | reject the east-of-Gilroy station location.

Sincerely,
Michael LeClair
390 Chargin Dr Morgan Hill, CA 95037-4833
herr.leclair@gmail.com

Response to Submission 1971 (Michael LeClair, June 22, 2020)

1971-5311

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1971-5312

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1971-5313

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1971-5314

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1971-5315

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1825 (Susan LeClair, June 23, 2020)

San Jose - Merced - RECORD #1825 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Susan
Last Name : LeClair

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1825-4736 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1825-4737 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1825-4738 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1825-4739 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1825-4740 | reject the east-of-Gilroy station location.

Sincerely,
Susan LeClair
134 W Rincon Ave Campbell, CA 95008-2861
susanleclair21@comcast.net

Response to Submission 1825 (Susan LeClair, June 23, 2020)

1825-4736

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1825-4737

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1825-4738

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1825-4739

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1825-4740

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 2066 (Cathy Lee, June 27, 2020)

San Jose - Merced - RECORD #2066 DETAIL

Status : Unread
Record Date : 6/27/2020
Submission Date : 6/27/2020
Interest As : Individual
First Name : Cathy
Last Name : Lee

Stakeholder Comments/Issues :

2066-799

Please do not approve this project as it will severely impact resident in the surrounding areas of the project. The noise pollution and environment impact is too severe. The project management should consider a different route with no residential areas nearby to prevent impact to residents and their environment.

Response to Submission 2066 (Cathy Lee, June 27, 2020)

2066-799

Refer to Standard Response SJM-Response-ALT-1: Alternatives Selection and Evaluation Process.

Section 3.4, Noise and Vibration, of the Draft EIR/EIS presents significant noise impacts and proposes feasible mitigation measures to avoid or reduce those impacts.

Submission 1739 (Rebecca Lee, June 23, 2020)

San Jose - Merced - RECORD #1739 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Rebecca
Last Name : Lee

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1739-5924 | Dear HSRA, Please build a series of wildlife overpasses before approving this project. High speed public transportation is a great idea for the environment in general to get cars off the road but wildlife has been suffering from human growth for so long, any new idea must take them into grave concern. Overpasses will be widely approved of by the public and are proven. Underpass tunnels also work. Please do not approve this without accomodating wildlife.
- 1739-5925 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1739-5926 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1739-5927 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1739-5928 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1739-5929 | reject the east-of-Gilroy station location.

Sincerely,
Rebecca Lee
713 2nd St Pacific Grove, CA 93950-4604
rebeccalee311@gmail.com

Response to Submission 1739 (Rebecca Lee, June 23, 2020)

1739-5924

As described in Section 3.7.8, Mitigation Measures, of the Draft EIR/EIS, the Authority would implement mitigation to avoid or reduce impacts on wildlife. There are multiple mitigation measures related specifically to wildlife crossings.

1739-5925

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1739-5926

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1739-5927

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1739-5928

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1739-5929

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

Submission 1981 (Cynthia Leeder, June 22, 2020)

San Jose - Merced - RECORD #1981 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Cynthia
Last Name : Leeder

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1981-5356 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1981-5357 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1981-5358 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1981-5359 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1981-5360 | reject the east-of-Gilroy station location.

Please understand. I am not against the High Speed Rail project. I am generally for it. However, I want it to be built with an absolute minimal impact to wildlife, habitat, wildlife crossings, and the environment. Please protect our wildlife and give them plenty of safe crossings!

Sincerely,
Cynthia Leeder
1697 Canberra Dr San Jose, CA 95124-4700
cynthia1952@sbcglobal.net

Response to Submission 1981 (Cynthia Leeder, June 22, 2020)

1981-5356

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1981-5357

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1981-5358

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1981-5359

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1981-5360

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1417 (A. Legal, June 21, 2020)

San Jose - Merced - RECORD #1417 DETAIL

Status : Unread
Record Date : 6/21/2020
Submission Date : 6/21/2020
Interest As : Individual
First Name : A.
Last Name : Legal

Stakeholder Comments/Issues :

1417-206

Please STOP Newsome's Folly. No one will ride this thing and tax dollars could be better spent improving roads. Face it: Californians are not going to get out of their beloved cars!

Response to Submission 1417 (A. Legal, June 21, 2020)

1417-206

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

Submission 2002 (Greg Leonard, June 22, 2020)

San Jose - Merced - RECORD #2002 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Greg
Last Name : Leonard

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 2002-5446 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
2002-5447 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 2002-5448 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 2002-5449 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
2002-5450 | reject the east-of-Gilroy station location.

Sincerely,
Greg Leonard
12764 Alto Verde Ln Los Altos Hills, CA 94022-2636
gmleonard.altoverdefarm@gmail.com

Response to Submission 2002 (Greg Leonard, June 22, 2020)

2002-5446

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

2002-5447

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

2002-5448

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

2002-5449

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

2002-5450

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1833 (Barbara Leone, June 22, 2020)

San Jose - Merced - RECORD #1833 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Barbara
Last Name : Leone

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1833-4771 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1833-4772 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1833-4773 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1833-4774 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1833-4775 | reject the east-of-Gilroy station location.

Sincerely,
Barbara Leone
San Jose, CA 95120
barbinka@sbcglobal.net

Response to Submission 1833 (Barbara Leone, June 22, 2020)

1833-4771

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1833-4772

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1833-4773

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1833-4774

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1833-4775

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1478 (Susan Lessin, June 22, 2020)

San Jose - Merced - RECORD #1478 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Susan
Last Name : Lessin

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1478-3666 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1478-3667 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1478-3668 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1478-3669 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1478-3670 | reject the east-of-Gilroy station location.

Sincerely,
Susan Lessin
820 Sea Spray Ln Apt 301 Foster City, CA 94404-2449
susanlessin@comcast.net

Response to Submission 1478 (Susan Lessin, June 22, 2020)

1478-3666

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1478-3667

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1478-3668

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1478-3669

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1478-3670

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1239 (Art Lewellan, May 2, 2020)

San Jose - Merced - RECORD #1239 DETAIL

Status : Action Pending
Record Date : 5/5/2020
Affiliation Type : Individual
Submission Date : 5/2/2020
Interest As : Individual
Submission Method : Project Email
First Name : Art
Last Name : Lewellan
Business/Organization :
EIR/EIS Comment : Yes

Stakeholder Comments/Issues :

1239-38

Good grief. Learning of the draft design I seek accurate route renderings but they're impossible to find. I've always said the Altamont corridor is the more ideal route, across the (rebuilt) Dumbarton Bridge to Redwood City and from Bakersfield The Grapevine to Burbank and from there east to Las Vegas. Do I know the way to San Jose? The song of Old San Jose – a place to get away from worse traffic - wouldn't be on the HSR route. Self-driving car tech is a fraudulent ruse. The Tesla 'S' is the most over-rated EV on the road. Hyperloop is sheer insanity. In other words, Silicon Valley high tech is too smart to be true. I fear overpaid CAHSR agency leaders will ruin prospects for HSR in the USA.

Art Lewellan

Sent from Mail for Windows 10

Response to Submission 1239 (Art Lewellan, May 2, 2020)

1239-38

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

For detailed and accurate route renderings, please refer to Volume 3, Preliminary Engineering for Project Design Record, of the Draft EIR/EIS.

Submission 1240 (Art Lewellan, May 2, 2020)

San Jose - Merced - RECORD #1240 DETAIL

Status : Action Pending
Record Date : 5/5/2020
Affiliation Type : Individual
Submission Date : 5/2/2020
Interest As : Individual
Submission Method : Project Email
First Name : Art
Last Name : Lewellan
Business/Organization :
EIR/EIS Comment : Yes

Stakeholder Comments/Issues :

1240-37

Good grief. Learning of the draft design I seek accurate route renderings but they're impossible to find. I've always said the Altamont corridor is the more ideal route, across the (rebuilt) Dumbarton Bridge to Redwood City and from Bakersfield The Grapevine to Burbank and from there east to Las Vegas. Do I know the way to San Jose? The song of Old San Jose – a place to get away from worse traffic - wouldn't be on the HSR route. Self-driving car tech is a fraudulent ruse. The Tesla 'S' is the most over-rated EV on the road. Hyperloop is sheer insanity. In other words, Silicon Valley high tech is too smart to be true. I fear overpaid CAHSR agency leaders will ruin prospects for HSR in the USA.

Art Lewellan

Sent from Mail for Windows 10

Response to Submission 1240 (Art Lewellan, May 2, 2020)

1240-37

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

For detailed and accurate route renderings, please refer to Volume 3, Preliminary Engineering for Project Design Record, of the Draft EIR/EIS.

Submission 1949 (Adriana Leyva, June 22, 2020)

San Jose - Merced - RECORD #1949 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Adriana
Last Name : Leyva

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1949-5226 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1949-5227 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1949-5228 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1949-5229 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1949-5230 | reject the east-of-Gilroy station location.

Sincerely,
Adriana Leyva
6011 Paxton Ct San Jose, CA 95123-4533
a3ana@aol.com

Response to Submission 1949 (Adriana Leyva, June 22, 2020)

1949-5226

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1949-5227

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1949-5228

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1949-5229

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1949-5230

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1806 (Michelle Lieberman, June 23, 2020)

San Jose - Merced - RECORD #1806 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Michelle
Last Name : Lieberman

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1806-4666 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1806-4667 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1806-4668 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1806-4669 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1806-4670 | reject the east-of-Gilroy station location.

Sincerely,
Michelle Lieberman
900 W Edmundson Ave Morgan Hill, CA 95037-5306
gardeninglady@gmail.com

Response to Submission 1806 (Michelle Lieberman, June 23, 2020)

1806-4666

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1806-4667

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1806-4668

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1806-4669

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1806-4670

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 2030 (Linda Liebes, June 22, 2020)

San Jose - Merced - RECORD #2030 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Linda
Last Name : Liebes

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

2030-776

I am writing to implore you to take actions that will protect wildlife and avoid destruction of farmland in your planning.

The rail's impact on wildlife connectivity is very significant in Coyote Valley and in the Pacheco Pass area. The DEIR doesn't acknowledge the greater agricultural and wildlife impacts resulting from placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.

2030-777

Please do everything you can to improve your environmental review. Please work with the local agencies to design better and more wildlife connections across the rail line in Coyote Valley and Pacheco Pass. They need them to survive! Please also reject the east of Gilroy station and maintenance facility in the County's Agricultural Resource area.

With grateful appreciation for your consideration,

Linda Liebes Zip 94028

Sincerely,
Linda Liebes
Portola Valley, CA 94028
lindalieberes@comcast.net

Response to Submission 2030 (Linda Liebes, June 22, 2020)

2030-776

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

2030-777

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3, SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

Submission 1950 (Cynthia Limon, June 22, 2020)

San Jose - Merced - RECORD #1950 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Cynthia
Last Name : Limon

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1950-5231 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1950-5232 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1950-5233 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1950-5234 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1950-5235 | reject the east-of-Gilroy station location.

Sincerely,
Cynthia Limon
1126 Williams Ave Turlock, CA 95380-5744
lilboots@gmail.com

Response to Submission 1950 (Cynthia Limon, June 22, 2020)

1950-5231

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1950-5232

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1950-5233

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1950-5234

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1950-5235

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1452 (Lori Lisowski, June 23, 2020)

San Jose - Merced - RECORD #1452 DETAIL

Status : Unread
Record Date : 6/23/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Lori
Last Name : Lisowski

lalisowski2017@gmail.com

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1452-5686 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1452-5687 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1452-5688 | Some wildlife, like mountain lions, face severe threats to their survival due to habitat loss from increased development and barriers to migration. The high speed rail alignment through Coyote Valley and up through Pacheco Pass puts animals like mountain lions, coyotes, tule elk, deer, and others at further risk. It is critical that we maintain wildlife habitat and, where possible, enhance wildlife movement so that animals can do more than just survive, but also thrive in our county.
- 1452-5689 | The County established the Agricultural Resource Area to indicate where it will focus farmland conservation as part of its strategy for climate resilience and in support of a robust local agricultural economy and food system. The potentially east-of-Gilroy station and maintenance facility would be a significant blow to that effort and make surrounding farmland very vulnerable to development. We need to permanently protect these lands for the long-term sustainability and health of our region and to mitigate the negative impacts from sprawl development and climate change.
- 1452-5690 | The DEIR can be improved by working with local expert agencies to design better and more wildlife
- 1452-5691 | connections across the rail line in Coyote Valley and Pacheco Pass, and rejecting the east-of-Gilroy Station and maintenance facility in the County's Agricultural Resource Area.
- 1452-5692 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1452-5693 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1452-5694 | reject the east-of-Gilroy station location.

Sincerely,
Lori Lisowski
823 Highland Ave San Mateo, CA 94401-5226

Response to Submission 1452 (Lori Lisowski, June 23, 2020)

1452-5686

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1452-5687

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1452-5688

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1452-5689

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

The comment expresses concern for the agricultural impacts of the East Gilroy Station. Section 3.14, Agricultural Farmland, of the Draft EIR/EIS analyzes impacts on agricultural farmlands. Incompatible land uses are also addressed in Section 3.13, Station Planning, Land Use, and Development.

The comment's opposition to Alternative 3 is noted.

1452-5690

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1452-5691

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

1452-5692

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1452-5693

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1452-5694

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

Submission 1758 (Sherry Listgarten, June 23, 2020)

San Jose - Merced - RECORD #1758 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Sherry
Last Name : Listgarten

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

1758-1338 | Please make it a priority to ensure that wildlife have adequate crossings. We are encroaching into their already limited territory, and the least we can do is provide a sufficient number of short, wide crossings.

1758-1339 | I understand that the DEIR wrongly concludes that their is insignificant impact on wildlife. Please re-evaluate and work with local conservation groups to do what's right for our wildlife.

Thank you.

Sincerely,
Sherry Listgarten
4075 Scripps Ave Palo Alto, CA 94306-4535
sherry@listgarten.com

Response to Submission 1758 (Sherry Listgarten, June 23, 2020)

1758-1338

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1758-1339

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass, SJM-Response-BIO-5: Lighting Impacts to Wildlife, SJM-Response-BIO-6: Noise Impacts on Wildlife.

Submission 1209 (Yan LIU, April 24, 2020)

San Jose - Merced - RECORD #1209 DETAIL

Status : Action Pending
Record Date : 4/24/2020
Affiliation Type : Individual
Submission Date : 4/24/2020
Interest As : Individual
Submission Method : Project Email
First Name : Yan
Last Name : LIU
Business/Organization :
EIR/EIS Comment : Yes

Stakeholder Comments/Issues :

Hi,

We live to the east of communication hill, and very close to the existing Caltrain railway. I have some concerns about the HSR project. Could you help me answer them?

- 1209-15 | 1) What kind of noise isolation method is it going to utilize? Like noise reflection walls? and what is the performance of noise reduction for the nearby neighborhood?
- 1209-16 | 2) When the construction is going to start in this area? And how long is it going to last? Construction hours would be weekdays only and daytime only?
- 1209-17 | 3) What is the operation hours for HSR? Is it going to operate during the night?
- 1209-18 | 4) Are the trains electric powered? If so, what is the electricity voltage?

Thanks.
Yan

Response to Submission 1209 (Yan LIU, April 24, 2020)

1209-15

Please refer to Section 3.4, Noise and Vibration, of the Draft EIR/EIS for information regarding noise and vibration impacts and mitigation measures to avoid or reduce significant impacts. Section 3.4.7, Mitigation Measures, discusses the various noise mitigation measures for the project. The primary noise mitigation measure is noise barriers, as discussed in NV-MM#3. Proposed noise barriers are listed in Tables 3.4-23 through 3.4-27. Other noise mitigation options are to install building sound insulation or acquire noise easements.

1209-16

Please refer to Table 2-16 in Chapter 2, Alternatives, of the Draft EIR/EIS for this information. Construction is estimated to begin in late 2021 and continue through 2027. Construction would proceed by type of construction and not by geographic area so that overlapping construction could occur in any given area. Most construction is planned to be occur during daytime hours. Some construction activities, for example the building of tunnels, (e.g., tunnels) would happen be 24 hours a day, 7 days a week.

1209-17

Please refer to Table 2-14 in Chapter 2, Alternatives, of the Draft EIR/EIS for this information. Daytime operations are scheduled from 7 a.m. to 10 p.m. and nighttime operations are from 10 p.m. to 7 a.m. In 2029, 40 trains would operate daily during the daytime hours, and 8 trains would operate daily during the nighttime.

1209-18

Yes, the high-speed rail system is to rely on electric power. Please refer to Section 2.4.7, Traction Power Distribution, of the Draft EIR/EIS for this information. The power supply would consist of a 2- by 25-kV OCS for all electrified portions of the statewide system. Traction Powered Substations would be required at 30-mile intervals along the system.

Submission 1891 (Rosemary Lojo, June 22, 2020)

San Jose - Merced - RECORD #1891 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Rosemary
Last Name : Lojo

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1891-5001 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1891-5002 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1891-5003 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1891-5004 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1891-5005 | reject the east-of-Gilroy station location.

Sincerely,
Rosemary Lojo
241 Magill St Vallejo, CA 94589-2435
rlojo@sbcglobal.net

Response to Submission 1891 (Rosemary Lojo, June 22, 2020)

1891-5001

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1891-5002

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1891-5003

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1891-5004

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1891-5005

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 2028 (Chris Loo, June 22, 2020)

San Jose - Merced - RECORD #2028 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Chris
Last Name : Loo

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 2028-5536 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
2028-5537 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 2028-5538 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 2028-5539 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
2028-5540 | reject the east-of-Gilroy station location.

Sincerely,
Chris Loo
16920 Sorrel Way Morgan Hill, CA 95037-3864
cdloo@hotmail.com

Response to Submission 2028 (Chris Loo, June 22, 2020)

2028-5536

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

2028-5537

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

2028-5538

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

2028-5539

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

2028-5540

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1581 (Celena Loredo, June 22, 2020)

San Jose - Merced - RECORD #1581 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Celena
Last Name : Loredo

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1581-4081 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1581-4082 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1581-4083 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1581-4084 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1581-4085 | reject the east-of-Gilroy station location.

Sincerely,
Celena Loredo
San Jose, CA 95148
celenaloredo79@gmail.com

Response to Submission 1581 (Celena Loreda, June 22, 2020)

1581-4081

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1581-4082

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1581-4083

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1581-4084

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1581-4085

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 2045 (Denise Louie, June 22, 2020)

San Jose - Merced - RECORD #2045 DETAIL

Status : Completed
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Denise
Last Name : Louie

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 2045-6166 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 2045-6167 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 2045-6168 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 2045-6169 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 2045-6170 | reject the east-of-Gilroy station location.
- 2045-6171 | I urge you to familiarize yourselves with California's Biodiversity Initiative. Because all species lives matter.

Sincerely,
Denise Louie
11 Malta Dr San Francisco, CA 94131-2815
denise_louie_sf@yahoo.com

Response to Submission 2045 (Denise Louie, June 22, 2020)

2045-6166

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

2045-6167

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

2045-6168

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

2045-6169

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

2045-6170

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

2045-6171

Comment noted. Thank you.

Submission 1742 (Margot Lowe, June 23, 2020)

San Jose - Merced - RECORD #1742 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Margot
Last Name : Lowe

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1742-4451 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1742-4452 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1742-4453 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1742-4454 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1742-4455 | reject the east-of-Gilroy station location.

Sincerely,
Margot Lowe
4834 Northerly St Oceanside, CA 92056-2101
margotlowe1@gmail.com

Response to Submission 1742 (Margot Lowe, June 23, 2020)

1742-4451

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1742-4452

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1742-4453

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1742-4454

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1742-4455

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1879 (thalia lubin, June 22, 2020)

San Jose - Merced - RECORD #1879 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : thalia
Last Name : lubin

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1879-6004 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1879-6005 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1879-6006 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1879-6007 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1879-6008 | reject the east-of-Gilroy station location. This is a very ecologically sensitive area, so please do all you can to
preserve it. There are alternatives, and they need to be discussed. Please do the right thing.
Thank you!

Sincerely,
thalia lubin
11 Palm Circle Rd Woodside, CA 94062-4166
thalia@thaliaproductions.com

Response to Submission 1879 (thalia lubin, June 22, 2020)

1879-6004

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1879-6005

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1879-6006

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1879-6007

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1879-6008

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

Submission 1627 (Connie Ludewig, June 23, 2020)

San Jose - Merced - RECORD #1627 DETAIL		1627-2530
Status :	Unread	
Record Date :	6/24/2020	
Submission Date :	6/23/2020	
Interest As :	Individual	
First Name :	Connie	1627-2531
Last Name :	Ludewig	
Stakeholder Comments/Issues :		
Mr. Ricci Graham		
HSR		
100 Paseo de San Antonio, Suite 300		1627-2532
San Jose, CA 95113		
RE: San Jose Merced Draft EIR/EIS Comments		1627-2533
Dear Mr. Graham,		1627-2534
1627-2524	When I voted for Prop 1-A several years ago, I recall that Californians voted for HSR to connect from San Francisco/San Jose to the Central Valley, with the route through Altamont Pass. I oppose the EIR/EIS, as the findings do not consider numerous human impacts created by the alternatives 2 and 4. The trains will run through the center of San Martin, a community of 7200+ residents, and won't even stop in San Martin or Morgan Hill. One tragedy is that families, such as ours have had 6 generations reside on the same ranch for a century, others for decades, and all risk losing lifetimes of family heritage...our homes, livelihoods, leaving death of a community.	formative age, not mention of the routine daily traffic, contending with the railway obstacles. The result will be severe and irreversible diminishing quality of life, leaving a community torn apart, causing the extinction of our residential and agricultural history and community. Comments from many who have experienced vibrations, are that they can be much more debilitating than presented.
1627-2525	The issues with ANY of the alternative routes are many, but building HSR down alternate #4, along Monterey Road corridor, poses many negative impacts. I respectfully ask that you research and provide resolutions to the following impacts:	The CHSRA position in the EIR/EIS sites Federal, State and possibly County regulations that permit alternatives (2 and 4) to run through the center of San Martin with up to 16 HSR trains per hour at peak commuting times. What it does not consider, are the numerous negative human and financial impacts created by these alternatives for our community.
1627-2526	• HSR has ignored the compounding impacts to San Martin, especially with closing/alternating roadways to reroute traffic during construction, through rural residential 2-lane county roads, such as Colony and California Avenues	• Alternative 2 impacts every day farming, preventing equipment from being transferred from farms, and will place the tracks through the center of our downtown
1627-2527	• There are no updates regarding upgrades to the immediate surrounding areas of San Martin downtown area	• Alternative 4 will erase the history and heritage of families who have resided in San Martin for decades, a century, or more
1627-2528	• Alternatives 2 and 4, with the tracks running through the center of our charming community, and nearby San Martin Gwinn School will prevent children from having the required quiet time necessary to learn and play	Environmental Impacts:
1627-2529	• Please provide alternative plans to prevent impacts and delays for emergency vehicles, and general traffic, of the 'at grade'	• The impact of the near-constant noise of numerous trains during peak commute hours is significantly underrated and will render the site useless for education and recreation activities as required in the deed to the site, even during non-peak commute times, the disruption will be significant
1627-2530	• Crossing at Middle, San Martin, Church and Masten Avenues, and the potential safety concerns with pedestrians trying to cross the tracks at these locations and elsewhere along the 'at grade' tracks	• The impact of long-term vibrations is underrated and leads to concerns about increased preservation and maintenance costs
	Sound and Vibrations: The noise and vibration from HSR, Amtrak and Freight trains running as often as every 3 minutes during peak commute times, will mean that structures within several hundred feet from the tracks will be significantly impacted by high noise levels and vibrations. There is no mention of San Martin Gwinn elementary school, nor the fact that HSR will adversely impact the education of hundreds of students of	• The view of the HSR corridor, even well designed from the CHSRA perspective, will be unsightly from the historical perspective
		• Concerns with design options to avoid construction of a viaduct through the protected Coyote Valley
		Voters were assured that HSR would never require subsidies for operation for a project that is NOT funded. The present HSR plans have been so offensively manipulated, that they are not anything near what residents voted for, or what was promised. Further, the EIR/EIS as outlined, will destroy the lives, and livelihood of thousands in the South Santa Clara County, is not environmentally friendly, is proposed through a preserved valley, and prevents wildlife crossings.
		Thank you for considering my comments. Should you have questions, please contact me at 408 683-2055.
		Sincerely,
		Connie Ludewig, San Martin resident

Response to Submission 1627 (Connie Ludewig, June 23, 2020)

1627-2524

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

1627-2525

The comment expresses concern regarding traffic impacts during construction of Alternative 4. Please refer to Section 3.2, Transportation, for analysis of construction-phase transportation impacts of Alternative 4. Transportation project features (TR-IAMF#1 through TR-IAMF#8) would be implemented to minimize impacts on vehicular, bicycle, and pedestrian traffic during construction (Appendix 2-E, Project Impact Avoidance and Minimization Features).

1627-2526

The comment states there are no updates regarding upgrades to the immediate surrounding areas of downtown San Martin. The comment does not elaborate on what upgrades are being referred to. The comment is noted and does not indicate any specific concern regarding any of the conclusions in the Draft EIR/EIS.

1627-2527

The comment states that Alternatives 2 and 4 will result in noise impacts that will prevent children from having necessary quiet time. Noise and vibration impacts on all sensitive receptors, including schools, have been analyzed in Section 3.4, Noise and Vibration, of the Draft EIR/EIS.

1627-2528

Refer to Standard Response SJM-Response-GS-1: Requests for Grade Separations, SJM-Response-SS-1: At-Grade Crossing Safety, SJM-Response-SS-2: Emergency Vehicle Response Times.

1627-2529

Refer to Standard Response SJM-Response-SS-1: At-Grade Crossing Safety.

1627-2530

All noise-sensitive locations within the FRA's recommended screening distances for evaluation of HSR noise impacts are included in the detailed noise and vibration impact assessments. Please refer to Table 3.4-2 in Section 3.4, Noise and Vibration, of the Draft EIR/EIS for the screening distances. The San Martin Gwinn Elementary School has been included in the analyses, and the results show there would not be noise or vibration impact from the project.

Please refer to San Martin-specific information in the Morgan Hill and Gilroy Subsection in Tables 5-10 through 5-13 in Appendix 3.4-A, Noise and Vibration Technical Report (located in Volume 2, Technical Appendices, of the Draft EIR/EIS). Refer also to the new, more detailed maps included in Appendix 3.4-C, Noise Impact Locations, in the Final EIR/EIS.

1627-2531

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

The comment notes that the Authority has not considered the negative human and financial impacts on communities created by the project alternatives. Please refer to Section 3.12, Socioeconomics and Communities, of the Draft EIR/EIS for an analysis of the effects of the project alternatives on communities, residents, businesses, agricultural operations, community facilities, tax revenues to local governments, and the local economy. Potential impacts on employment and population are also discussed in Section 3.18, Regional Growth.

1627-2532

The comment states that Alternative 2 affects farming. Please refer to Section 3.14, Agricultural Farmland, for an analysis of impacts on agricultural and farm resources and applicable mitigation measures. The project also includes features to avoid and minimize impacts on agriculture and farmland, including providing temporary and permanent equipment crossings (AG-IAMF#4 and AG-IAMF #5).

Response to Submission 1627 (Connie Ludewig, June 23, 2020) - Continued

1627-2533

The comment states that Alternative 4 will erase the history and heritage of San Martin. Please refer to Section 3.12, Socioeconomics and Communities, which analyzes the impacts of the project alternatives on the San Martin community. Section 3.17, Cultural Resources, analyzes impacts of each alternative on historic resources.

1627-2534

The comment is noted. Please refer to Section 3.4, Noise and Vibration, of the Draft EIR/EIS for information regarding noise and vibration impacts and mitigation measures to avoid or reduce significant impacts. This section discusses the methodology and criteria used to identify noise and vibration impacts. Please also refer to the response to submission SJM-1664, comment 2442.

1627-2535

With respect to Impact NV#10, Intermittent Permanent Exposure of Sensitive Receptors to Vibration from Operations, the Final EIR/EIS finds that the impact would be significant and unavoidable for all alternatives, which is the correct determination based on the effects analysis and evidence presented. While the HSR project would result in significant and unavoidable impacts from intermittent permanent exposure of sensitive receptors to vibration from operations for all alternatives, there would be no building damage impacts from project operations.

1627-2536

"Historical perspective" is not used in the analysis of aesthetic and visual quality impacts. Impacts to historic resources are assessed in Section 3.17, Cultural Resources, of the Draft EIR/EIS. The analysis of aesthetic and visual quality impacts is based on defined usershow the visual character of the project elements would fit within the existing visual character and how the changes in visual character would be perceived by viewer groups. Please refer to Table 3.16-1 in Section 3.16, Aesthetics and Visual Quality, of the Draft EIR/EIS, which lists the viewer groups used in the aesthetic and visual quality analysis.

1627-2537

Refer to Standard Response SJM-Response-ALT-1: Alternatives Selection and Evaluation Process, SJM-Response-ALT-3: Rejection of Alternative 3, SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

The comment expresses concern with construction of a viaduct through Coyote Valley. Opposition to this feature of Alternatives 1 and 3 is noted.

1627-2538

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

Submission 1435 (Terri Luft, June 15, 2020)

1435-189

6/10/2020

I feel this HSR is not a good idea. Where is the money coming from? Our taxes keep going up and I do not want my hard earned money going to the HSR. A lot of people want to live on their own land & pay taxes & own up. This state thinks they should better for us. I don't think so.

1435-190

I'm sure this HSR will look terrible in the landscape.

1435-191

There are many ways to go to all the little towns on the way to LA. Who goes to those little towns? It is like the bus system. Nobody goes that route.

BY: _____

Terri Luft

Response to Submission 1435 (Terri Luft, June 15, 2020)

1435-189

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

1435-190

Section 3.16 of the Draft EIR/EIS provides an assessment of the project's potential impacts to aesthetics and visual quality, including an assessment of how the high-speed rail infrastructure will look in the existing landscape. As described in Section 3.16.3, Consistency with Plans and Laws, of the Draft EIR/EIS, the project alternatives include IAMFs that make sure that to establish design guidelines are established thato create a quality minimum aesthetic quality for a long-lasting infrastructure, apply context-sensitive solutions, and provide a design review process, all of which would minimize impacts on aesthetic and visual quality and promote a visual consistency with the existing landscape.

1435-191

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

Submission 1596 (Richa M, June 22, 2020)

San Jose - Merced - RECORD #1596 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Richa
Last Name : M

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1596-4146 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1596-4147 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1596-4148 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1596-4149 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1596-4150 | reject the east-of-Gilroy station location.

Sincerely,
Richa M
Morgan Hill, CA 95037
nikki.manik@gmail.com

Response to Submission 1596 (Richa M, June 22, 2020)

1596-4146

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1596-4147

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1596-4148

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1596-4149

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1596-4150

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1573 (Sandra Mabury, June 22, 2020)

San Jose - Merced - RECORD #1573 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Sandra
Last Name : Mabury

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1573-4046 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1573-4047 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1573-4048 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1573-4049 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1573-4050 | reject the east-of-Gilroy station location.

Sincerely,
Sandra Mabury
4826 Hillsboro Way Stockton, CA 95207-7531
smabury@me.com

Response to Submission 1573 (Sandra Mabury, June 22, 2020)

1573-4046

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1573-4047

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1573-4048

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1573-4049

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1573-4050

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1570 (Bob Mack, June 22, 2020)

San Jose - Merced - RECORD #1570 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Bob
Last Name : Mack

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

1570-5807 | Protecting wildlife and natural habitat are critical to the health of Santa Clara Valley. A critical element of this is corridors for wild animal to roam between open space areas. They need safe passages to cross roads, railways, etc. Please follow the guidelines created by Protect Coyote Valley for wildlife and habitat preservation.

1570-5808 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.

1570-5810 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.

1570-5811 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1570-5812 | reject the east-of-Gilroy station location.

Sincerely,
Bob Mack
1702 Meridian Ave Ste # L San Jose, CA 95125-5586
bmack@cyclecalifornia.com

Response to Submission 1570 (Bob Mack, June 22, 2020)

1570-5807

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

The Authority is not aware of and could not find reference to any published guidelines created by Protect Coyote Valley

1570-5808

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1570-5809

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1570-5810

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1570-5811

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1570-5812

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

Submission 1494 (Michelle MacKenzie, June 22, 2020)

San Jose - Merced - RECORD #1494 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Michelle
Last Name : MacKenzie

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1494-3721 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1494-3722 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1494-3723 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1494-3724 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1494-3725 | reject the east-of-Gilroy station location.

Sincerely,
Michelle MacKenzie
980 Berkeley Ave Menlo Park, CA 94025-2331
michellehmackenzie@gmail.com

Response to Submission 1494 (Michelle MacKenzie, June 22, 2020)

1494-3721

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1494-3722

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1494-3723

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1494-3724

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1494-3725

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1995 (Melinda MacNaughton, June 22, 2020)

San Jose - Merced - RECORD #1995 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Melinda
Last Name : MacNaughton

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1995-5416 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1995-5417 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1995-5418 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1995-5419 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1995-5420 | reject the east-of-Gilroy station location.
- 1995-6193 | The planet is screaming. It can't take much more destruction of wildlife.

Sincerely,
Melinda MacNaughton
El Granada, CA 94018
nutrimel@comcast.net

Response to Submission 1995 (Melinda MacNaughton, June 22, 2020)

1995-5416

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1995-5417

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1995-5418

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1995-5419

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1995-5420

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

1995-6193

Comment noted. Thank you.

Submission 1842 (Margaret MacNiven, June 22, 2020)

San Jose - Merced - RECORD #1842 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Margaret
Last Name : MacNiven

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1842-4806 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1842-4807 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1842-4808 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1842-4809 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1842-4810 | reject the east-of-Gilroy station location.

Sincerely,
Margaret MacNiven
22400 Skyline Blvd La Honda, CA 94020-9731
margaret@buckswoodside.com

Response to Submission 1842 (Margaret MacNiven, June 22, 2020)

1842-4806

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1842-4807

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1842-4808

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1842-4809

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1842-4810

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1662 (Nan Mager, June 24, 2020)

San Jose - Merced - RECORD #1662 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/24/2020
Interest As : Individual
First Name : Nan
Last Name : Mager

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1662-4326 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1662-4327 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1662-4328 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1662-4329 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1662-4330 | reject the east-of-Gilroy station location.

Sincerely,
Nan Mager
110 Oak Rim Ct Los Gatos, CA 95032-3472
nanoscape@comcast.net

Response to Submission 1662 (Nan Mager, June 24, 2020)

1662-4326

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1662-4327

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1662-4328

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1662-4329

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1662-4330

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 2047 (Renay Magioncalda, June 22, 2020)

San Jose - Merced - RECORD #2047 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Renay
Last Name : Magioncalda

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 2047-5611 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 2047-5612 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 2047-5613 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 2047-5614 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 2047-5615 | reject the east-of-Gilroy station location.

Sincerely,
Renay Magioncalda
Morgan Hill, CA 95037
keepnthefaith@gmail.com

Response to Submission 2047 (Renay Magioncalda, June 22, 2020)

2047-5611

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

2047-5612

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

2047-5613

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

2047-5614

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

2047-5615

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1907 (Rose Marie Cleese, June 22, 2020)

San Jose - Merced - RECORD #1907 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Rose
Last Name : Marie Cleese

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1907-5076 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1907-5077 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1907-5078 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1907-5079 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1907-5080 | reject the east-of-Gilroy station location.

Sincerely,
Rose Marie Cleese
San Francisco, CA 94121
rcleese@earthlink.net

Response to Submission 1907 (Rose Marie Cleese, June 22, 2020)

1907-5076

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1907-5077

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1907-5078

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1907-5079

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1907-5080

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 2034 (Pat Marriott, June 22, 2020)

San Jose - Merced - RECORD #2034 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Pat
Last Name : Marriott

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

2034-251 | Your Draft Environmental Impact Report (DEIR) wrongly concludes that HSR's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. It also fails to acknowledge the significantly greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the county's Agricultural Resource Area on the east side of Gilroy.

2034-252 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings.

In the southern end of Santa Clara County, running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.

The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and reject the east-of-Gilroy station location.

Sincerely,
Pat Marriott
Los Altos, CA 94024
patmarriott@sbcglobal.net

Response to Submission 2034 (Pat Marriott, June 22, 2020)

2034-251

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass, SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

2034-252

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

Submission 1867 (James Marshall, June 22, 2020)

San Jose - Merced - RECORD #1867 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : James
Last Name : Marshall

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1867-4911 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1867-4912 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1867-4913 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1867-4914 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1867-4915 | reject the east-of-Gilroy station location.

Sincerely,
James Marshall
988 Patricia Way San Jose, CA 95125-2369
jimdar@pacbell.net

Response to Submission 1867 (James Marshall, June 22, 2020)

1867-4911

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1867-4912

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1867-4913

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1867-4914

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1867-4915

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1369 (Connie Martin, May 27, 2020)

San Jose - Merced - RECORD #1369 DETAIL

Status : Action Pending
Record Date : 6/15/2020
Submission Date : 5/27/2020
Interest As : Individual
First Name : Connie
Last Name : Martin

Stakeholder Comments/Issues :

MS. MARTIN: My name is Connie Martin, C-O-N-N-I-E M-A-R-T-I-N.

My first comment is it's going to be really hard for people to respond to your webinar because the raised-hand thing is not anywhere on my screen.

1369-161

Number two, as far as the high-speed rail is concerned, I think this is a disaster. The price keeps continuing to rise in exclamation, just out of control amount. And since we really still don't know where the exact track is going to be, and I think it's going to come pretty close to my house but I don't know, because every time I go on, either it spans too far out for me to see exactly where it goes, or you guys have got two or three different routes going.

So, eventually, it would be nice exactly what you're going to do, how much it's going to cost, and how long it's going to take.

MR. GOLDMAN: Thank you all very much for your comment. Anything else to share?

MS. MARTIN: Not today.

Response to Submission 1369 (Connie Martin, May 27, 2020)

1369-161

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

Chapter 6, Project Costs and Operations, of the Draft EIR/EIS provides a summary of the costs associated with the project, and Section 2.11, Construction Plan, of the Draft EIR/EIS provides information regarding the anticipated schedule. Additional detail on both cost and schedule can be found in the Authority's Draft 2020 Business Plan (Authority 2020, as cited in Chapter 1, Project Purpose, Need, and Objectives, of the Draft EIR/EIS). As described in Chapter 8, Preferred Alternative, of the Draft EIR/EIS, the Authority identified Alternative 4 as the Preferred Alternative, but the Draft EIR/EIS presents the environmental analysis for all four of the project alternatives and the No Action Alternative, as required under CEQA and NEPA.

Submission 2007 (Mary Martin, June 22, 2020)

San Jose - Merced - RECORD #2007 DETAIL

Status : Completed
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Mary
Last Name : Martin

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 2007-6125 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 2007-6126 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 2007-6127 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 2007-6128 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 2007-6129 | reject the east-of-Gilroy station location.
- 2007-6130 | Build elevated tracks or use the already-established train tracks in the valley.

Sincerely,
Mary Martin
8509 Grenache Ct San Jose, CA 95135-1421
martinmary99@gmail.com

Response to Submission 2007 (Mary Martin, June 22, 2020)

2007-6125

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

2007-6126

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

2007-6127

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

2007-6128

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

2007-6129

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

2007-6130

Comment noted. Thank you.

Submission 1807 (Nancy Martin, June 23, 2020)

San Jose - Merced - RECORD #1807 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Nancy
Last Name : Martin

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1807-4671 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1807-4672 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1807-4673 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1807-4674 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1807-4675 | reject the east-of-Gilroy station location.

Sincerely,
Nancy Martin
777 San Antonio Rd Apt 132 Palo Alto, CA 94303-4858
ncmartin@comcast.net

Response to Submission 1807 (Nancy Martin, June 23, 2020)

1807-4671

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1807-4672

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1807-4673

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1807-4674

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1807-4675

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1492 (Susan McCarthy, June 22, 2020)

San Jose - Merced - RECORD #1492 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Susan
Last Name : McCarthy

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1492-5740 |
- 1492-5741 | The High Speed Rail Authority's DEIR wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and the Pacheco Pass area. The DEIR also fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the county's Agricultural Resource Area on the east side of Gilroy.
- 1492-5742 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1492-5743 |
- 1492-5744 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and reject the east-of-Gilroy station location.
- 1492-5745 | Please revise accordingly to do the best job possible! This will affect wildlife (already in difficult times) for many decades to come. We must Do It Right the First Time.

Sincerely,
Susan McCarthy
218 Howth St San Francisco, CA 94112-2416
s_j_mccarthy@hotmail.com

Response to Submission 1492 (Susan McCarthy, June 22, 2020)

1492-5740

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1492-5741

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1492-5742

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1492-5743

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1492-5744

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

1492-5745

The comment is noted and does not indicate any specific concern regarding any of the conclusions in the Draft EIR/EIS.

Submission 1517 (Mandlyn McClellan, June 22, 2020)

San Jose - Merced - RECORD #1517 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Mandlyn
Last Name : McClellan

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1517-3831 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1517-3832 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1517-3833 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1517-3834 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1517-3835 | reject the east-of-Gilroy station location.

Sincerely,
Mandlyn McClellan
Morgan Hill, CA 95037
mandy@carlquistlaw.com

Response to Submission 1517 (Mandlyn McClellan, June 22, 2020)

1517-3831

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1517-3832

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1517-3833

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1517-3834

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1517-3835

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1797 (DEVIN MCCORMICK, June 23, 2020)

San Jose - Merced - RECORD #1797 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : DEVIN
Last Name : MCCORMICK

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1797-4626 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1797-4627 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1797-4628 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1797-4629 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1797-4630 | reject the east-of-Gilroy station location.

Sincerely,
DEVIN MCCORMICK
2156 Chianti Dr. Santa Rosa, CA 95403-4146
dangmouse@yahoo.com

Response to Submission 1797 (DEVIN MCCORMICK, June 23, 2020)

1797-4626

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1797-4627

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1797-4628

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1797-4629

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1797-4630

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1957 (Cindy Mcdaniel, June 22, 2020)

San Jose - Merced - RECORD #1957 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Business and/or Organization
First Name : Cindy
Last Name : Mcdaniel

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1957-5261 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1957-5262 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1957-5263 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1957-5264 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1957-5265 | reject the east-of-Gilroy station location.

Sincerely,
Cindy Mcdaniel
San Jose, CA 95139
mcdaniel.crm@comcast.net

Response to Submission 1957 (Cindy Mcdaniel, June 22, 2020)

1957-5261

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1957-5262

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1957-5263

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1957-5264

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1957-5265

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1482 (Claude McDonald, June 22, 2020)

San Jose - Merced - RECORD #1482 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Claude
Last Name : McDonald

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1482-3681 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1482-3682 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1482-3683 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1482-3684 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1482-3685 | reject the east-of-Gilroy station location.

Sincerely,
Claude McDonald
6633 Mount Forest Dr San Jose, CA 95120-1930
mcdonald.3434@gmail.com

Response to Submission 1482 (Claude McDonald, June 22, 2020)

1482-3681

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1482-3682

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1482-3683

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1482-3684

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1482-3685

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1546 (Shannon McEntee, June 22, 2020)

San Jose - Merced - RECORD #1546 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Shannon
Last Name : McEntee

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1546-3926 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1546-3927 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1546-3928 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1546-3929 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1546-3930 | reject the east-of-Gilroy station location.

Sincerely,
Shannon McEntee
410 Sheridan Ave Palo Alto, CA 94306-2033
shannonmcentee@gmail.com

Response to Submission 1546 (Shannon McEntee, June 22, 2020)

1546-3926

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1546-3927

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1546-3928

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1546-3929

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1546-3930

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1508 (Stepheny McGraw, June 22, 2020)

San Jose - Merced - RECORD #1508 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Stepheny
Last Name : McGraw

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1508-3786 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1508-3787 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1508-3788 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1508-3789 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1508-3790 | reject the east-of-Gilroy station location.

Sincerely,
Stepheny McGraw
3303 Thomas Dr Palo Alto, CA 94303-4221
stepheny@earthlink.net

Response to Submission 1508 (Stepheny McGraw, June 22, 2020)

1508-3786

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1508-3787

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1508-3788

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1508-3789

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1508-3790

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1959 (Stephen McHenry, June 22, 2020)

San Jose - Merced - RECORD #1959 DETAIL		1959-6094
Status :	Unread	too few in number compared to the impact of construction and operation of the rail.
Record Date :	6/24/2020	1959-6095
Submission Date :	6/22/2020	The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and reject the east-of-Gilroy station location.
Interest As :	Individual	1959-6096
First Name :	Stephen	Wildlife, San Jose residents, and drivers down 101 south - everybody loses with this current DEIR.
Last Name :	McHenry	
Stakeholder Comments/Issues :		
1959-6089	<p>Dear California High Speed Rail Authority,</p> <p>The review of impacts to wildlife in Coyote Valley is insufficient and could result in failure to protect wildlife movement as well as causing negative impacts to habitat and the planned wildlife crossings Green Foothills has fought so hard to bring to the area.</p>	<p>Sincerely, Stephen McHenry 439 Chateau La Salle Drive At Umbargar Rd San Jose, CA 95111 stephen.l.mchenry@gmail.com</p>
1959-6090	<p>Perhaps the High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes another very important thing:</p> <p>Here is one of your maps of the Monterey Corridor Subsection from Diridon Station in San Jose:</p> <p>https://hsr.ca.gov/docs/newsroom/maps/San_Jose_to_Merced.pdf</p> <p>This runs from Diridon to Bernal; or thereabouts. We must tell you that this idea is illogical. It runs next to Chateau LaSalle, for one, where we live, with 435 families. It runs behind or in front of our house. First it was "exploding oil trains" that we as a group had to present to the San Luis Obispo Board of Supervisors - and the "exploding trains" were canceled and the route.</p> <p>This DEIR is dangerous to all in the area of Coyote Valley - to wildlife, to hard made and expensive plans by Committee for Green Foothills for farm and wildlife and driver protection; to residents who must fear the HSR as it is. To local agricultural. The list could be endless but this DEIR MUST be redrawn or sent down from San Jose through the Central Valley to Merced.</p>	
1959-6091	The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also	
1959-6092	fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.	
1959-6093	The HSR finally fails to see the unreasonable expense of such a project and the human costs to residents and drivers in the vicinity of such a rail south.	
1959-6094	The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and	

Response to Submission 1959 (Stephen McHenry, June 22, 2020)

1959-6089

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1959-6090

Refer to Standard Response SJM-Response-ALT-1: Alternatives Selection and Evaluation Process, SJM-Response-ALT-2: Project-Specific Alternatives Considerations, SJM-Response-ALT-3: Rejection of Alternative 3, SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass, SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3, SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

The comment expresses safety and security concerns regarding “exploding oil trains.” Oil trains would not run on the blended or dedicated HSR tracks, nor would any of the project alternatives affect how oil trains are run on freight tracks. Furthermore, HSR runs on electricity provided by an OCS and do not contain fuel. HSR would not affect the potential or risk of “exploding oil trains.” Safety and security impacts of all four alternatives are thoroughly disclosed and analyzed in Section 3.11, Safety and Security, of the Draft EIR/EIS.

1959-6091

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1959-6092

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1959-6093

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

1959-6094

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1959-6095

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3, SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1959-6096

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

Submission 1905 (Gail McHugh, June 22, 2020)

San Jose - Merced - RECORD #1905 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Gail
Last Name : McHugh

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1905-5066 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1905-5067 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1905-5068 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1905-5069 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1905-5070 | reject the east-of-Gilroy station location.

Sincerely,
Gail McHugh
654 Los Pinos Ave Milpitas, CA 95035-3923
gmchugh@sjbs.org

Response to Submission 1905 (Gail McHugh, June 22, 2020)

1905-5066

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1905-5067

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1905-5068

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1905-5069

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1905-5070

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1902 (Pete McHugh, June 22, 2020)

San Jose - Merced - RECORD #1902 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Pete
Last Name : McHugh

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1902-5051 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1902-5052 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1902-5053 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1902-5054 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1902-5055 | reject the east-of-Gilroy station location.

Sincerely,
Pete McHugh
654 Los Pinos Ave Milpitas, CA 95035-3923
pmchugh654@gmail.com

Response to Submission 1902 (Pete McHugh, June 22, 2020)

1902-5051

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1902-5052

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1902-5053

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1902-5054

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1902-5055

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1499 (Sean McHugh, June 22, 2020)

San Jose - Merced - RECORD #1499 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Sean
Last Name : McHugh

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

1499-5746 |

PLEASE GIVE MORE CONSIDERATION TO WILDLIFE, SAFE CROSSING OPTIONS ETC.
It is our responsibility to consider and do better for our community and the wildlife in our area! ????

1499-5747 |

The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.

1499-5748 |

The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.

1499-5750 |

The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and

1499-5751 |

reject the east-of-Gilroy station location.
Thanks for your consideration!! ????

Sincerely,
Sean McHugh
801 A St Apt 2112 San Diego, CA 92101-4754
dinkmcqs@gmail.com

Response to Submission 1499 (Sean McHugh, June 22, 2020)

1499-5746

Please refer to Section 3.7.7.7, Wildlife Movement, of the Draft EIR/EIS for this information.

1499-5747

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1499-5748

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1499-5749

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1499-5750

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1499-5751

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

Submission 1831 (Maureen Mclaughlin, June 22, 2020)

San Jose - Merced - RECORD #1831 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Maureen
Last Name : Mclaughlin

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1831-4766 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1831-4767 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1831-4768 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1831-4769 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1831-4770 | reject the east-of-Gilroy station location.

Sincerely,
Maureen Mclaughlin
631 Paisley Ct Vacaville, CA 95687-5156
momodemo@yahoo.com

Response to Submission 1831 (Maureen Mclaughlin, June 22, 2020)

1831-4766

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1831-4767

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1831-4768

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1831-4769

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1831-4770

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1756 (Mary-Helen McMahon, June 23, 2020)

San Jose - Merced - RECORD #1756 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Mary-Helen
Last Name : McMahon

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1756-4481 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1756-4482 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1756-4483 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1756-4484 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1756-4485 | reject the east-of-Gilroy station location.

This project is already not complying with the Proposition that allowed it to get this far. At least pay attention to mitigations that keep our farmlands wildlife protected.

Sincerely,
Mary-Helen McMahon
215 Clarendon Rd Burlingame, CA 94010-2803
mhcmahon240@gmail.com

Response to Submission 1756 (Mary-Helen McMahon, June 23, 2020)

1756-4481

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1756-4482

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1756-4483

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1756-4484

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1756-4485

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1599 (Ankur Mehta, June 22, 2020)

San Jose - Merced - RECORD #1599 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Ankur
Last Name : Mehta

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1599-4161 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1599-4162 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1599-4163 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1599-4164 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1599-4165 | reject the east-of-Gilroy station location.

Sincerely,
Ankur Mehta
100 N Whisman Rd Mountain View, CA 94043-4952
scorpone@gmail.com

Response to Submission 1599 (Ankur Mehta, June 22, 2020)

1599-4161

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1599-4162

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1599-4163

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1599-4164

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1599-4165

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1457 (Vanessa Mekarski, June 23, 2020)

San Jose - Merced - RECORD #1457 DETAIL

Status : Unread
Record Date : 6/23/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Vanessa
Last Name : Mekarski

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

1457-5700

The world is choked out by pavement, by roads and rails and malls and car parking and business parks and housing for humans. While rail is good (I support and ride public transportation exclusively and do not have a car and do not hire cars, taxis, etc.), we must protect whatever remaining wildlife habitat there is - because we are developing it out, developing it all away, and worldwide, animals are disappearing from the land, and going extinct because of human development. Let's not continue this trend in Central California. Let us say: it is enough. Let us build where we have already built, and stay away from what remains.

We owe it to the land, to our ancestors, and to all our living relatives, lizzards, fish, toads, coyote, deer, mouse, rabbit, puma....

We owe it to all who walk the land. Let us think very carefully before we proceed with anything at all. Now is the time to conserve.

1457-5701

The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.

1457-5702

1457-5703

The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.

1457-5704

1457-5705

The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and reject the east-of-Gilroy station location.

Sincerely,
Vanessa Mekarski
Monterey, CA 93940
isajok@gmail.com

Response to Submission 1457 (Vanessa Mekarski, June 23, 2020)

1457-5700

The comment is noted and does not indicate any specific concern regarding any of the conclusions in the Draft EIR/EIS.

1457-5701

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1457-5702

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1457-5703

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1457-5704

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1457-5705

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

Submission 1486 (Melissa Mendes Campos, June 22, 2020)

San Jose - Merced - RECORD #1486 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Melissa
Last Name : Mendes Campos

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1486-5730 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) inaccurately concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR
- 1486-5731 | also fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1486-5732 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with essential and already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed crossings are inadequate to mitigate the impacts of the project: the crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1486-5734 | The Authority should *work with local expert conservation agencies* (this is a no-brainer!) to revise these
- 1486-5733 | issues in the DEIR, and reject the east-of-Gilroy station location.

Sincerely,
Melissa Mendes Campos
350 Riverside Ave Ben Lomond, CA 95005-9589
melmmc@outlook.com

Response to Submission 1486 (Melissa Mendes Campos, June 22, 2020)

1486-5730

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1486-5731

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1486-5732

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1486-5733

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

1486-5734

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

Submission 1441 (Angelica Mendoza, June 22, 2020)

San Jose - Merced - RECORD #1441 DETAIL

Status : Unread
Record Date : 6/22/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Angelica
Last Name : Mendoza

Stakeholder Comments/Issues :

1441-2927

I am against building the high speed rail (hsr) from San José to Merced as it is a safety concern and the hsr will bring even more noise than what we hear today. The hsr will bring more vibration and will generate louder noise making it very loud when it passes by my home (backyard) every 6-8 minutes. I know this because my home backs into the current train tracks on Monterey road and it is very loud. In addition, the train omits dust/dirt/particles that my family currently is being exposed to when we enjoy our backyard. Let alone more noise! Please, I ask that you reconsider this project as it will affect our wonderful neighborhood. I ask that you consider taller sound walls to have some peace in our home should this project move forward. Currently you can see the tops of the train freights from my backyard. NO to building the high speed rail from San Jose to Merced.

Response to Submission 1441 (Angelica Mendoza, June 22, 2020)

1441-2927

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

Please refer to new Appendix 3.4-C, Noise Impact Locations (located in Volume 2, Technical Appendices, of the Final EIR/EIS), for the locations of proposed noise barriers. For the height of the proposed noise barriers for Alternatives 1 through 4, please refer to Tables 3.4-23 through 3.4-26, respectively, in Section 3.4, Noise and Vibration, of the EIR/EIS.

Please refer to Impact AQ#9 in Section 3.3, Air Quality and Greenhouse Gases, of the Draft EIR/EIS. Fugitive dust emissions along the project corridor from train movement would vary by project alternative based on the length of the at-grade track. However, project operations would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. Reductions in regional ozone precursors (VOC and NOx) and PM emissions may contribute to reductions in ozone and secondary PM formation, which may result in public health benefits, including reductions in lost workdays, hospital admissions, and certain respiratory and cardiovascular symptoms.

Submission 1698 (Angelica Mendoza, June 23, 2020)

San Jose - Merced - RECORD #1698 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Angelica
Last Name : Mendoza

Stakeholder Comments/Issues :

To whom it may concern,

- 1698-921 | Please reconsider the location of the high speed rail (HSR) as my home is backed into the current railroad located on Monterey Road. HSR will bring very loud noise that will not allow my family and neighbors to live in peace in our own homes. In addition it will bring a strong vibration that will be intolerable, as well as dust and particles that are not safe for my children. My children love their backyard and this project will no longer allow them to enjoy the benefits of having a backyard.
- 1698-922 | I do not approve of this project, but should this project move forward, I ask that a taller sound wall be built to block the intolerable noise and particles the HSR will bring. It should be noted, the current train is very loud already and I can't imagine the noise and vibration this new project will bring. I know this because the tops of the train freight are visible from my backyard.
- 1698-923 | Please, NO to the High Speed Rail from San Jose to Merced.
- Angelica Mendoza

Response to Submission 1698 (Angelica Mendoza, June 23, 2020)

1698-921

Refer to Standard Response SJM-Response-ALT-1: Alternatives Selection and Evaluation Process, SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

1698-922

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

Please refer to new Appendix 3.4-C, Noise Impact Locations (located in Volume 2, Technical Appendices, of the Final EIR/EIS), for the locations of proposed noise barriers. For the height of the proposed noise barriers for Alternatives 1 through 4, please refer to Tables 3.4-23 through 3.4-26, respectively, in Section 3.4, Noise and Vibration, of the EIR/EIS.

1698-923

Comment noted. Thank you.

Submission 1926 (Jeremy Merckling, June 22, 2020)

San Jose - Merced - RECORD #1926 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Jeremy
Last Name : Merckling

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1926-5151 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1926-5152 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1926-5153 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1926-5154 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1926-5155 | reject the east-of-Gilroy station location.

Sincerely,
Jeremy Merckling
Palo Alto, CA 94303
jermerckling@gmail.com

Response to Submission 1926 (Jeremy Merckling, June 22, 2020)

1926-5151

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1926-5152

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1926-5153

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1926-5154

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1926-5155

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1598 (JOHN MICHAEL HAINES, June 22, 2020)

San Jose - Merced - RECORD #1598 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : JOHN
Last Name : MICHAEL HAINES

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1598-4156 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1598-4157 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1598-4158 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1598-4159 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1598-4160 | reject the east-of-Gilroy station location.

Sincerely,
JOHN MICHAEL HAINES
164 Clipper St San Francisco, CA 94114-3817
WOTAN2U@GMAIL.COM

Response to Submission 1598 (JOHN MICHAEL HAINES, June 22, 2020)

1598-4156

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1598-4157

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1598-4158

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1598-4159

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1598-4160

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1407 (Mitchell Miliias, June 16, 2020)

San Jose - Merced - RECORD #1407 DETAIL

Status : Unread
Record Date : 6/16/2020
Submission Date : 6/16/2020
Interest As : Individual
First Name : Mitchell
Last Name : Miliias

Stakeholder Comments/Issues :

1407-193

I am the owner of APN 841-26-012 near Gilroy in Santa Clara County. I am against ALTERNATIVE 3 as it goes right through my property along Jones Creek and takes my most productive land. More importantly, It cuts off my only access to the remaining farm from Frazier Lake Road, isolating the property with no entrance.

Response to Submission 1407 (Mitchell Miliias, June 16, 2020)

1407-193

Chapter 8, Preferred Alternative, of the Draft EIR/EIS identifies the Preferred Alternative for the San Jose to Central Valley Wye Project Extent as Alternative 4. It was selected based on a balanced consideration of the environmental information presented in the Draft EIR/EIS in the context of project purpose and need; project objectives; the CEQA, NEPA, and Section 404(b)(1) of the Clean Water Act requirements; local and regional land use plans; community and stakeholder preferences; and costs. Section 8.4.1, Review of Alternative Key Differentiators by Subsection, of the Draft EIR/EIS describes the key community and environmental factors that differentiate the alternatives within each subsection of the project. Refer to Standard Responses SJM-Response-AG-2: Farmland Impacts—Remnant Parcels and SJM-Response-ALT-1: Alternatives Selection and Evaluation Process. The comment opposes Alternative 3. The comment noted that Alternative 3 acquires the commenter's property.

Submission 1827 (John Miller, June 23, 2020)

San Jose - Merced - RECORD #1827 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : John
Last Name : Miller

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1827-4746 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1827-4747 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1827-4748 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1827-4749 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1827-4750 | reject the east-of-Gilroy station location.

Sincerely,
John Miller
928 Oak Ridge Rd Los Gatos, CA 95033-8206
miller@johnmillerpr.com

Response to Submission 1827 (John Miller, June 23, 2020)

1827-4746

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1827-4747

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1827-4748

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1827-4749

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1827-4750

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1752 (Melissa Miller, June 23, 2020)

San Jose - Merced - RECORD #1752 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Melissa
Last Name : Miller

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1752-4466 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1752-4467 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1752-4468 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1752-4469 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1752-4470 | reject the east-of-Gilroy station location.

Sincerely,
Melissa Miller
Santa Clara, CA 95050
millermelis@comcast.net

Response to Submission 1752 (Melissa Miller, June 23, 2020)

1752-4466

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1752-4467

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1752-4468

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1752-4469

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1752-4470

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1567 (Marcia Mireles, June 22, 2020)

San Jose - Merced - RECORD #1567 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Marcia
Last Name : Mireles

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1567-4021 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1567-4022 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1567-4023 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1567-4024 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1567-4025 | reject the east-of-Gilroy station location.

Sincerely,
Marcia Mireles
140 Nashua Ct San Jose, CA 95139-1236
marcia140@comcast.net

Response to Submission 1567 (Marcia Mireles, June 22, 2020)

1567-4021

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1567-4022

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1567-4023

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1567-4024

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1567-4025

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1644 (Laura Mojica, June 24, 2020)

San Jose - Merced - RECORD #1644 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/24/2020
Interest As : Individual
First Name : Laura
Last Name : Mojica

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1644-4281 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1644-4282 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1644-4283 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1644-4284 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1644-4285 | reject the east-of-Gilroy station location.

Sincerely,
Laura Mojica
Morgan Hill, CA 95037
lilroz54@gmail.com

Response to Submission 1644 (Laura Mojica, June 24, 2020)

1644-4281

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1644-4282

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1644-4283

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1644-4284

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1644-4285

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1342 (Nora Monaco, June 1, 2020)

San Jose - Merced - RECORD #1342 DETAIL

Status : Action Pending
Record Date : 6/1/2020
Submission Date : 6/1/2020
Interest As : Individual
First Name : Nora
Last Name : Monaco

Stakeholder Comments/Issues :

As a property and business owner in the Morgan Hill and San Martin area I wish to voice an opinion on the new HSR alignment.

1342-52 | After reviewing the alternatives for the Morgan Hill & Gilroy sections, I feel that "alternative 3 in both Morgan Hill and Gilroy would provide the most long term advantages." Fewer at grade issues with traffic as well as lower business disruptions in the long term. Since Morgan Hill does not have a stop, there is less reason for the line to disrupt the downtown area with alternative 3.

1342-53 | As well as the Gilroy station being placed in a more open yet easy to access location would also be a better long term solution. More space to provide long term parking areas as well as room for future business, housing and other growth in those surrounding areas. Using the current Gilroy Train station location will create congestion and there is not as much opportunity for long term growth, in my opinion.

1342-54 | Bottom line is no matter what the decision is, some people are certain to be unhappy. In considering the larger picture for the communities, I my opinion is alternative route 3 provides more positive options for the area than the others.

Respectfully,

Nora Monaco

PS - If you need additional information on our properties, residence, or local business, please let me know.

Response to Submission 1342 (Nora Monaco, June 1, 2020)

1342-52

Refer to Standard Response SJM-Response-ALT-1: Alternatives Selection and Evaluation Process.

The comment supports Alternative 3.

1342-53

Thank you for your comment. The Authority evaluated Alternative 3 but selected Alternative 4 as the Preferred Alternative. While Alternative 3 does include a HSR station in the less developed east Gilroy area where more urban development could occur around the new station, the site also would permanently convert the most agricultural farmland because it would pass through the eastern portion of Santa Clara County and bypass the urban area of Gilroy. Alternative 3 would also have more extensive impacts on biological and aquatic resources than Alternative 4 because it would not use an existing rail right-of-way, would use the Morgan Hill bypass, and would travel through agricultural lands and less developed areas in east Gilroy.

1342-54

Comment noted. Thank you.

Submission 1224 (Clint Moore, April 30, 2020)

San Jose - Merced - RECORD #1224 DETAIL

Status : Action Pending
Record Date : 4/30/2020
Affiliation Type : Individual
Submission Date : 4/30/2020
Interest As : Individual
Submission Method : Project Email
First Name : Clint
Last Name : Moore
Business/Organization :
EIR/EIS Comment : Yes

Stakeholder Comments/Issues :

1224-4

The world is moving away from a human driven vehicle that has to stay on a track. This is 19th century technology no matter how fast it goes. Driverless vehicles, or pilotless drones will be the norm in another decade. Let's look to the 21st Century for new technologies , not back. The hyper loop would be better than this train, but we need more advanced thinking than a high speed rail system, they have been in place in other countries for 60 years. Autonomous flying buses, or something like that! Rail is a huge waste of money

Sent from my iPhone

Response to Submission 1224 (Clint Moore, April 30, 2020)

1224-4

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

Submission 1607 (Elizabeth Moore, June 22, 2020)

San Jose - Merced - RECORD #1607 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Elizabeth
Last Name : Moore

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1607-4191 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1607-4192 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1607-4193 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1607-4194 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1607-4195 | reject the east-of-Gilroy station location.

Sincerely,
Elizabeth Moore
947 Primrose Ave Sunnyvale, CA 94086-8960
eambetsy@gmail.com

Response to Submission 1607 (Elizabeth Moore, June 22, 2020)

1607-4191

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1607-4192

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1607-4193

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1607-4194

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1607-4195

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 2033 (Liza Morell, June 22, 2020)

San Jose - Merced - RECORD #2033 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Liza
Last Name : Morell

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 2033-5556 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
2033-5557 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 2033-5558 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 2033-5559 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
2033-5560 | reject the east-of-Gilroy station location.

Sincerely,
Liza Morell
Aptos, CA 95001
lizabthemorell@gmail.com

Response to Submission 2033 (Liza Morell, June 22, 2020)

2033-5556

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

2033-5557

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

2033-5558

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

2033-5559

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

2033-5560

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1484 (Julia Morez, June 22, 2020)

San Jose - Merced - RECORD #1484 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Julia
Last Name : Morez

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1484-5725 | Please protect wildlife by providing for adequate crossings, and by locating the train station in Gilroy. The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1484-5726 |
- 1484-5727 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1484-5728 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1484-5729 | reject the east-of-Gilroy station location.

Sincerely,
Julia Morez
257 N Baldwin Ave Sierra Madre, CA 91024-1958
juliemorez@gmail.com

Response to Submission 1484 (Julia Morez, June 22, 2020)

1484-5725

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1484-5726

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1484-5727

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1484-5728

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1484-5729

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

Submission 1687 (Carter Morgan, June 23, 2020)

San Jose - Merced - RECORD #1687 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Carter
Last Name : Morgan

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1687-4366 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1687-4367 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1687-4368 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1687-4369 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1687-4370 | reject the east-of-Gilroy station location.

Sincerely,
Carter Morgan
6542 Camino Caseta Goleta, CA 93117-1534
morganfamily1@cox.net

Response to Submission 1687 (Carter Morgan, June 23, 2020)

1687-4366

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1687-4367

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1687-4368

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1687-4369

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1687-4370

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1692 (Stephanie Morris, June 23, 2020)

San Jose - Merced - RECORD #1692 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Stephanie
Last Name : Morris

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1692-4371 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1692-4372 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1692-4373 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1692-4374 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1692-4375 | reject the east-of-Gilroy station location.

Sincerely, Stephanie Morris

Sincerely,
Stephanie Morris
1077 Fewtrell Dr Campbell, CA 95008-2429
StephLMorris@gmail.com

Response to Submission 1692 (Stephanie Morris, June 23, 2020)

1692-4371

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1692-4372

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1692-4373

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1692-4374

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1692-4375

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1556 (Gail Moser, June 22, 2020)

San Jose - Merced - RECORD #1556 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Gail
Last Name : Moser

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1556-3976 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1556-3977 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1556-3978 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1556-3979 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1556-3980 | reject the east-of-Gilroy station location.

Sincerely,
Gail Moser
7510 Waterville Pl Gilroy, CA 95020-3089
gailmoser@aol.com

Response to Submission 1556 (Gail Moser, June 22, 2020)

1556-3976

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1556-3977

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1556-3978

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1556-3979

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1556-3980

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1958 (Susan Moynahan, June 22, 2020)

San Jose - Merced - RECORD #1958 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Susan
Last Name : Moynahan

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1958-5266 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1958-5267 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1958-5268 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1958-5269 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1958-5270 | reject the east-of-Gilroy station location.

Sincerely,
Susan Moynahan
286 Moraga Way San Jose, CA 95119-1524
moynahans@aol.com

Response to Submission 1958 (Susan Moynahan, June 22, 2020)

1958-5266

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1958-5267

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1958-5268

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1958-5269

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1958-5270

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1221 (Patrick Mulligan, April 28, 2020)

San Jose - Merced - RECORD #1221 DETAIL

Status : Action Pending
Record Date : 4/28/2020
Affiliation Type : Individual
Submission Date : 4/28/2020
Interest As : Individual
Submission Method : Website
First Name : Patrick
Last Name : Mulligan
Business/Organization :
EIR/EIS Comment : Yes

Stakeholder Comments/Issues :

1221-6

I've been in favor of the California HSR vision since its original vote in 2008. The initial construction has been and continues to be a difficult sell to a large segment of voters, but that won't end once the system opens. Japan has operated a fully grade separated high-speed rail network for decades and I believe that design offers the greatest chance of long-term operational success. Travel times, train frequency and overall system reliability are key to selling the usefulness of the system to future California voters. Even with excellent management and luck, the system will need continued voter support for decades after it first starts operation.

I realize that the choice between half-finished disconnected segments of track and a less-than optimal full system is not a choice. Something is better than nothing and nothing is a very likely possibility.

Response to Submission 1221 (Patrick Mulligan, April 28, 2020)

1221-6

Thank you for your comment in support of the project.

Submission 1500 (trish mulvey, June 22, 2020)

San Jose - Merced - RECORD #1500 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : trish
Last Name : mulvey

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1500-3746 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1500-3747 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1500-3748 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1500-3749 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1500-3750 | reject the east-of-Gilroy station location.

Sincerely,
trish mulvey
527 Rhodes Dr Palo Alto, CA 94303-3029
mulvey@ix.netcom.com

Response to Submission 1500 (trish mulvey, June 22, 2020)

1500-3746

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1500-3747

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1500-3748

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1500-3749

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1500-3750

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1835 (Judith Murphy, June 22, 2020)

San Jose - Merced - RECORD #1835 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Judith
Last Name : Murphy

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1835-4781 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1835-4782 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1835-4783 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1835-4784 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1835-4785 | reject the east-of-Gilroy station location.
- 1835-6194 | A station east of Gilroy will generate ugly slurb across prime agricultural land. A station in Gilroy will improve the downtown and its economy.

Sincerely,
Judith Murphy
8 Portola Green Cir Portola Valley, CA 94028-7833
judithamurphy@prodigy.net

Response to Submission 1835 (Judith Murphy, June 22, 2020)

1835-4781

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1835-4782

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1835-4783

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1835-4784

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1835-4785

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

1835-6194

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

Comment noted. Thank you.

Submission 1821 (Mike Murphy, June 23, 2020)

San Jose - Merced - RECORD #1821 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Mike
Last Name : Murphy

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1821-5980 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) (WRITTEN BY WHO? NAMES
1821-5981 | PLEASE) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and
in the Pacheco Pass area. The DEIR also fails to acknowledge the significantly-greater agricultural and wildlife
impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural
Resource Area on the east side of Gilroy.
- 1821-5982 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1821-5983 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1821-5984 | reject the east-of-Gilroy station location.
- 1821-5985 | AS I SUGGESTED TO ROD DIRIDON AT THE BEGINNING OF THIS MESS THE TRAIN ROUTE SHOULD
1821-5986 | FOLLOW HIGHWAY 5 DOWN THE MIDDLE OF THE STATE. THE PROPOSED TRAIN SYSTEM IS ALSO
GENERATIONS BEHIND "REAL" HIGH SPEED TRAINS CURRENTLY USED IN JAPAN, EUROPE, &
CHINA..... WHY?

SINCERELY,
Mike Murphy
San Jose, CA (3 miles from Coyote Valley)
murphsmailbox@gmail.com

Sincerely,
Mike Murphy
San Jose, CA 95123
murphsmailbox@gmail.com

Response to Submission 1821 (Mike Murphy, June 23, 2020)

1821-5980

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1821-5981

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1821-5982

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1821-5983

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1821-5984

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

1821-5985

The comment is noted. The Authority has conducted the environmental review process for the project consistent with the programmatic decisions described in Section 1.1.2, The Decision to Develop a Statewide High-Speed Rail System. A detailed presentation regarding the alternatives screening process is presented in Appendix 2-I, Interim Use/Phased Implementation, and the I-5 alignment was not carried forward for detailed analysis.

1821-5986

The comment is noted. The Authority has conducted the environmental review process for the project consistent with the programmatic decisions described in Section 1.1.2, The Decision to Develop a Statewide High-Speed Rail System. A detailed presentation regarding the alternatives screening process is presented in Appendix 2-I, Interim Use/Phased Implementation, and the I-5 alignment was not carried forward for detailed analysis. The I-5 alignment was withdrawn from further analysis in the 2010 Preliminary Alternatives Analysis and the 2013 Checkpoint B Report (Authority and FRA 2010, as cited in Chapter 2 of the Draft EIR/EIS, and Authority and FRA 2013, as referenced in Appendix 2-I of the Draft EIR/EIS cited in Chapter 8 of the Draft EIR/EIS.

Submission 1817 (Joanie Murpjoy, June 23, 2020)

San Jose - Merced - RECORD #1817 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Joanie
Last Name : Murpjoy

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1817-4706 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1817-4707 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1817-4708 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1817-4709 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1817-4710 | reject the east-of-Gilroy station location.

Sincerely,
Joanie Murpjoy
6188 Ansdell Way San Jose, CA 95123-5005
joniebaloney@gmail.com

Response to Submission 1817 (Joanie Murpju, June 23, 2020)

1817-4706

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1817-4707

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1817-4708

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1817-4709

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1817-4710

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1564 (Jack Nadeau, June 22, 2020)

San Jose - Merced - RECORD #1564 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Jack
Last Name : Nadeau

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1564-4006 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1564-4007 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1564-4008 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1564-4009 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1564-4010 | reject the east-of-Gilroy station location.

Sincerely,
Jack Nadeau
990 Ramona Ct San Jose, CA 95125-2262
gingerjax@aol.com

Response to Submission 1564 (Jack Nadeau, June 22, 2020)

1564-4006

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1564-4007

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1564-4008

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1564-4009

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1564-4010

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1983 (Nikki Nafziger, June 22, 2020)

San Jose - Merced - RECORD #1983 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Nikki
Last Name : Nafziger

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1983-5361 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1983-5362 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1983-5363 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1983-5364 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1983-5365 | reject the east-of-Gilroy station location.

Sincerely,
Nikki Nafziger
1101 Porter St Vallejo, CA 94590-7907
nikkinashmusic@gmail.com

Response to Submission 1983 (Nikki Nafziger, June 22, 2020)

1983-5361

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1983-5362

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1983-5363

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1983-5364

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1983-5365

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1496 (Christine Nagel, June 22, 2020)

San Jose - Merced - RECORD #1496 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Christine
Last Name : Nagel

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1496-3731 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1496-3732 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1496-3733 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1496-3734 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1496-3735 | reject the east-of-Gilroy station location.

Sincerely,
Christine Nagel
1263 Yosemite Ave San Jose, CA 95126-2670
clouise@cox.net

Response to Submission 1496 (Christine Nagel, June 22, 2020)

1496-3731

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1496-3732

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1496-3733

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1496-3734

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1496-3735

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1799 (Karen Naifeh, June 23, 2020)

San Jose - Merced - RECORD #1799 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Karen
Last Name : Naifeh

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1799-5970 | I want to draw your attention to the fact that the High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1799-5971 |
- 1799-5972 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1799-5973 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1799-5974 | reject the east-of-Gilroy station location.

Sincerely,
Karen Naifeh
2059 New Brunswick Dr San Mateo, CA 94402-4043
karenaifeh@sbcglobal.net

Response to Submission 1799 (Karen Naifeh, June 23, 2020)

1799-5970

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1799-5971

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1799-5972

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1799-5973

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1799-5974

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

Submission 1964 (Sam Naifeh, June 22, 2020)

San Jose - Merced - RECORD #1964 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Sam
Last Name : Naifeh

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1964-5286 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1964-5287 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1964-5288 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1964-5289 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1964-5290 | reject the east-of-Gilroy station location.

Sincerely,
Sam Naifeh
2059 New Brunswick Dr San Mateo, CA 94402-4043
samnaifeh@sbcglobal.net

Response to Submission 1964 (Sam Naifeh, June 22, 2020)

1964-5286

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1964-5287

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1964-5288

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1964-5289

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1964-5290

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1785 (Utkarsh Nath, June 23, 2020)

San Jose - Merced - RECORD #1785 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Utkarsh
Last Name : Nath

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1785-4576 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1785-4577 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1785-4578 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1785-4579 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1785-4580 | reject the east-of-Gilroy station location.

Sincerely,
Utkarsh Nath
34462 Alberta Ter Fremont, CA 94555-2907
utkarsh.nath@yahoo.com

Response to Submission 1785 (Utkarsh Nath, June 23, 2020)

1785-4576

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1785-4577

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1785-4578

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1785-4579

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1785-4580

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 2053 (Marissa Navarro, June 22, 2020)

San Jose - Merced - RECORD #2053 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Marissa
Last Name : Navarro

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 2053-5636 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 2053-5637 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 2053-5638 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 2053-5639 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 2053-5640 | reject the east-of-Gilroy station location.

Sincerely,
Marissa Navarro
San Jose, CA 95110
vampy_starlet@yahoo.com

Response to Submission 2053 (Marissa Navarro, June 22, 2020)

2053-5636

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

2053-5637

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

2053-5638

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

2053-5639

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

2053-5640

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1883 (Leyhlund Nelson, June 22, 2020)

San Jose - Merced - RECORD #1883 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Leyhlund
Last Name : Nelson

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1883-4961 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1883-4962 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1883-4963 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1883-4964 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1883-4965 | reject the east-of-Gilroy station location.

Sincerely,
Leyhlund Nelson
PO Box 1954 Morgan Hill, CA 95038-1954
nelsonlb2002@yahoo.com

Response to Submission 1883 (Leyhlund Nelson, June 22, 2020)

1883-4961

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1883-4962

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1883-4963

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1883-4964

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1883-4965

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1973 (Marisa Nelson, June 22, 2020)

San Jose - Merced - RECORD #1973 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Marisa
Last Name : Nelson

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1973-5321 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1973-5322 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1973-5323 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1973-5324 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1973-5325 | reject the east-of-Gilroy station location.

Sincerely,
Marisa Nelson
Menlo Park, CA 94025
mjcnelson1@gmail.com

Response to Submission 1973 (Marisa Nelson, June 22, 2020)

1973-5321

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1973-5322

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1973-5323

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1973-5324

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1973-5325

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1793 (Robyn Newkirk, June 23, 2020)

San Jose - Merced - RECORD #1793 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Robyn
Last Name : Newkirk

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1793-4606 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1793-4607 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1793-4608 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1793-4609 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1793-4610 | reject the east-of-Gilroy station location.

Sincerely,
Robyn Newkirk
32 Old Landing Rd Belvedere Tiburon, CA 94920-1110
robyn.newkirk@alumni.dominican.edu

Response to Submission 1793 (Robyn Newkirk, June 23, 2020)

1793-4606

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1793-4607

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1793-4608

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1793-4609

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1793-4610

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1442 (Erica Nichols, June 22, 2020)

San Jose - Merced - RECORD #1442 DETAIL

Status : Unread
Record Date : 6/22/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Erica
Last Name : Nichols

Stakeholder Comments/Issues :

1442-885

Dear High Speed Rail Authority,

I am writing out of concern for the natural movement of wild animals such as mountain lions and deer due to the current proposed high speed rail design. Please do all you can to assure their safety and well-being. I think that everything we can do to support our natural environment will help us humans both in the short and the long run. I appreciate your time.

Thank you,
Erica Nichols

Response to Submission 1442 (Erica Nichols, June 22, 2020)

1442-885

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass, SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

Submission 1893 (Annaloy Nickum, June 22, 2020)

San Jose - Merced - RECORD #1893 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/24/2020
Interest As : Individual
First Name : Annaloy
Last Name : Nickum

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1893-6015 | We must stop downplaying the detrimental environmental impacts of ever increasing development on the precious flora and fauna that are our life support systems
- 1893-6016 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1893-6017 |
- 1893-6018 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1893-6019 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1893-6020 | reject the east-of-Gilroy station location.

Sincerely,
 Annaloy Nickum
 821 Beech St Redwood City, CA 94063-2417
 anickum@juno.com

Response to Submission 1893 (Annaloy Nickum, June 22, 2020)

1893-6015

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

The Draft EIR/EIS analyzes project-related impacts and proposes mitigation to avoid or reduce those impacts. The information is presented in an objectively based on scientific analyses that followed a very prescriptive set of methodologies for analyzing and disclosing the impacts of the project.

1893-6016

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1893-6017

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1893-6018

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1893-6019

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1893-6020

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

Submission 1897 (Christal Niederer, June 22, 2020)

San Jose - Merced - RECORD #1897 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Christal
Last Name : Niederer

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1897-5026 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1897-5027 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1897-5028 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1897-5029 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1897-5030 | reject the east-of-Gilroy station location.

Sincerely,
Christal Niederer
6272 Sager Way San Jose, CA 95123-4643
christal_niederer@yahoo.com

Response to Submission 1897 (Christal Niederer, June 22, 2020)

1897-5026

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1897-5027

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1897-5028

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1897-5029

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1897-5030

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1798 (Michele Nihipali, June 23, 2020)

San Jose - Merced - RECORD #1798 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Michele
Last Name : Nihipali

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1798-4631 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1798-4632 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1798-4633 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1798-4634 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1798-4635 | reject the east-of-Gilroy station location.

Sincerely,
Michele Nihipali
3663 21st St San Francisco, CA 94114-2912
nihipalim001@hawaii.rr.com

Response to Submission 1798 (Michele Nihipali, June 23, 2020)

1798-4631

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1798-4632

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1798-4633

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1798-4634

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1798-4635

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1572 (Nancy Nilssen, June 22, 2020)

San Jose - Merced - RECORD #1572 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Nancy
Last Name : Nilssen

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1572-4041 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1572-4042 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1572-4043 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1572-4044 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1572-4045 | reject the east-of-Gilroy station location.

Sincerely,
Nancy Nilssen
11670 Fenwick Pl Dublin, CA 94568-3603
mark_nancy_nilssen@comcast.net

Response to Submission 1572 (Nancy Nilssen, June 22, 2020)

1572-4041

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1572-4042

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1572-4043

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1572-4044

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1572-4045

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1540 (Penny Noel, June 22, 2020)

San Jose - Merced - RECORD #1540 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Penny
Last Name : Noel

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1540-5779 | please! The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR
- 1540-5780 | also fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1540-5781 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1540-5782 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1540-5783 | reject the east-of-Gilroy station location.

Sincerely,
Penny Noel
1070 Fitzgerald Ave Gilroy, CA 95020-9312
penny.noel@gmail.com

Response to Submission 1540 (Penny Noel, June 22, 2020)

1540-5779

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1540-5780

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1540-5781

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1540-5782

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1540-5783

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

Submission 1745 (Pam North, June 23, 2020)

San Jose - Merced - RECORD #1745 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Pam
Last Name : North

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

Hello,

- 1745-5930 |
- 1745-5931 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1745-5932 | I STRONGLY request the Authority work with local expert conservation agencies to revise these issues in the
- 1745-5933 | DEIR, and reject the east-of-Gilroy station location.
- 1745-5934 | Building the station in town makes more sense to mitigate excess travel, allow people to walk or take public transit to the station, and mitigate unending intrusion to wildlife areas.

Sincerely,
Pam North
Los Gatos, CA 95032
bikemail20@gmail.com

Response to Submission 1745 (Pam North, June 23, 2020)

1745-5930

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1745-5931

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1745-5932

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1745-5933

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

1745-5934

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

Submission 1779 (Stu Nuttall, June 23, 2020)

San Jose - Merced - RECORD #1779 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Stu
Last Name : Nuttall

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

Howdy,

1779-513 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.

The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and reject the east-of-Gilroy station location.

1779-514 | Please realize and consider how many years of planning, ranches bought, agreements made, and man hours have been spent to attain the goal of preserving the wildlife crossings between the two mountain ranges that converge in the South San Jose, Morgan Hill, and San Martin area. The rail cuts right through this decades-long effort.

Please make the under crossings large enough to see through and wide enough for 2-3 species of wild life to pass at a time.

Stu - Trail Patrol for the SCCOSA and Henry Coe State Park

Sincerely,

Stu Nuttall

630 San Pedro Ave Morgan Hill, CA 95037-5215

snuttall@sportsbasement.com

Response to Submission 1779 (Stu Nuttall, June 23, 2020)

1779-513

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1779-514

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

Submission 1522 (S O, June 22, 2020)

San Jose - Merced - RECORD #1522 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Business and/or Organization
First Name : S
Last Name : O

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1522-3841 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1522-3842 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1522-3843 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1522-3844 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1522-3845 | reject the east-of-Gilroy station location.

Sincerely,
S O
San Jose, CA 95150
katzz137@yahoo.com

Response to Submission 1522 (S O, June 22, 2020)

1522-3841

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1522-3842

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1522-3843

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1522-3844

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1522-3845

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1414 (Chelsey O'Neal, June 20, 2020)

San Jose - Merced - RECORD #1414 DETAIL

Status : Unread
Record Date : 6/20/2020
Submission Date : 6/20/2020
Interest As : Individual
First Name : Chelsey
Last Name : O'Neal

Stakeholder Comments/Issues :

1414-2929

Our property address is 590 Denio Ave Gilroy CA 95020 we are the San Jose to Merced portion. The map shows the hsr going directly across the street in front of our home, how will that affect our property value ? Will you include us to help relocate even though it isn't on our property but we will still be affected by the noise,view, and traffic in our area ? We are very concerned it is going to change our home value and the noise it will add as well as safety to our children.

Response to Submission 1414 (Chelsey O'Neal, June 20, 2020)

1414-2929

The property address cited by the commenter would be affected by Alternative 3, which would be constructed on viaduct through East Gilroy. The Preferred Alternative is Alternative 4, which travels through downtown Gilroy and would not affect this property address. Since this property is not near the proposed East Gilroy Station, the project would not result in impacts directly related to traffic in this area during operation; however, there could be short-term increases in traffic during construction, particularly since this property is within 1 mile of a proposed precast site. Property values for homes across the street from the project alternatives could decrease if an alternative results in a substantial increase in visual or noise disturbances at the properties. Impacts that could affect property values would be reduced but not avoided by the proposed visual and noise mitigation measures (AVQ-MM#3 through AVQ-MM#7 and NV-MM#3, which are described in Section 3.16, Aesthetics and Visual Quality, and Section 3.4, Noise and Vibration). Such impacts would be limited to a relatively small geographic area near the proposed HSR system. The resulting overall changes in property values cannot be quantified because the visual and noise impacts would be unique for each property and would be only part of the many factors influencing the ultimate market value of any particular property. Therefore, it is not possible to completely isolate the impact of the project alternatives from all other current and future impacts on real estate supply and demand.

The commenter also expressed concern regarding children's safety. Please refer to Impact SOCIO#4 and Impact SOCIO#5 in Section 3.12, Socioeconomics and Communities, of the Draft EIR/EIS for information regarding this topic. Owners who believe they have suffered a loss of property value as a result of the project may file a claim with the State of California's Government Claims Board.

Submission 1876 (Lindsey Oberhelman, June 22, 2020)

San Jose - Merced - RECORD #1876 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Lindsey
Last Name : Oberhelman

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1876-4946 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1876-4947 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1876-4948 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1876-4949 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1876-4950 | reject the east-of-Gilroy station location.

Sincerely,
Lindsey Oberhelman
San Jose, CA 95120
lokitkat@gmail.com

Response to Submission 1876 (Lindsey Oberhelman, June 22, 2020)

1876-4946

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1876-4947

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1876-4948

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1876-4949

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1876-4950

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1789 (Cathleen O'Connell, June 23, 2020)

San Jose - Merced - RECORD #1789 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Cathleen
Last Name : O'Connell

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1789-4591 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1789-4592 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1789-4593 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1789-4594 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1789-4595 | reject the east-of-Gilroy station location.

Sincerely,
Cathleen O'Connell
505 Juanita Rd Boulder Creek, CA 95006-9771
rowantre@cruzio.com

Response to Submission 1789 (Cathleen O'Connell, June 23, 2020)

1789-4591

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1789-4592

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1789-4593

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1789-4594

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1789-4595

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1505 (Tim O'Konski, June 22, 2020)

San Jose - Merced - RECORD #1505 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Tim
Last Name : O'Konski

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1505-3771 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1505-3772 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1505-3773 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1505-3774 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1505-3775 | reject the east-of-Gilroy station location.
- 1505-6196 | In addition with the advent of NEW battery technologies coming on line in the next few years, electric TRUCKS and BUSES and NOT rail is the new way to travel more cleanly, and efficiently.

Sincerely,
Tim O'Konski
Palo Alto, CA 94301
tcokonski@gmail.com

Response to Submission 1505 (Tim O'Konski, June 22, 2020)

1505-3771

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1505-3772

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1505-3773

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1505-3774

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1505-3775

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

1505-6196

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

Submission 1791 (Jean Okuye, June 23, 2020)

San Jose - Merced - RECORD #1791 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Jean
Last Name : Okuye

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

1791-5964 | I am the president of Valley Land Alliance, a nonprofit since 2006 which formed to protect our natural resources
1791-5965 | and agriculture lands. The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) appears to
DEIR also fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from
potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east
side of Gilroy.

1791-5966 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings must be proven to be large enough, light enough for the animals to see through to
the other side, and must be analyzed to determine the frequency necessary to protect wildlife.

1791-5968 | In order to determine the necessary protection, the Authority should work with local expert conservation
1791-5969 | agencies to revise these issues in the DEIR, and reject the east-of-Gilroy station location. Also proven projects
of wildlife crossings should be sited in determining successful wildlife crossings.

Sincerely,
Jean Okuye, President of Valley Land Alliance

Sincerely,
Jean Okuye
10181 Olive Ave Livingston, CA 95334-9727
jeanokuye@gmail.com

Response to Submission 1791 (Jean Okuye, June 23, 2020)

1791-5964

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1791-5965

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1791-5966

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1791-5967

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

1791-5968

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1791-5969

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3, SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

Comment noted. Thank you.

Submission 1741 (Lisa Oliver, June 23, 2020)

San Jose - Merced - RECORD #1741 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Lisa
Last Name : Oliver

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1741-4446 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1741-4447 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1741-4448 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1741-4449 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1741-4450 | reject the east-of-Gilroy station location.

Make it a priority to minimize the impact to wildlife. Planet Earth is suffering the 6th mass extinction of wildlife and climate change is bearing down on the next generation. We cannot afford anymore mass die-offs. Preserve the workings of the natural world.

Sincerely,
Lisa Oliver
643 Stemel Ct Milpitas, CA 95035-4731
loliver643@gmail.com

Response to Submission 1741 (Lisa Oliver, June 23, 2020)

1741-4446

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1741-4447

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1741-4448

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1741-4449

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1741-4450

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1999 (Linda OMaley, June 22, 2020)

San Jose - Merced - RECORD #1999 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Linda
Last Name : OMaley

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1999-5436 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1999-5437 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1999-5438 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1999-5439 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1999-5440 | reject the east-of-Gilroy station location.

Sincerely,
Linda OMaley
17231 Lakeview Dr Morgan Hill, CA 95037-6407
lk47om@att.net

Response to Submission 1999 (Linda OMaley, June 22, 2020)

1999-5436

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1999-5437

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1999-5438

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1999-5439

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1999-5440

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1837 (Michelle Oroz, June 22, 2020)

San Jose - Merced - RECORD #1837 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Michelle
Last Name : Oroz

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1837-4791 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1837-4792 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1837-4793 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1837-4794 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1837-4795 | reject the east-of-Gilroy station location.

Sincerely,
Michelle Oroz
350 Duncan Hill Rd Auburn, CA 95603-9532
michelleoroz@yahoo.com

Response to Submission 1837 (Michelle Oroz, June 22, 2020)

1837-4791

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1837-4792

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1837-4793

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1837-4794

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1837-4795

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1226 (Ralph Osterling, April 30, 2020)

San Jose - Merced - RECORD #1226 DETAIL

Status : Completed
Record Date : 4/30/2020
Submission Date : 4/30/2020
Interest As : Individual
First Name : Ralph
Last Name : Osterling

Stakeholder Comments/Issues :

Team yes, I have not reviewed the EIS other documents. I am curious about two things in particular.

1226-1 | First, what is planned for the disposal of cut and excavate soils materials.

1226-2 | And, second how will the ROW be protected to prevent cattle and wild game from being on the tracks?

Thanks in advance

Ralph

Ralph Osterling
President
Registered Professional Forester No. 38
ralph@ralphosterling.com

Ralph Osterling Consultants, Inc.
346 Rheem Blvd.
Suite 104
Moraga, California
94556

(650) 573-8733 ph
(877) 855-1059 fax
(415) 860-1557 cell

Response to Submission 1226 (Ralph Osterling, April 30, 2020)

1226-1

Spoils generated from cuts and excavations may be temporarily stored in areas at or near construction sites within the project footprint and, where practicable, would be used as backfill. Any waste materials would be disposed at an off-site location (BIO-IAMF#9). Please refer to GEO-IAMF#5 in Section 3.9, Geology, Soils, Seismicity and Paleontological Resources, of the Draft EIR/EIS, which notes that the Contractor would prepare a CMP that would include provisions for testing and proper disposal of excavated material. Testing may include geotechnical tests to determine the engineering properties of the soil or environmental tests to determine the hazardous nature of the soil. Since the project is a design-build effort, the Contractor would prepare the CMP after it is awarded the work and prior to starting construction. It is estimated that the tunnel excavation alone would generate approximately 4.8 million cubic yards of soil and rock materials. As described in Section 2.11.3.3, Tunnels, of the Draft EIR/EIS, these tunnel spoils would be temporarily stockpiled at the tunnel portals and, depending on the properties, reused for embankment or nonstructural fill.

As described in Section 2.4.1, System Design Performance, Safety, and Security, HSR design and operations would include appropriate barriers (fences and walls) and state-of-the-art communication, access control, and monitoring and detection systems to keep people, animals, and obstructions off the tracks.

1226-2

Construction of the alternatives would generate nonhazardous solid waste from excavation and grading activities. Impacts from generation of waste from construction of the proposed project are discussed under Impact PUE#7. Project construction would be conducted in accordance with the Authority's Sustainability Policy including policies pertaining to waste diversion and recycling. Solid waste (C&D debris) generated from demolition activities and excess fill material generated from grading may not be reusable or recyclable and may therefore need to be disposed of in solid waste landfills. Solid waste landfills (identified in Table 3.6-14 of the Draft EIR/EIS) in the vicinity of Santa Clara, San Benito, and Merced Counties could be used for nonhazardous solid waste disposal.

The dedicated system would be fully grade separated and fully access-controlled with intrusion monitoring systems, which would prevent access by unauthorized vehicles, people, animals, and objects. Barriers, grade separations, and other project features are shown in Volume 2, Appendix 2-E, Project Impact Avoidance and Minimization Features. Application of these design elements would minimize the potential for intrusion of trains, vehicles, pedestrians, bicyclists, or objects into the HSR trackway and thereby minimize the potential for train collisions. For an analysis of impacts related to wildlife crossings, please refer to Section 3.7, Biological and Aquatic Resources, of the Draft EIR/EIS.

Submission 1722 (Michael Pagano, June 23, 2020)

San Jose - Merced - RECORD #1722 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Michael
Last Name : Pagano

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1722-4406 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1722-4407 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1722-4408 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1722-4409 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1722-4410 | reject the east-of-Gilroy station location.

Sincerely,
Michael Pagano
522 Sonora Dr San Mateo, CA 94402-2344
mcpagano923@gmail.com

Response to Submission 1722 (Michael Pagano, June 23, 2020)

1722-4406

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1722-4407

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1722-4408

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1722-4409

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1722-4410

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1911 (MARGHERITA PAGNI, June 22, 2020)

San Jose - Merced - RECORD #1911 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : MARGHERITA
Last Name : PAGNI

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1911-5091 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1911-5092 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1911-5093 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1911-5094 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1911-5095 | reject the east-of-Gilroy station location.

Sincerely,
MARGHERITA PAGNI
211 Gault St Apt 306 Santa Cruz, CA 95062-2574
margheritapagni@gmail.com

Response to Submission 1911 (MARGHERITA PAGNI, June 22, 2020)

1911-5091

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1911-5092

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1911-5093

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1911-5094

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1911-5095

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1568 (Diane Palacio, June 22, 2020)

San Jose - Merced - RECORD #1568 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Diane
Last Name : Palacio

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1568-4026 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1568-4027 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1568-4028 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1568-4029 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1568-4030 | reject the east-of-Gilroy station location.

Sincerely,
Diane Palacio
San Francisco, CA 94112
parkladyd1@sbcglobal.net

Response to Submission 1568 (Diane Palacio, June 22, 2020)

1568-4026

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1568-4027

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1568-4028

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1568-4029

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1568-4030

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1531 (Grace Pan, June 22, 2020)

San Jose - Merced - RECORD #1531 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Grace
Last Name : Pan

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1531-3876 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1531-3877 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1531-3878 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1531-3879 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1531-3880 | reject the east-of-Gilroy station location.

Sincerely,
Grace Pan
San Jose, CA 95161
grtydragn@mac.com

Response to Submission 1531 (Grace Pan, June 22, 2020)

1531-3876

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1531-3877

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1531-3878

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1531-3879

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1531-3880

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 2008 (pinkyjain pan, June 22, 2020)

San Jose - Merced - RECORD #2008 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : pinkyjain
Last Name : pan

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 2008-5466 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
2008-5467 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 2008-5468 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 2008-5469 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
2008-5470 | reject the east-of-Gilroy station location.

Sincerely,
pinkyjain pan
Tucson, AZ 85710
pinkyscout@mail.com

Response to Submission 2008 (pinkyjain pan, June 22, 2020)

2008-5466

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

2008-5467

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

2008-5468

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

2008-5469

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

2008-5470

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1665 (Pallavi Pandit, June 24, 2020)

San Jose - Merced - RECORD #1665 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/24/2020
Interest As : Individual
First Name : Pallavi
Last Name : Pandit

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1665-4331 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1665-4332 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1665-4333 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1665-4334 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1665-4335 | reject the east-of-Gilroy station location.

Sincerely,
Pallavi Pandit
Milpitas, CA 95035
coolgalca@gmail.com

Response to Submission 1665 (Pallavi Pandit, June 24, 2020)

1665-4331

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1665-4332

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1665-4333

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1665-4334

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1665-4335

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1367 (San Panwala, June 1, 2020)

June 1, 2020

RECEIVED
JUN 1 2020
BY: *JK*

Attn: San Jose to Merced Project Section
Draft EIR/EIS
100 Paseo de San Antonio
Suite 300
San Jose, CA 95113

Dear California High Speed Rail Authority:

1367-165

I support the high-speed rail, but I oppose it traveling through downtown Morgan Hill on the Monterey corridor. The tracks would have to be elevated at places. It would be unsightly and noisy. To the extent that it would share the Caltrain tracks, it would cause traffic to back up on Main Avenue and Dunne Avenue so that the train could pass. I would prefer that the train travel along the 101 corridor.

Yours,
San Panwala

Response to Submission 1367 (San Panwala, June 1, 2020)

1367-165

Refer to Standard Response SJM-Response-ALT-2: Project-Specific Alternatives Considerations.

For an analysis of project-related traffic impacts in the Morgan Hill and Gilroy Subsection, please refer to Section 3.2, Transportation, of the Draft EIR/EIS. As described in Chapter 8, Preferred Alternative, of the Draft EIR/EIS, the Authority identified Alternative 4 as the Preferred Alternative. As described in Section 8.4.4, Alternative Comparison, of the Draft EIR/EIS, Alternative 3, which travels along the US 101 corridor, would have the highest impacts on waters and wetlands, habitat for special-status plant and wildlife species, wildlife movement corridors, conservation areas, and agricultural farmland as a result of bypassing Morgan Hill.

Submission 1362 (Lisa Pappanastos, June 12, 2020)

San Jose - Merced - RECORD #1362 DETAIL

Status : Action Pending
Record Date : 6/12/2020
Submission Date : 6/12/2020
Interest As : Individual
First Name : Lisa
Last Name : Pappanastos

Stakeholder Comments/Issues :

Hello,

1362-164

I live on Jerome street and the high speed rail may be going right down my street. I would like to show my support for moving the high speed rail pathway away from my neighborhood and next to the 280 freeway. The rail line was moved into our neighborhood from its original pathway closer to downtown willow glen. There was never supposed to be a major railway going through this neighborhood. The rail line should be next to a freeway not through a neighborhood. The high speed rail will decrease the property value of my house. By submitting this form I am placing my notice that this alignment will cause me a financial loss. It will also affect the noise level in my house and cause shaking.

Lisa

Response to Submission 1362 (Lisa Pappanastos, June 12, 2020)

1362-164

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

The alternatives were designed to follow existing transportation or utility corridors to the extent feasible. For an analysis of project-related impacts on property values, please refer to Section 3.12, Socioeconomics and Communities, of the Draft EIR/EIS. For detailed analysis of project-related noise, please refer to Section 3.4, Noise and Vibration, of the Draft EIR/EIS.

Submission 1410 (Patricia Parent, Ms, June 19, 2020)

San Jose - Merced - RECORD #1410 DETAIL

Status : Unread
Record Date : 6/19/2020
Submission Date : 6/19/2020
Interest As : Individual
First Name : Patricia
Last Name : Parent

Stakeholder Comments/Issues :

1410-201

I would agree with #4 as best option.

Response to Submission 1410 (Patricia Parent, Ms, June 19, 2020)

1410-201

Refer to Standard Response SJM-Response-ALT-1: Alternatives Selection and Evaluation Process.

The comment supports Alternative 4.

Submission 1411 (Sean Parent, June 19, 2020)

San Jose - Merced - RECORD #1411 DETAIL

Status : Unread
Record Date : 6/19/2020
Submission Date : 6/19/2020
Interest As : Individual
First Name : Sean
Last Name : Parent

Stakeholder Comments/Issues :

1411-202 | I oppose the rail project but it if must go forward, option 4 appears to be the best compromise.

Response to Submission 1411 (Sean Parent, June 19, 2020)

1411-202

Refer to Standard Response SJM-Response-ALT-1: Alternatives Selection and Evaluation Process, SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

The comment supports Alternative 4.

Submission 1659 (Rodney Parker, June 24, 2020)

San Jose - Merced - RECORD #1659 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/24/2020
Interest As : Individual
First Name : Rodney
Last Name : Parker

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1659-4311 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1659-4312 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1659-4313 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1659-4314 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1659-4315 | reject the east-of-Gilroy station location.

Sincerely,
Rodney Parker
2600 Sheppard Way Antioch, CA 94509-4355
rodney1134@yahoo.com

Response to Submission 1659 (Rodney Parker, June 24, 2020)

1659-4311

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1659-4312

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1659-4313

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1659-4314

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1659-4315

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1948 (Janaki Patel, June 22, 2020)

San Jose - Merced - RECORD #1948 DETAIL

Status : Completed
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Janaki
Last Name : Patel

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

1948-6080 | Although I have been looking forward to the day of high speed rail, having done the drive between Merced and San Jose many times for work and family, I strongly urge you to revisit your recent Draft Environmental Impact Report (DEIR) and address the following concerns.

The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.

1948-6081 | The DEIR also fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.

1948-6082 | I strongly believe the Authority should work with local expert conservation agencies to revise these issues in the DEIR, and reject the east-of-Gilroy station location.

1948-6083 | I am thinking of our future biodiversity and food security that are connected to our future mental and physical health-- and I need you to use your power and position to do the same.

1948-6084

Sincerely,
Janaki Patel
El Portal, CA 95318
jjpatel84@yahoo.com

Response to Submission 1948 (Janaki Patel, June 22, 2020)

1948-6080

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1948-6081

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1948-6082

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1948-6083

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

1948-6084

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

Submission 1242 (Joseph Patrick Thompson, May 1, 2020)

San Jose - Merced - RECORD #1242 DETAIL

Status : Action Pending
Record Date : 5/5/2020
Affiliation Type : Individual
Submission Date : 5/1/2020
Interest As : Individual
Submission Method : Project Email
First Name : Joseph
Last Name : Patrick Thompson
Business/Organization :
EIR/EIS Comment : Yes
Stakeholder Comments/Issues :

1242-23

Dear Sirs, Thank you for asking for public comment. I repeat what I've previously written to you about this transportation Trojan Horse.
 Dear Friends, What I said ten years ago is still true, and CAHSRA's Frankenstein ought to be terminated as I said in testimony before the Assembly Transportation Committee in support of legislation to de-fund the Bullet Train, which you can see on You Tube.----

My letter to you 1/5/2010:---JOSEPH P. THOMPSON Attorney at Law
 8339 Church Street, Gilroy, CA 95020
 Telephone (408) 848-5506; Fax (408) 848-4246
 E-mail: TransLaw@PacBell.Net

January 5, 2010
 Fax: 916-322-0827
 Mr. Mehdi Morshed, Exec. Dir.
 High Speed Rail Authority
 925 L Street, Suite 1425
 P. O. BOX 942874, MS-74
 Sacramento, CA 95814

Re: Public Comment HSRA's Environmental Impact Report SF-San Jose-Gilroy-Merced

Dear Mr. Morshed,

Thank you for allowing members of the public to comment on HSRA's second (judicially-required) EIR for the San Francisco-San Jose-Gilroy-Merced Segment.

Identity of Author. I am a graduate of San Jose State University, and have done post-doctoral study of transportation law and policy at the Mineta Institute at SJSU. I write only for myself, and not on behalf of a client or organization, but merely to express my personal reply to the EIR for the segment that includes Gilroy, where I have practiced law for more than 30 years.

Background. I here refer to and incorporate by reference: (1) my letters to you dated 3/23/09 and 3/10/04; (2)

letter dated 2/23/09, amended 3/13/09, from Mr. J.S. Jerry Wilmoth, UPRR; (3) Map CA-13, CA-17a&b, and CA-18, Railroad Atlas of North America, California and Nevada, pp. 18, 22-23; and Wendell Cox & Adrian T. Moore, The California High Speed Rail Proposal: A Due Diligence Report, Reason Foundation, Sept. 2008; Legislative Analyst's Office, The High-Speed Rail Authority, March 17, 2009 (see attached to my letter to you 3/23/09).

1242-24

Summary. Lenin convinced his fellow countrymen that Marx & Engels were right, with Trotsky's help, and Stalin's "persuasion" tactics. Did that make his philosophy right? No. Just like Lenin, CAHSRA's proponents are wrong. You remind me of heroin addicts who refuse to admit their addiction. Revelations since the election show what a disastrous idea you have proposed for this sad State, dominated by radical socialists in our Legislature, the League of California Cities, and the California State Association of Counties, and the public transit agencies and their public-sector unions. I think that history will be just as kind to the CAHSRA's proponents as it's been to Lenin. The people of California will rue the day that the Trojan Horse was approved in the guise of the Bullet Train.

1242-25

As I said before, "The crucial question facing us with HSR's proposal was concisely stated by the Honorable Norman Y. Mineta: "The crucial question in transportation today is: What should government do, and what should it leave to others." The sound, sustainable answer to Secretary Mineta's "crucial question" lies in the private sector; not in the public sector. With free enterprise as a foundation, high speed rail's owners and investors can combine profitable freight revenue with losing passenger fares, rather than asking the maxed-out taxpayers of California for more tax subsidies for yet another public-sector passenger mode of travel.

1242-26

Comment: Funding Source for Operations. The current proposal does not satisfy the requirements of sound railroading, while it adheres to the tax-dependent method of finance akin to Amtrak, Caltrain and urban mass transit, with only a very small fraction of the overall expenses paid for by the patrons. The underlying assumption that taxpayers can continue to pony-up the subsidies for more government-owned transport is wrong. History shows the proposal to be fatally flawed. All of the State-owned railroads in the Nation failed in 1837-1840. Lincoln knew personally about those failures, so when General Granville Dodge recommended to the President in 1864 that the government own the transcontinental railroad, Lincoln said "no." His theory, which ultimately worked, was that private enterprise own the railroads, but that the government would aid in their construction. When the Nation's railroads were nationalized during World War I, it only took 18 months before the government's mismanagement had brought all our railroads to a screeching halt. So, Congress reversed its previous decision and de-nationalized our railroads. In 1970 during debates in Congress on formation of the National Railroad Passenger Corporation (Amtrak), some members promised that Amtrak "would be profitable in three years." Amtrak has failed to break even, and requires ever-increasing tax subsidies to continue its operations. Our Nation paid dearly for Amtrak's subsidies because on 9/11/01 we did have Amtrak, but we did not have adequate airport security.

1242-27

The north-south tonnage flows in California, on Hwy. I-5, US 101, and Hwy. 99, represent a source of funding that could, in a private-sector model, duplicate and exceed taxpayers' subsidies in the public-sector model as proposed in the EIR. The French government has announced that it will have Fedex freight transported by that nation's HSR starting next year, so those with experience in operating HSR in Europe have apparently resorted to freight revenue as a source of funding. We could reduce air pollution, traffic congestion, and road and bridge support deterioration and maintenance expenses if we diverted some of that tonnage onto HSR. I have said this to the HSRA since before its creation when it was a Commission.

Submission 1242 (Joseph Patrick Thompson, May 1, 2020) - Continued

1242-28 | I believe that reliance on tax subsidies ought to be deemed unfeasible, given the tax/fee burdens already imposed on Californians by all levels of government, not to mention the even larger burdens which our generation is imposing on future generations.
Rather, the manner in which railroads were originally created, and funded, freight revenue combined with losing passenger fares, ought to be the funding formula upon which the HSR is created and maintained.
As the LAO's Report states (page 5), the HSR service should "not require an operating subsidy." A feasible "funding source . . . for future years . . ." (page 6, LAO's Report) exists now and will exist into the future: freight revenue. As with freight moving in the bellies of airliners, HSR can transport freight, thereby decreasing air pollution because the fuel savings per ton/mile is about 75% compared with rubber tires hauling freight on concrete or asphalt. The profit made moving freight can offset the losses sustained transporting passengers. Overnight shipments between Northern and Southern California can be transported without interfering with daytime, commute hours.

1242-29 | Comment: UP's Property Rights.
In addition to those aspects identified by Cox and Moore ("Reason Report"), the UP's Coast Main Line, which is part of its incomparable interstate railroad, and considered by many to be the best railroad in the whole world, if not in America, is entirely its own, for its shareholders' benefit. The Nation's national security and interstate commerce justify the position paramount to lesser entities, the States, and local government, which the courts have repeatedly upheld on federal preemption grounds. A look at the Maps of UP's tracks in the SF Peninsula, San Jose, and South Bay Area show that the current HSRA proposal is impossible without UP's consent. Since UP has not given its consent (Mr. Wilmoth's Letter enclosed), the proposed route is not a legally possible route, even if the HSRA could find the tax subsidy money to operate it as currently proposed.

1242-30 | Conclusion. I believe that Secretary Mineta was right. However, HSRA's answer is wrong for California, and impossibly burdensome for its taxpayers in this and future generations. By following our predecessors' example, and having learned from their mistakes, we can have sound, sustainable HSR in California.

Caveat Viator!"

Respectfully yours,

JOSEPH P. THOMPSON, ESQ.

Response to Submission 1242 (Joseph Patrick Thompson, May 1, 2020)

1242-23

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

1242-24

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

1242-25

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

While Caltrain and UPRR provide mixed passenger and freight services, the HSR system would only serve passengers. The financial analysis of the California HSR System, described in the Authority's 2018 Business Plan (Authority 2018a, as cited in Chapter 6, Project Costs and Operations, of the Draft EIR/EIS) and its Draft 2020 Business Plan (Authority 2020, as cited in Chapter 1, Project Purpose, Need, and Objectives, of the Draft EIR/EIS), indicates that projected ridership and revenues would cover the annual cost of operating the system, meaning that no annual operational subsidy would be required.

1242-26

The Authority's 2018 Business Plan explains that the Authority would "leverage state funding committed to the project to pursue additional federal funding or financing and potential private financing to invite in the development of the high-speed rail system statewide" (Authority 2018a, as cited in Chapter 6, Project Costs and Operations, of the Draft EIR/EIS). The Authority has been and continues to explore innovative approaches to partnering with the private sector to identify funding opportunities. Most recently, the Draft 2020 Business Plan (Authority 2020, as cited in Chapter 1, Project Purpose, Need, and Objectives, of the Draft EIR/EIS) notes that private-sector interest in high-speed rail in California has increased. In 2020, Virgin Trains USA, an HSR project under construction between Las Vegas and San Bernardino County, is the first evidence of private sector involvement in high-speed rail in California. In January 2019, the Authority entered into an MOU with Virgin Trains USA to explore opportunities for collaboration. Consistent with the original intentions of Proposition 1A, the Authority continues to look for opportunities to involve private funding in building and operating the California HSR System. For more detailed information on the long-term financial plan of the HSR system, please refer to the Authority's 2018 and Draft 2020 Business Plans.

1242-27

Please refer to the response to submission SJM-1242, comments 25 and 26.

1242-28

Please refer to the response to submission SJM-1242, comments 25 and 26.

Response to Submission 1242 (Joseph Patrick Thompson, May 1, 2020) - Continued

1242-29

The comment concerns UPRR's property rights. The Draft EIR/EIS explains how each alternative would interact with UPRR right-of-way, including visual "cross-section" depictions showing how the alignment of HSR and freight rail tracks would vary depending on the vertical profile. The discussion explains that Alternative 4 is designed to maximize use of existing passenger and freight rail right-of-way to reduce additional right-of-way impacts; accordingly, Alternative 4 would have the greatest impacts on UPRR right-of-way. The remainder of Chapter 2, Alternatives, of the Draft EIR/EIS provides narrative descriptions of each alternative, including specific modifications to the freight rail alignment that would be required. The Draft EIR/EIS discusses impacts on freight rail service in detail in Section 3.2, Transportation, and explains the trackage rights held by UPRR on pages 3.2-41 to 3.2-42. Section 3.2.5.6, Freight Rail Service, of the Draft EIR/EIS provides a description of existing freight rail service, and Section 3.2.6.6, Freight Rail Service, analyzes the impacts of the HSR project on freight rail service, listed as Impacts TR#20, TR#21, and TR#22. The Authority will continue to engage jurisdictions and stakeholders, including UPRR, during the design, construction, and operation of the project. Please also see the responses to the comment letter submitted by UPRR on the Draft EIR/EIS, submission SJM-1619.

1242-30

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

Submission 1597 (Andrew Patton, June 22, 2020)

San Jose - Merced - RECORD #1597 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Andrew
Last Name : Patton

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1597-4151 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1597-4152 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1597-4153 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1597-4154 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1597-4155 | reject the east-of-Gilroy station location.

Sincerely,
Andrew Patton
1585 Lietz Ave San Jose, CA 95118-2834
arpatton87@yahoo.com

Response to Submission 1597 (Andrew Patton, June 22, 2020)

1597-4151

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1597-4152

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1597-4153

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1597-4154

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1597-4155

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1577 (Joyce Pennell, June 22, 2020)

San Jose - Merced - RECORD #1577 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Joyce
Last Name : Pennell

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1577-4061 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1577-4062 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1577-4063 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1577-4064 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1577-4065 | reject the east-of-Gilroy station location.

Sincerely,
Joyce Pennell
2127 Ticonderoga Dr San Mateo, CA 94402-4021
jpennell@gmail.com

Response to Submission 1577 (Joyce Pennell, June 22, 2020)

1577-4061

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1577-4062

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1577-4063

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1577-4064

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1577-4065

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1466 (Marvis J. Phillips, June 23, 2020)

San Jose - Merced - RECORD #1466 DETAIL

Status : Unread
Record Date : 6/23/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Marvis
Last Name : J. Phillips

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1466-3656 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1466-3657 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1466-3658 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1466-3659 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1466-3660 | reject the east-of-Gilroy station location.

Sincerely,
Marvis J. Phillips
230 Eddy St Apt 1206 San Francisco, CA 94102-6526
marvisphillips@gmail.com

Response to Submission 1466 (Marvis J. Phillips, June 23, 2020)

1466-3656

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1466-3657

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1466-3658

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1466-3659

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1466-3660

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1899 (Christine Pielenz, June 22, 2020)

San Jose - Merced - RECORD #1899 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Christine
Last Name : Pielenz

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1899-5036 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1899-5037 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1899-5038 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1899-5039 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1899-5040 | reject the east-of-Gilroy station location.

Sincerely,
Christine Pielenz
1045 Tunitas Creek Rd Half Moon Bay, CA 94019-6201
christinepielenz@icloud.com

Response to Submission 1899 (Christine Pielenz, June 22, 2020)

1899-5036

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1899-5037

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1899-5038

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1899-5039

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1899-5040

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 2005 (Doris Pierce, June 22, 2020)

San Jose - Merced - RECORD #2005 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Doris
Last Name : Pierce

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 2005-5456 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
2005-5457 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 2005-5458 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 2005-5459 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
2005-5460 | reject the east-of-Gilroy station location.

Sincerely,
Doris Pierce
275 Burnett Ave Spc 153 Morgan Hill, CA 95037-2637
daplus2@yahoo.com

Response to Submission 2005 (Doris Pierce, June 22, 2020)

2005-5456

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

2005-5457

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

2005-5458

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

2005-5459

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

2005-5460

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1991 (Gregory Piligian, June 22, 2020)

San Jose - Merced - RECORD #1991 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Gregory
Last Name : Piligian

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1991-5396 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1991-5397 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1991-5398 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1991-5399 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1991-5400 | reject the east-of-Gilroy station location.

Sincerely,
Gregory Piligian
4582 Northdale Dr Fremont, CA 94536-6846
gppilibiz@gmail.com

Response to Submission 1991 (Gregory Piligian, June 22, 2020)

1991-5396

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1991-5397

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1991-5398

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1991-5399

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1991-5400

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1669 (Susan Pittas, June 24, 2020)

San Jose - Merced - RECORD #1669 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/24/2020
Interest As : Individual
First Name : Susan
Last Name : Pittas

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1669-4336 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1669-4337 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1669-4338 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1669-4339 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1669-4340 | reject the east-of-Gilroy station location.

Sincerely,
Susan Pittas
1635 Tremont Dr Apt 106 Santa Cruz, CA 95062-4971
lightatheart@yahoo.com

Response to Submission 1669 (Susan Pittas, June 24, 2020)

1669-4336

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1669-4337

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1669-4338

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1669-4339

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1669-4340

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1818 (Alice Polesky, June 23, 2020)

San Jose - Merced - RECORD #1818 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Alice
Last Name : Polesky

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1818-4711 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1818-4712 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1818-4713 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1818-4714 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1818-4715 | reject the east-of-Gilroy station location.

Sincerely,
Alice Polesky
890 Kansas St San Francisco, CA 94107-2644
askalice@pacbell.net

Response to Submission 1818 (Alice Polesky, June 23, 2020)

1818-4711

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1818-4712

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1818-4713

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1818-4714

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1818-4715

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1857 (Linda Pond, June 22, 2020)

San Jose - Merced - RECORD #1857 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Linda
Last Name : Pond

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1857-4871 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1857-4872 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1857-4873 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1857-4874 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1857-4875 | reject the east-of-Gilroy station location.

Sincerely,
Linda Pond
7131 Redwood Retreat Rd Gilroy, CA 95020-9432
LINDAPOND.REALESTATE@YAHOO.COM

Response to Submission 1857 (Linda Pond, June 22, 2020)

1857-4871

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1857-4872

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1857-4873

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1857-4874

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1857-4875

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1605 (Juan-Carlos Portillo, June 22, 2020)

San Jose - Merced - RECORD #1605 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Juan-Carlos
Last Name : Portillo

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

1605-5838 | Dear Sirs, in this day and age, our environment needs our constant protection. To many projects without the
1605-5839 | long term environmental effects, have long been ignored. We, collectively can no longer do this. The High
1605-5840 | Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on
wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also fails to
acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station
and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.

1605-5841 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.

1605-5842 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1605-5843 | reject the east-of-Gilroy station location.

Sincerely,
Juan-Carlos Portillo
1568 Mckendrie St San Jose, CA 95126-1643
jcportillo55@yahoo.com

Response to Submission 1605 (Juan-Carlos Portillo, June 22, 2020)

1605-5838

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

Comment noted.

1605-5839

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1605-5840

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1605-5841

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1605-5842

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1605-5843

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

Submission 1843 (Sofia Poullada, June 22, 2020)

San Jose - Merced - RECORD #1843 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Sofia
Last Name : Poullada

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1843-4811 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1843-4812 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1843-4813 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1843-4814 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1843-4815 | reject the east-of-Gilroy station location.

Sincerely,
Sofia Poullada
Saratoga, CA 95070
sofiapmail@yahoo.com

Response to Submission 1843 (Sofia Poullada, June 22, 2020)

1843-4811

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1843-4812

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1843-4813

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1843-4814

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1843-4815

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1889 (Jane Powell, June 22, 2020)

San Jose - Merced - RECORD #1889 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Business and/or Organization
First Name : Jane
Last Name : Powell

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1889-4991 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1889-4992 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1889-4993 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1889-4994 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1889-4995 | reject the east-of-Gilroy station location.

Sincerely,
Jane Powell
168 Alamo Sq Alamo, CA 94507-1930
crackerbit@yahoo.com

Response to Submission 1889 (Jane Powell, June 22, 2020)

1889-4991

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1889-4992

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1889-4993

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1889-4994

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1889-4995

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1749 (Michelle Price, June 23, 2020)

San Jose - Merced - RECORD #1749 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Michelle
Last Name : Price

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1749-4461 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1749-4462 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1749-4463 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1749-4464 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1749-4465 | reject the east-of-Gilroy station location.

Sincerely,
Michelle Price
1335 W Campbell Ave Apt 13 Campbell, CA 95008-1742
prisey13@gmail.com

Response to Submission 1749 (Michelle Price, June 23, 2020)

1749-4461

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1749-4462

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1749-4463

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1749-4464

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1749-4465

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1483 (Valerie Quarmby, June 22, 2020)

San Jose - Merced - RECORD #1483 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Valerie
Last Name : Quarmby

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1483-3686 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1483-3687 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1483-3688 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1483-3689 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1483-3690 | reject the east-of-Gilroy station location.

Valerie Quarmby.

Sincerely,
Valerie Quarmby
120 Corte Madera Rd Portola Valley, CA 94028-7815
quarmby@gene.com

Response to Submission 1483 (Valerie Quarmby, June 22, 2020)

1483-3686

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1483-3687

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1483-3688

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1483-3689

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1483-3690

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1870 (Jeannette Ralston, June 22, 2020)

San Jose - Merced - RECORD #1870 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Jeannette
Last Name : Ralston

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1870-4926 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1870-4927 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1870-4928 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1870-4929 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1870-4930 | reject the east-of-Gilroy station location.

Sincerely,
Jeannette Ralston
PO Box 3376 Half Moon Bay, CA 94019-3376
malaprop12@gmail.com

Response to Submission 1870 (Jeannette Ralston, June 22, 2020)

1870-4926

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1870-4927

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1870-4928

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1870-4929

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1870-4930

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1808 (Elvia Ramirez, June 23, 2020)

San Jose - Merced - RECORD #1808 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Elvia
Last Name : Ramirez

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1808-4676 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1808-4677 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1808-4678 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1808-4679 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1808-4680 | reject the east-of-Gilroy station location.

Sincerely,
Elvia Ramirez
San Jose, CA 95122
ezramirez@yahoo.com

Response to Submission 1808 (Elvia Ramirez, June 23, 2020)

1808-4676

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1808-4677

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1808-4678

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1808-4679

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1808-4680

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1468 (Gary Ramos, June 23, 2020)

San Jose - Merced - RECORD #1468 DETAIL

Status : Unread
Record Date : 6/23/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Gary
Last Name : Ramos

Stakeholder Comments/Issues :

1468-211 | I do not feel this section should be competed.All the money the land and the land owners is going to cause hardships for all. Thank You.

Response to Submission 1468 (Gary Ramos, June 23, 2020)

1468-211

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

Submission 2000 (Charles Ray, June 22, 2020)

San Jose - Merced - RECORD #2000 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Charles
Last Name : Ray

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 2000-5441 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
2000-5442 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 2000-5443 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 2000-5444 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
2000-5445 | reject the east-of-Gilroy station location.

Sincerely,
Charles Ray
15 Guerrero St San Francisco, CA 94103-1139
alexray.sfbkk@gmail.com

Response to Submission 2000 (Charles Ray, June 22, 2020)

2000-5441

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

2000-5442

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

2000-5443

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

2000-5444

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

2000-5445

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1780 (Stephanie Reader, June 23, 2020)

San Jose - Merced - RECORD #1780 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Stephanie
Last Name : Reader

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1780-5952 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1780-5953 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1780-5954 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1780-5955 | As a frequent camper in the southern end of Santa Clara County, I treasure the rich diversity of wildlife we are fortunate to still see living in our region. Transportation projects should preserve, not endanger, the wildlife who are now trying to cope with increasing pressure from human development projects on the land we share with them.
- 1780-5956 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1780-5957 | reject the east-of-Gilroy station location.

Sincerely,
Stephanie Reader
501 San Luis Ave Los Altos, CA 94024-4028
steffyreader@gmail.com

Response to Submission 1780 (Stephanie Reader, June 23, 2020)

1780-5952

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1780-5953

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1780-5954

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1780-5955

The comment is noted and does not indicate any specific concern regarding any of the conclusions in the Draft EIR/EIS.

1780-5956

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1780-5957

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

Submission 1927 (Erin Redfern, June 22, 2020)

San Jose - Merced - RECORD #1927 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Erin
Last Name : Redfern

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1927-6041 | I am strongly opposed to a high speed rail moving through Coyote Valley and/or Pacheco Pass. This project that benefits the economic elite is simply not worth the sacrifice to long-term residents, human and animal, of the South Bay. I get my produce from Coyote Valley farms. My family hikes there. Over the course of my life I've seen this gorgeous land eaten away by development, and the thought of a high speed rail going through it sickens me. A station would be beyond the pale.
- 1927-6042 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1927-6043 |
- 1927-6044 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1927-6045 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1927-6046 | reject the east-of-Gilroy station location.

Sincerely,
Erin Redfern
1415 Millich Ct San Jose, CA 95117-3629
eeredfern@gmail.com

Response to Submission 1927 (Erin Redfern, June 22, 2020)

1927-6041

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

Comment noted. Thank you.

1927-6042

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1927-6043

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1927-6044

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1927-6045

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1927-6046

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

Submission 1511 (john redstrom, June 22, 2020)

San Jose - Merced - RECORD #1511 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : john
Last Name : redstrom

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1511-3801 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1511-3802 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1511-3803 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1511-3804 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1511-3805 | reject the east-of-Gilroy station location.

Sincerely,
john redstrom
1220 Tasman Dr Sunnyvale, CA 94089-2440
49johnr@gmail.com

Response to Submission 1511 (john redstrom, June 22, 2020)

1511-3801

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1511-3802

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1511-3803

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1511-3804

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1511-3805

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1533 (Jason Reed, June 22, 2020)

San Jose - Merced - RECORD #1533 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Jason
Last Name : Reed

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1533-3881 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1533-3882 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1533-3883 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1533-3884 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1533-3885 | reject the east-of-Gilroy station location.

Sincerely,
Jason Reed
San Jose, CA 95123
jasonreed13@gmail.com

Response to Submission 1533 (Jason Reed, June 22, 2020)

1533-3881

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1533-3882

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1533-3883

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1533-3884

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1533-3885

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1580 (Robert Reese, June 22, 2020)

San Jose - Merced - RECORD #1580 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Robert
Last Name : Reese

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1580-4076 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1580-4077 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1580-4078 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1580-4079 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1580-4080 | reject the east-of-Gilroy station location.

Sincerely,
Robert Reese
San Jose, CA 95135
reeserlest@yahoo.com

Response to Submission 1580 (Robert Reese, June 22, 2020)

1580-4076

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1580-4077

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1580-4078

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1580-4079

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1580-4080

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1368 (Paul Reginelli, May 27, 2020)

San Jose - Merced - RECORD #1368 DETAIL

Status : Action Pending
Record Date : 6/15/2020
Submission Date : 5/27/2020
Interest As : Individual
First Name : Paul
Last Name : Reginelli

Stakeholder Comments/Issues :

MR. REGINELLI: My name is Paul Reginelli, R-E-G-I-N-E-L-L-I. You spelled it correctly.

1368-186

I'm wondering, I live in Downtown San Jose, a few blocks from the station, and I'm wondering when you project it to come into San Jose?

MR. GOLDMAN: Thank you for your comment, Paul. I'm afraid we're not responding to questions today. This is a public hearing to recite your comment.

If you do have questions like that, however, you're welcome to email them. You can use the email that you see on the screen, san.jose_merced@hsr.ca.gov. You can also call our hotline and we're happy to talk with you about your question might be. Do you have a comment that you'd like to share as well?

MR. REGINELLI: No.

MR. GOLDMAN: Okay.

MR. REGINELLI: Nothing at the moment. Thanks. I guess, since nothing is going on here, I guess I'll catch you on another time. Thanks.

Response to Submission 1368 (Paul Reginelli, May 27, 2020)

1368-186

Please refer to Table 2-16 in Chapter 2, Alternatives, of the Draft EIR/EIS for this information. Construction is estimated to begin in late 2021 and continue through 2027.

Submission 1445 (RESPONSIBLE RESIDENT, June 23, 2020)

San Jose - Merced - RECORD #1445 DETAIL

Status : Unread
Record Date : 6/23/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : RESPONSIBLE
Last Name : RESIDENT

Stakeholder Comments/Issues :

Hi HSR Team,

1445-3038

I am a resident of California Maison. This project is decided to pass through our neighborhood without listening to an opinion from the local residents.

I strongly oppose the decision of HSR corridor being built next to our community. It will reduce the home values, increase noise, increase vibrations in our neighborhood.

Suspend this project and take it somewhere where there are no residents, one of the options is 101 north bound.

My decision: STOP DESTROYING OUR NEIGHBORHOOD FOR YOUR PROFIT. HSR IS A FAILURE.

Response to Submission 1445 (RESPONSIBLE RESIDENT, June 23, 2020)

1445-3038

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

Submission 2015 (Joanna Reynolds, June 22, 2020)

San Jose - Merced - RECORD #2015 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Joanna
Last Name : Reynolds

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

2015-6131

I strongly urge you to make the changes necessary in your plans to respect and protect the wildlife and farmland in our county.

2015-6132

The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.

2015-6133

The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.

2015-6134

2015-6135

The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and reject the east-of-Gilroy station location.

Sincerely,
Joanna Reynolds
126 Pasa Robles Ave Los Altos, CA 94022-1237
Rey.joanna@gmail.com

Response to Submission 2015 (Joanna Reynolds, June 22, 2020)

2015-6131

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

2015-6132

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

2015-6133

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

2015-6134

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

2015-6135

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

Submission 1962 (Lisa Reynolds, June 22, 2020)

San Jose - Merced - RECORD #1962 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Lisa
Last Name : Reynolds

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1962-5276 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1962-5277 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1962-5278 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1962-5279 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1962-5280 | reject the east-of-Gilroy station location.

Sincerely,
Lisa Reynolds
385 W K St Benicia, CA 94510-3028
benicialisa@gmail.com

Response to Submission 1962 (Lisa Reynolds, June 22, 2020)

1962-5276

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1962-5277

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1962-5278

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1962-5279

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1962-5280

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1571 (Susan Reynolds, June 22, 2020)

San Jose - Merced - RECORD #1571 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Susan
Last Name : Reynolds

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1571-4036 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1571-4037 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1571-4038 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1571-4039 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1571-4040 | reject the east-of-Gilroy station location.

Sincerely,
Susan Reynolds
7052 Santa Teresa Blvd San Jose, CA 95139-1348
sdrotherstuff@gmail.com

Response to Submission 1571 (Susan Reynolds, June 22, 2020)

1571-4036

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1571-4037

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1571-4038

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1571-4039

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1571-4040

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1379 (Lois Rice, May 27, 2020)

San Jose - Merced - RECORD #1379 DETAIL

Status : Action Pending
Record Date : 6/16/2020
Submission Date : 5/27/2020
Interest As : Individual
First Name : Lois
Last Name : Rice

Stakeholder Comments/Issues :

MS. RICE: My name is Lois, L-O-I-S; Rice, R-I-C-E, And I'm not affiliated with any organization.

MR. GOLDMAN: Thank you. Please provide your comment.

1379-153

MS. RICE: I'm strongly in support of your preferred Alternative 3. The conversation about rail service to Los Angeles from San Francisco has been involved with my family for 120 years and the family has supported the idea continuously. And it seems like it makes perfect sense to me that the depot location in Gilroy is the obvious place where the transit hub should be for all the services that service the South County area.

I strongly encourage you consider understanding the service wherever possible to minimize impact to the aboveground services in the community of Gilroy. And I will look forward to your future success.

And that's my comment.

MR. GOLDMAN: Thank you, Lois, so much for your comment. It has been recorded.

MS. RICE: Okay. Thank you.

Response to Submission 1379 (Lois Rice, May 27, 2020)

1379-153

Refer to Standard Response SJM-Response-ALT-1: Alternatives Selection and Evaluation Process.

The comment supports Alternative 3 and Alternatives 1, 2, and 4 with a proposed's Downtown Gilroy Station. Chapter 8, Preferred Alternative, describes how the Authority selected Alternative 4 as the Preferred Alternative.

Submission 1590 (Enrique Rivera, June 22, 2020)

San Jose - Merced - RECORD #1590 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Enrique
Last Name : Rivera

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1590-4126 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1590-4127 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1590-4128 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1590-4129 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1590-4130 | reject the east-of-Gilroy station location.

Sincerely,
Enrique Rivera
18270 Los Padres Pl Morgan Hill, CA 95037-2979
mrscary70@gmail.com

Response to Submission 1590 (Enrique Rivera, June 22, 2020)

1590-4126

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1590-4127

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1590-4128

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1590-4129

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1590-4130

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1775 (Linda Roach, June 23, 2020)

San Jose - Merced - RECORD #1775 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Linda
Last Name : Roach

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1775-4546 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1775-4547 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1775-4548 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1775-4549 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1775-4550 | reject the east-of-Gilroy station location.

Sincerely,
Linda Roach
333 W Pearl Ave # B Stockton, CA 95207-3815
ammie7@ymail.com

Response to Submission 1775 (Linda Roach, June 23, 2020)

1775-4546

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1775-4547

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1775-4548

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1775-4549

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1775-4550

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1401 (Peggy Roberts, June 18, 2020)

San Jose - Merced - RECORD #1401 DETAIL

Status : Unread
Record Date : 6/18/2020
Submission Date : 6/18/2020
Interest As : Individual
First Name : Peggy
Last Name : Roberts

Stakeholder Comments/Issues :

Dear HSR Team,

1401-482

I live in Morgan Hill, CA and while we do not have a station planned here, Gilroy is our next major town in proximity. We are still in a Rural area from the Metropolis that is still astatically pleasing and a part of the culture of Morgan Hill and the South Santa Clara County . To have a HSR elevated across the 101 from South San Jose to Morgan Hill would be a detracton. I believe the preferred route should be along the already designated rails through our small town which is a strait shot to Gilroy. If that can not be achieve because of ownership rights then we need to plan for the train to travel at or below street view and not elevated causing an eye sore and amplifying the noise decibels on an exponential level. Please log my comments as part of the CEQUA process and I pray that the HSRA choses a combination of technology for the future while observing our traditional past.

Thank you,

Peggy Roberts

17725 Case Lane

Morgan Hill, CA 95037

408-301-8790

Sent from Mail for Windows 10

Response to Submission 1401 (Peggy Roberts, June 18, 2020)

1401-482

Refer to Standard Response SJM-Response-ALT-1: Alternatives Selection and Evaluation Process.

The comment opposes a viaduct from Morgan Hill to Gilroy.

Submission 1643 (Mark Robichek, June 24, 2020)

San Jose - Merced - RECORD #1643 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/24/2020
Interest As : Individual
First Name : Mark
Last Name : Robichek

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1643-4276 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1643-4277 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1643-4278 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1643-4279 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1643-4280 | reject the east-of-Gilroy station location.

Sincerely,
Mark Robichek
1255 Tucson Ave Sunnyvale, CA 94089-2612
robichek@sbcglobal.net

Response to Submission 1643 (Mark Robichek, June 24, 2020)

1643-4276

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1643-4277

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1643-4278

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1643-4279

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1643-4280

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1418 (Wojtek Rocko, June 21, 2020)

San Jose - Merced - RECORD #1418 DETAIL

Status : Unread
Record Date : 6/21/2020
Submission Date : 6/21/2020
Interest As : Individual
First Name : Wojtek
Last Name : Rocko

Stakeholder Comments/Issues :

1418-207

I live in the Monterey Corridor Subsection area, I'm concerned over noise and visual that will impact my property value and lifestyle with alternatives 1&3. I prefer alternative 2&4.

Response to Submission 1418 (Wojtek Rocko, June 21, 2020)

1418-207

Refer to Standard Response SJM-Response-ALT-1: Alternatives Selection and Evaluation Process.

The comment supports Alternatives 2 and 4.

Submission 2027 (Joseph Rodriguez, June 22, 2020)

San Jose - Merced - RECORD #2027 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Joseph
Last Name : Rodriguez

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 2027-5531 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
2027-5532 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 2027-5533 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 2027-5534 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
2027-5535 | reject the east-of-Gilroy station location.

Sincerely,
Joseph Rodriguez
2809 Moss Hollow Dr San Jose, CA 95121-1535
joe6641@sbcglobal.net

Response to Submission 2027 (Joseph Rodriguez, June 22, 2020)

2027-5531

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

2027-5532

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

2027-5533

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

2027-5534

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

2027-5535

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1257 (Lisa RodriQuez, May 14, 2020)

San Jose - Merced - RECORD #1257 DETAIL

Status : Action Pending
Record Date : 5/14/2020
Submission Date : 5/14/2020
Interest As : Individual
First Name : Lisa
Last Name : RodriQuez

Stakeholder Comments/Issues :

1257-79 | When will we find out the final route selected as it pertains to the city of Gilroy?

1257-80 | If the route selected impact the residents near the proposed Leavesley station, when will the residents be informed?

Thank you.

Response to Submission 1257 (Lisa RodriQuez, May 14, 2020)

1257-79

The comment requested the date when the alternative will be selected. Please refer to Section S.13.1, California High-Speed Rail Authority Decision-Making, and Table S-9 in the Executive Summary of the Final EIR/EIS for this information. After completion of the environmental process, the Authority will consider whether to certify the Final EIR/EIS for compliance with CEQA. If the Authority certifies the Final EIR/EIS, it can consider approving one of the four alternatives and making related CEQA decisions (i.e., findings, mitigation plan, and potential statement of overriding considerations). A Notice of Availability of the Final EIR/EIS will be filed with the Federal Register, allowing a minimum 30-day comment period before a Record of Decision is issued. Publication of the Final EIR/EIS is scheduled for late 2021, and publication of the Record of Decision is scheduled 30 days after the Notice of Availability is filed.

1257-80

The Authority's anticipated schedule is to deliver a Record of Decision in the spring of 2022.. At that point, the Authority would move forward with outreach to residents impacted by the approved alternative on a parcel-by-parcel basis.

Submission 1803 (suzanne rogers, June 23, 2020)

San Jose - Merced - RECORD #1803 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : suzanne
Last Name : rogers

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1803-4651 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1803-4652 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1803-4653 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1803-4654 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1803-4655 | reject the east-of-Gilroy station location.

Sincerely,
suzanne rogers
1312 Alvarado Ave Burlingame, CA 94010-5624
suzannedeizellrogers@gmail.com

Response to Submission 1803 (suzanne rogers, June 23, 2020)

1803-4651

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1803-4652

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1803-4653

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1803-4654

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1803-4655

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 2046 (Rob Rondanini, June 22, 2020)

San Jose - Merced - RECORD #2046 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Rob
Last Name : Rondanini

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 2046-5606 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
2046-5607 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 2046-5608 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 2046-5609 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
2046-5610 | reject the east-of-Gilroy station location.

Sincerely,
Rob Rondanini
PO Box 1441 Roseville, CA 95678-8441
rob_rondanini@yahoo.com

Response to Submission 2046 (Rob Rondanini, June 22, 2020)

2046-5606

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

2046-5607

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

2046-5608

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

2046-5609

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

2046-5610

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1249 (Michael Rooney, May 7, 2020)

San Jose - Merced - RECORD #1249 DETAIL

Status : Action Pending
Record Date : 5/7/2020
Submission Date : 5/7/2020
Interest As : Individual
First Name : Michael
Last Name : Rooney

Stakeholder Comments/Issues :

- 1249-44 | This comment is to express a strong disagreement with the selection of Alternative 4 as the preferred alternative for the San Jose to Merced section. Per your own analysis, this heavily at-grade alignment can only achieve speeds of 110 mph between San Jose and Gilroy, resulting in a 6 minute longer travel time than the next slowest alternative.
- Per your Open House documents, you characterize this 6 minute increase in travel time as a "marginal increase in system travel time". 6 minutes is anything but marginal - it represents a 3.8% increase to the Prop 1A mandated San Francisco to Los Angeles travel time of 2 hours, 40 minutes. Given the trade-offs made in travel time in other segments, the High Speed Rail Authority currently has no plan to recover this travel time increase.
- 1249-45 | It was unclear in the Environmental Documents where the total impact on system travel time are captured, although the Board memo does state that all 4 alternatives are in compliance with the Prop 1A Service Travel Time Compliance. Please provide reference to where the total overall system travel time can be found for each of the 4 alternatives. If it is not currently included in the draft, please include this comparison of overall system travel time for the 4 options in accordance with Prop 1A requirements in the Final EIR/EIS.

Response to Submission 1249 (Michael Rooney, May 7, 2020)

1249-44

The comment opposes Alternative 4 because Alternative 4 would travel 110 mph between San Jose and Gilroy, taking 6 minutes longer than the other alternatives. Please refer to Section 2.4.1, System Design Performance, Safety, and Security, of the Draft EIR/EIS for this information. The comment also notes that HSR has no plan to recover this travel time. Please refer to Section 3.20, Design Variants to Optimize Speed, of the Draft EIR/EIS for this information. This section evaluates speed increases north and south of Diridon Station as well as through the tunnels in the Pacheco Pass. Consistency with the requirements of Prop 1A was used as a primary criterion for excluding alternatives from further consideration. In order to meet the project's purpose and need and be considered for further analysis in the Final EIR/EIS, an alternative had to deliver predictable and consistent travel times, follow existing transportation or utility corridors to the extent feasible to reduce impacts on communities and the environment, and be financially viable. Alternative 4 is consistent with the original intent of Prop 1A.

1249-45

Consistency with the requirements of Prop 1A was used as a primary criterion for excluding alternatives from further consideration. In order to meet the project's purpose and need and be considered for further analysis in the Final EIR/EIS, an alternative had to deliver predictable and consistent travel times, follow existing transportation or utility corridors to the extent feasible to reduce impacts on communities and the environment, and be financially viable. Alternative 4 is consistent with the original intent of Prop 1A. In Chapter 1, Purpose and Need, Section 1.2.4 indicates that HSR service from San Jose to the Central Valley would have a projected travel time of approximately 40 minutes. Precise travel times for each alternative are not available at this time based on preliminary design.

Submission 2061 (Adrianna Rosen, June 22, 2020)

San Jose - Merced - RECORD #2061 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Adrianna
Last Name : Rosen

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 2061-5671 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
2061-5672 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 2061-5673 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 2061-5674 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
2061-5675 | reject the east-of-Gilroy station location.

Sincerely,
Adrianna Rosen
4300 Albany Dr Apt 127 San Jose, CA 95129-1236
adrianna718@gmail.com

Response to Submission 2061 (Adrianna Rosen, June 22, 2020)

2061-5671

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

2061-5672

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

2061-5673

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

2061-5674

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

2061-5675

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1875 (Stephen Rosenblum, June 22, 2020)

San Jose - Merced - RECORD #1875 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Stephen
Last Name : Rosenblum

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1875-4941 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1875-4942 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1875-4943 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1875-4944 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1875-4945 | reject the east-of-Gilroy station location.

Sincerely,
Stephen Rosenblum
212 Santa Rita Ave Palo Alto, CA 94301-3939
pol1@rosenblums.us

Response to Submission 1875 (Stephen Rosenblum, June 22, 2020)

1875-4941

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1875-4942

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1875-4943

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1875-4944

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1875-4945

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1704 (Caroline Roth, June 23, 2020)

San Jose - Merced - RECORD #1704 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Caroline
Last Name : Roth

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1704-4381 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1704-4382 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1704-4383 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1704-4384 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1704-4385 | reject the east-of-Gilroy station location.

Sincerely,
Caroline Roth
Milpitas, CA 95035
CarolineRoth@hotmail.com

Response to Submission 1704 (Caroline Roth, June 23, 2020)

1704-4381

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1704-4382

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1704-4383

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1704-4384

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1704-4385

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1915 (Cari Rotoli, June 22, 2020)

San Jose - Merced - RECORD #1915 DETAIL

Status : Completed
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Cari
Last Name : Rotoli

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1915-6026 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1915-6027 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1915-6028 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1915-6029 | Please work with local expert conservation agencies to resolve these issues in the DEIR, and
- 1915-6030 | reject the east-of-Gilroy station location.

Sincerely,
Cari Rotoli
430 Laurel Ave Pacific Grove, CA 93950-3549
cmrotoli@comcast.net

Response to Submission 1915 (Cari Rotoli, June 22, 2020)

1915-6026

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1915-6027

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1915-6028

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1915-6029

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1915-6030

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

Submission 1773 (Ina Roy, June 23, 2020)

San Jose - Merced - RECORD #1773 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Ina
Last Name : Roy

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1773-5935 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1773-5936 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1773-5937 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1773-5938 | **The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1773-5939 | reject the east-of-Gilroy station location.** This is VERY doable. Get on it.

Sincerely,
Ina Roy
1132 Candlewood Ct Sunnyvale, CA 94089-2360
inachose@gmail.com

Response to Submission 1773 (Ina Roy, June 23, 2020)

1773-5935

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1773-5936

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1773-5937

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1773-5938

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1773-5939

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

Submission 1615 (Cathy Rubin, June 22, 2020)

San Jose - Merced - RECORD #1615 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Cathy
Last Name : Rubin

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1615-4226 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1615-4227 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1615-4228 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1615-4229 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1615-4230 | reject the east-of-Gilroy station location.

Sincerely,
Cathy Rubin
San Jose, CA 95112
crubin@aol.com

Response to Submission 1615 (Cathy Rubin, June 22, 2020)

1615-4226

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1615-4227

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1615-4228

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1615-4229

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1615-4230

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1878 (Linda Rudin, June 22, 2020)

San Jose - Merced - RECORD #1878 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Linda
Last Name : Rudin

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1878-4951 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1878-4952 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1878-4953 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1878-4954 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1878-4955 | reject the east-of-Gilroy station location.

Sincerely,
Linda Rudin
274 Greenview Dr Daly City, CA 94014-3461
leewaysf@pacbell.net

Response to Submission 1878 (Linda Rudin, June 22, 2020)

1878-4951

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1878-4952

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1878-4953

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1878-4954

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1878-4955

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1829 (Dr. M. K. Russell, June 22, 2020)

San Jose - Merced - RECORD #1829 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Dr.
Last Name : M. K. Russell

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1829-4756 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1829-4757 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1829-4758 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1829-4759 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1829-4760 | reject the east-of-Gilroy station location.

Sincerely,
Dr. M. K. Russell
17 Roque Moraes Ct Apt 1 Mill Valley, CA 94941-4610
katalyst123@comcast.net

Response to Submission 1829 (Dr. M. K. Russell, June 22, 2020)

1829-4756

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1829-4757

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1829-4758

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1829-4759

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1829-4760

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1908 (Ava Rust, June 22, 2020)

San Jose - Merced - RECORD #1908 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Ava
Last Name : Rust

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1908-5081 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1908-5082 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1908-5083 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1908-5084 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1908-5085 | reject the east-of-Gilroy station location.

Sincerely,
Ava Rust
311 Grove Dr Portola Valley, CA 94028-7642
arust20@prioritypanther.com

Response to Submission 1908 (Ava Rust, June 22, 2020)

1908-5081

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1908-5082

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1908-5083

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1908-5084

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1908-5085

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1968 (Carol Ruth, June 22, 2020)

San Jose - Merced - RECORD #1968 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Carol
Last Name : Ruth

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1968-5301 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1968-5302 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1968-5303 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1968-5304 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1968-5305 | reject the east-of-Gilroy station location.

Sincerely,
Carol Ruth
661 Cabrillo Ave Stanford, CA 94305-8403
carolruth1@gmail.com

Response to Submission 1968 (Carol Ruth, June 22, 2020)

1968-5301

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1968-5302

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1968-5303

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1968-5304

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1968-5305

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1444 (Marieke Ruys, June 22, 2020)

San Jose - Merced - RECORD #1444 DETAIL

Status : Unread
Record Date : 6/22/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Marieke
Last Name : Ruys

Stakeholder Comments/Issues :

- 1444-3147 | With noise levels comparable to ascending planes, High-Speed Rail alignments should not cut through our Morgan Hill downtown. Thick concrete walls/tunnels would be the only way to mitigate the incredible noise. The rest of the world understands this; for example the TGV in France is never running through communities unless through covered channels or tunnels. Spending 10 minutes next to the TGV track will make you realize: 'loud' is an understatement for the roar.
- 1444-3148 | Nobody in Morgan Hill agrees with the proposal to run a High-Speed Train through the downtown. This has been voiced in meeting after meeting, by many different parties, in many different ways (business owners, public officials, home owners, etc). HSR will destroy our downtown, which has been referred to as 'the envy of Santa Clara'. There is no justification for the High-Speed Rail Authority to ignore the protests, and to keep pushing for the downtown alignment as the 'Preferred' option.

Response to Submission 1444 (Marieke Ruys, June 22, 2020)

1444-3147

Comment noted. Thank you. Please refer to Section 3.4, Noise and Vibration, of the Draft EIR/EIS, which analyzes the noise impacts in downtown Morgan Hill. In addition, the Draft EIR/EIS identifies mitigation to avoid or reduce significant impacts. It also assesses the secondary impacts from implementing mitigation measures identified in the Draft EIR/EIS, such as noise barriers.

1444-3148

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

Submission 1300 (Mack Sacco, May 27, 2020)

San Jose - Merced - RECORD #1300 DETAIL

Status : Action Pending
Record Date : 5/27/2020
Submission Date : 5/27/2020
Interest As : Individual
First Name : Mack
Last Name : Sacco

Stakeholder Comments/Issues :

1300-61

I am seriously concerned about how this train will effect our city. My question is: " Will the train run above or below ground as it passes through Gilroy?" Ground level will upset the movement of traffic through our city, creating seriously traffic problems. An elevated track will cause significant noise and add increased stress in the lives the Gilroy citizens. I vote would be for a below ground route.

M.L. Sacco, Retired

Response to Submission 1300 (Mack Sacco, May 27, 2020)

1300-61

Refer to Standard Response SJM-Response-ALT-1: Alternatives Selection and Evaluation Process.

A below-ground option was not considered viable through the City of Gilroy. Please refer to Figure 2-36 in Chapter 2, Alternatives, of the Draft EIR/EIS for the elevation of each alternative through the Morgan Hill and Gilroy Subsection. Alternative 4 has an at-grade station; Alternative 1 has a viaduct station; Alternative 2 has an embankment station; and Alternative 3 has an embankment station in East Gilroy.

Submission 1520 (Justine Saffir, June 22, 2020)

San Jose - Merced - RECORD #1520 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Justine
Last Name : Saffir

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

1520-2570

I'm VERY concerned about the impact on local wildlife and the environment in general from the current rail plan.

We've worked really hard to preserve what's left of open land for the wildlife in our area, which has already been greatly affected by development and man-made barriers to date. PLEASE let California be a leader! Let us design transportation for humans that doesn't further destroy our environment and the other life which lives here. Let us shine in the eyes of our own citizens, be a model for other states and nations, and create a plan that prioritizes the needs of ALL the life in California, a plan that honors the rights of our wildlife and recognizes that our human quality of life is affected by the destruction of the lives around us.

Sincerely,
Justine Saffir
7487 Drumm Ct San Jose, CA 95139-1416
JustineSaffir@gmail.com

Response to Submission 1520 (Justine Saffir, June 22, 2020)

1520-2570

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

Submission 2040 (Karen Salamy, June 22, 2020)

San Jose - Merced - RECORD #2040 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Karen
Last Name : Salamy

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 2040-5586 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 2040-5587 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 2040-5588 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 2040-5589 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 2040-5590 | reject the east-of-Gilroy station location.

Sincerely,
Karen Salamy
667 Saint Andrews Dr Aptos, CA 95003-5424
karen.salamy@gmail.com

Response to Submission 2040 (Karen Salamy, June 22, 2020)

2040-5586

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

2040-5587

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

2040-5588

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

2040-5589

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

2040-5590

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1864 (GLORIA SAMANIEGO HALE, June 22, 2020)

San Jose - Merced - RECORD #1864 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : GLORIA
Last Name : SAMANIEGO HALE

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1864-4896 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1864-4897 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1864-4898 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1864-4899 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1864-4900 | reject the east-of-Gilroy station location.

Sincerely,
GLORIA SAMANIEGO HALE
1085 Cloverbrook Dr San Jose, CA 95120-1810
rotarian.gloria@gmail.com

Response to Submission 1864 (GLORIA SAMANIEGO HALE, June 22, 2020)

1864-4896

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1864-4897

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1864-4898

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1864-4899

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1864-4900

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1920 (Caitlin Samenfeld-Specht, June 22, 2020)

San Jose - Merced - RECORD #1920 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Caitlin
Last Name : Samenfeld-Specht

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1920-5131 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1920-5132 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1920-5133 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1920-5134 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1920-5135 | reject the east-of-Gilroy station location.

Sincerely,
Caitlin Samenfeld-Specht
San Jose, CA 95118
caitlinss@gmail.com

Response to Submission 1920 (Caitlin Samenfeld-Specht, June 22, 2020)

1920-5131

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1920-5132

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1920-5133

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1920-5134

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1920-5135

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1918 (Sean Samenfeld-Specht, June 22, 2020)

San Jose - Merced - RECORD #1918 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Sean
Last Name : Samenfeld-Specht

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1918-5121 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1918-5122 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1918-5123 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1918-5124 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1918-5125 | reject the east-of-Gilroy station location.

Sincerely,
Sean Samenfeld-Specht
San Jose, CA 95118
seaness81@gmail.com

Response to Submission 1918 (Sean Samenfeld-Specht, June 22, 2020)

1918-5121

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1918-5122

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1918-5123

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1918-5124

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1918-5125

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1361 (George Sammut, June 11, 2020)

San Jose - Merced - RECORD #1361 DETAIL

Status : Action Pending
Record Date : 6/11/2020
Submission Date : 6/11/2020
Interest As : Individual
First Name : George
Last Name : Sammut

Stakeholder Comments/Issues :

- 1361-162 | My first concern is the proximity of the rail to rural properties which will change the quality and/or life style they worked hard in life to have. If they can especially hear the HSR, they lose their quality of life immensely. If They have livestock, there will be a possible issue with constant fear of the noise. This could make ownership if these properties impossible for their intended use. We live on the East side of Hwy 101 (645 Rucker Ave), and the proximity of that route will destroy our property value, quality of life, and usage of our land.
- 1361-163 | Secondly, the process of allowing comments on a multiple route proposal is both unfair and unethical. How can anyone responsibly comment on a route that has not even been chosen or confirmed? Different routes will raise different concerns for a community, and until the final route is chosen, the comment period should be postponed and allowed afterwards, before a decision is made. I realize that all routes are being "equally evaluated", but the final decision on a route needs to come out and then go thru a comment process. Lastly, ridership of this HSR should be determined and confirmed to be worthwhile prior to spending funds that Californians cannot afford, especially during these times. Fiscal responsibility needs to be a priority in this State, and if this is a transportation tool that goes empty and unused, it will be the biggest financial disaster in California history. A survey to truly decipher realistic use needs to come first. To date, I have seen nothing of the sort done in our community.

Response to Submission 1361 (George Sammut, June 11, 2020)

1361-162

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3, SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

The Authority is responsible for implementing identified feasible mitigation related to significant impacts identified in the EIR/EIS per the requirements of CEQA and any other mitigation the Authority deems as required relative to the NEPA analysis.

The results of the noise and vibration assessment discussed in Section 3.4, Noise and Vibration, in the Draft EIR/EIS indicate there would be moderate noise impact at this property under Alternative 3 (Impact NV#2). Potential noise impacts on livestock are discussed in Impact NV#7.

1361-163

Refer to Standard Response SJM-Response-ALT-1: Alternatives Selection and Evaluation Process, SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

Submission 1766 (John Sanders, June 23, 2020)

San Jose - Merced - RECORD #1766 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : John
Last Name : Sanders

Stakeholder Comments/Issues :

1766-3015 | Page 2-40. South County Airport is now called the San Martin Airport. HSR should contact County Airports Department to update the improvements planned at the Airport.

1766-3016 | Page 2-141. It is Church Avenue in San Martin not Church Street. Correct Table 2-17 in two places.
John Sanders.

Sent from my iPhone

Response to Submission 1766 (John Sanders, June 23, 2020)

1766-3015

The comment updates the name of the South County Airport to the San Martin Airport. Chapter 2, Alternatives, of the Final EIR/EIS has been revised to reflect the current name of the airport as well as planned projects included in the 2018 Santa Clara County Airports Business Plan.

1766-3016

The comment corrects the name of a street in San Martin. Text has been revised in Table 2-17 of the Final EIR/EIS to show Church Avenue instead of Church Street.

Submission 2041 (Dorian Sarris, June 22, 2020)

San Jose - Merced - RECORD #2041 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Dorian
Last Name : Sarris

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 2041-6161 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 2041-6162 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 2041-6163 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 2041-6164 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 2041-6165 | reject the east-of-Gilroy station location. Only planet that we have... protect it and its creatures!

Sincerely,
Dorian Sarris
2436 Coventry Rd Cleveland Heights, OH 44118-4002
dorian.sarris@gmail.com

Response to Submission 2041 (Dorian Sarris, June 22, 2020)

2041-6161

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

2041-6162

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

2041-6163

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

2041-6164

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

2041-6165

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

Submission 1912 (Annette Saunders, June 22, 2020)

San Jose - Merced - RECORD #1912 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Annette
Last Name : Saunders

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1912-5096 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1912-5097 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1912-5098 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1912-5099 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1912-5100 | reject the east-of-Gilroy station location.

Sincerely,
Annette Saunders
Moss Beach, CA 94038
ASkata@sbcglobal.net

Response to Submission 1912 (Annette Saunders, June 22, 2020)

1912-5096

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1912-5097

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1912-5098

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1912-5099

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1912-5100

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1914 (Dorothy Saxe, June 24, 2020)

San Jose - Merced - RECORD #1914 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/24/2020
Interest As : Individual
First Name : Dorothy
Last Name : Saxe

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1914-5106 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1914-5107 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1914-5108 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1914-5109 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1914-5110 | reject the east-of-Gilroy station location.

Sincerely,
Dorothy Saxe
990 Lassen Dr Menlo Park, CA 94025-6633
gsaxe1999@yahoo.com

Response to Submission 1914 (Dorothy Saxe, June 24, 2020)

1914-5106

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1914-5107

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1914-5108

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1914-5109

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1914-5110

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1651 (Brenda Schirle, June 23, 2020)

San Jose - Merced - RECORD #1651 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Brenda
Last Name : Schirle

Stakeholder Comments/Issues :

1651-2553

As a resident of Morgan Hill living less than 1/2 mile from the proposed alternative 4 plan to use the existing railroad tracks, I am very concerned about the noise impact to my family. I can't even imagine the noise level with so many trains each day. It is also very concerning to consider 16 trains per hour blocking intersections. This plan will have a very negative impact on the city of Morgan Hill, especially the vibrant downtown area and certainly my family. Please do not proceed with any plan to use the existing railroad tracks.
Brenda Schirle

Response to Submission 1651 (Brenda Schirle, June 23, 2020)

1651-2553

Refer to Standard Response SJM-Response-ALT-1: Alternatives Selection and Evaluation Process, SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

Please refer to Section 3.4, Noise and Vibration, of the Draft EIR/EIS for information regarding noise and vibration impacts and mitigation measures to avoid or reduce significant impacts. This section discusses the methodology and criteria used to identify noise and vibration impacts and includes information regarding Alternative 4, which would utilize the existing rail right-of-way and would necessitate the use of train warning horns approaching at-grade crossings.

Submission 1648 (Ronald Schirle, June 23, 2020)

San Jose - Merced - RECORD #1648 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Ronald
Last Name : Schirle

Stakeholder Comments/Issues :

Hello.

1648-858

The purpose of this letter to express my deep concern regarding the current proposed route of the high speed rail (HSR). As I understand, the HSR alternative 4 is the preferred path and is to follow existing rail tracks through Downtown Morgan Hill.

I am a resident of Morgan Hill, CA. My address is 430 San Pedro Avenue, Morgan Hill, CA. I live less than a half mile away from the existing rail tracks upon which alternative 4 (the preferred plan for the HSR) is to be constructed. If this plan were allowed to go through, it would split Morgan Hill in half. We have a very vibrant community that , in my opinion, would be ruined from both extreme noise pollution and prevention of east/west travel within Morgan Hill. This would be absolute disaster. I don't want HSR in my City so please stop this immediately!!!!

1648-859

I feel that you have deceived us in Morgan Hill as well as other residents of California as the original proposal back years ago when this was voted on was a completely different route and a much lower cost. To now change the path and ruin my City (and others I am sure as well) and to have a cost that far exceeds what you led the citizens of California to believe feels very wrong and a Prime example of bad government!!!!

Please stop this madness.

Sincerely,
Ron Schirle

Sent from Mail for Windows 10

Response to Submission 1648 (Ronald Schirle, June 23, 2020)

1648-858

Refer to Standard Response SJM-Response-ALT-1: Alternatives Selection and Evaluation Process.

The comment noted using existing rail tracks would split Morgan Hill. Please refer to Figure 2-36 for a drawing of the alignment in that area. Alternatives 1 and 3 would travel around downtown Morgan Hill adjacent to US 101. Alternatives 2 and 4 would use the existing UPRR tracks. Impact NV#2 identifies significant operational train noise in downtown Morgan Hill; mitigation is identified in NV-MM#3 and NV-MM#4. The noise comes from the train horns, which are required when approaching the station. The comment noted prevention of east/west traffic. Please refer to Figures 26, 27, 28, and 29 of Appendix 3.2-A, Transportation Data on Roadways, Freeways, and Intersections, showing three AM peak hour impacts and two PM peak hour impacts in 2040. The comment is opposed to Alternative 4.

1648-859

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

Submission 1208 (John Schiro, April 24, 2020)

San Jose - Merced - RECORD #1208 DETAIL

Status : Action Pending
Record Date : 4/24/2020
Affiliation Type : Individual
Submission Date : 4/24/2020
Interest As : Individual
Submission Method : Project Email
First Name : John
Last Name : Schiro
Business/Organization :
EIR/EIS Comment : Yes

Stakeholder Comments/Issues :

1208-72

You people don't know yet ? This project is dead !

You have no money !

You have no plan !

There is no need !

You have no support !

You won't have any riders !

The number of people that attend your public hearings

Are the number of riders you will ever get .

I'M TOTALLY CURIOUS AS TO WHY YOUR BEATING A DEAD PROJECT.

JOHN

Sent from Mail<<https://go.microsoft.com/fwlink/?LinkId=550986>> for Windows 10

Response to Submission 1208 (John Schiro, April 24, 2020)

1208-72

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

Submission 1539 (carlene schmidt, June 22, 2020)

San Jose - Merced - RECORD #1539 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : carlene
Last Name : schmidt

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1539-3906 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1539-3907 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1539-3908 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1539-3909 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1539-3910 | reject the east-of-Gilroy station location.

Sincerely,
carlene schmidt
5430 Century Park Way San Jose, CA 95111-1815
carlene_c_schmidt@yahoo.com

Response to Submission 1539 (carlene schmidt, June 22, 2020)

1539-3906

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1539-3907

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1539-3908

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1539-3909

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1539-3910

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1301 (Glenn Schulz, May 27, 2020)

San Jose - Merced - RECORD #1301 DETAIL

Status : Action Pending
Record Date : 5/27/2020
Submission Date : 5/27/2020
Interest As : Individual
First Name : Glenn
Last Name : Schulz

Stakeholder Comments/Issues :

1301-59 | I am a resident of Morgan Hill and am opposed to having a high speed rail train going through the middle of our town. Our town is long and narrow in a valley, so this high speed train traveling what ever speed the length of our town will endanger our citizens.

1301-60 | I oppose both alternative plans 2 and 4 to go through downtown Morgan Hill. If you must have a train through our valley, use plan 1 or 3 which would be near the freeway and not down town.

Thank you.

Glenn Schulz
Resident Morgan Hill

Response to Submission 1301 (Glenn Schulz, May 27, 2020)

1301-59

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

1301-60

Refer to Standard Response SJM-Response-ALT-1: Alternatives Selection and Evaluation Process.

The comment supports Alternatives 1 and 3.

Submission 1495 (Lee Schwartzman, June 22, 2020)

San Jose - Merced - RECORD #1495 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Lee
Last Name : Schwartzman

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1495-3726 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1495-3727 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1495-3728 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1495-3729 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1495-3730 | reject the east-of-Gilroy station location.

Sincerely,
Lee Schwartzman
Redwood City, CA 94061
leezworld1@yahoo.com

Response to Submission 1495 (Lee Schwartzman, June 22, 2020)

1495-3726

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1495-3727

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1495-3728

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1495-3729

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1495-3730

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1656 (Clysta Seney, June 24, 2020)

San Jose - Merced - RECORD #1656 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/24/2020
Interest As : Individual
First Name : Clysta
Last Name : Seney

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1656-4301 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1656-4302 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1656-4303 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1656-4304 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1656-4305 | reject the east-of-Gilroy station location.

Sincerely,
Clysta Seney
Santa Clara, CA 95050
ulistac@igc.org

Response to Submission 1656 (Clysta Seney, June 24, 2020)

1656-4301

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1656-4302

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1656-4303

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1656-4304

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1656-4305

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1846 (Anne Settanni, June 22, 2020)

San Jose - Merced - RECORD #1846 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Business and/or Organization
First Name : Anne
Last Name : Settanni

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1846-4826 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1846-4827 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1846-4828 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1846-4829 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1846-4830 | reject the east-of-Gilroy station location.

Sincerely,
Anne Settanni
1314 S Linden St Normal, IL 61761-3718
annesettanni@comcast.net

Response to Submission 1846 (Anne Settanni, June 22, 2020)

1846-4826

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1846-4827

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1846-4828

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1846-4829

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1846-4830

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1754 (Martha Sherman, June 23, 2020)

San Jose - Merced - RECORD #1754 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Martha
Last Name : Sherman

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1754-4471 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1754-4472 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1754-4473 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1754-4474 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1754-4475 | reject the east-of-Gilroy station location. We urgently need the protection of Coyote Valley to be a top priority.

Sincerely,
Martha Sherman
4298 Dry Bed Ct Santa Clara, CA 95054-1311
mhsherm@hotmail.com

Response to Submission 1754 (Martha Sherman, June 23, 2020)

1754-4471

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1754-4472

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1754-4473

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1754-4474

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1754-4475

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 2009 (Geneva Shimmick, June 22, 2020)

San Jose - Merced - RECORD #2009 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Geneva
Last Name : Shimmick

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 2009-5471 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
2009-5472 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 2009-5473 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 2009-5474 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
2009-5475 | reject the east-of-Gilroy station location.

Sincerely,
Geneva Shimmick
Redwood City, CA 94062
shimmgenn@icloud.com

Response to Submission 2009 (Geneva Shimmick, June 22, 2020)

2009-5471

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

2009-5472

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

2009-5473

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

2009-5474

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

2009-5475

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1723 (Elena Shur, June 23, 2020)

San Jose - Merced - RECORD #1723 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Elena
Last Name : Shur

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1723-4411 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1723-4412 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1723-4413 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1723-4414 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1723-4415 | reject the east-of-Gilroy station location.

Sincerely,
Elena Shur
San Jose, CA 95136
elshur@gmail.com

Response to Submission 1723 (Elena Shur, June 23, 2020)

1723-4411

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1723-4412

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1723-4413

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1723-4414

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1723-4415

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1790 (Cindy Sidaris, June 23, 2020)

San Jose - Merced - RECORD #1790 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Cindy
Last Name : Sidaris

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1790-4596 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1790-4597 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1790-4598 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1790-4599 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1790-4600 | reject the east-of-Gilroy station location.

Sincerely,
Cindy Sidaris
646 Camellia Way Los Altos, CA 94024-3116
CSidaris@gmail.com

Response to Submission 1790 (Cindy Sidaris, June 23, 2020)

1790-4596

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1790-4597

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1790-4598

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1790-4599

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1790-4600

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1909 (Nancy Sidebotham, June 22, 2020)

San Jose - Merced - RECORD #1909 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Nancy
Last Name : Sidebotham

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1909-5086 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1909-5087 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1909-5088 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1909-5089 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1909-5090 | reject the east-of-Gilroy station location.

Sincerely,
Nancy Sidebotham
6375 Hillmont Dr Oakland, CA 94605-2240
nannystu@sonic.net

Response to Submission 1909 (Nancy Sidebotham, June 22, 2020)

1909-5086

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1909-5087

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1909-5088

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1909-5089

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1909-5090

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1477 (Stephen Siegman, June 22, 2020)

San Jose - Merced - RECORD #1477 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Business and/or Organization
First Name : Stephen
Last Name : Siegman

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1477-3661 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1477-3662 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1477-3663 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1477-3664 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1477-3665 | reject the east-of-Gilroy station location.

Sincerely,
Stephen Siegman
Montara, CA 94037
sgmns@sbcglobal.net

Response to Submission 1477 (Stephen Siegman, June 22, 2020)

1477-3661

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1477-3662

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1477-3663

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1477-3664

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1477-3665

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1453 (LINDA SILVA, June 23, 2020)

San Jose - Merced - RECORD #1453 DETAIL

Status : Unread
Record Date : 6/23/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : LINDA
Last Name : SILVA

Stakeholder Comments/Issues :

1453-1900 | This state cannot continue to fund the HSR when we are at deficit. Education is facing major cutbacks not to mention monies owed to districts that has not been repaid. We have a homeless population that is not acceptable and let's not go into the safety of our citizens (gangs and lawlessness running wild). Our roads and parks are ignored and fields drying up. ..HSR will never pay for itself. People are leaving our once great state because of all the mismanagement of tax dollars. We once had a great water storage system..and now look..we are destroying our own food supply. I could go on but you get my point. STOP THE HSR before it bankrupts us if it has not already.
Rebuild our schools, save our water and save our farmers. Why are you not listening to your own people?
Save our state and stop the greed.
Sent from my iPhone

Response to Submission 1453 (LINDA SILVA, June 23, 2020)

1453-1900

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

Submission 1826 (Jon Silver, June 23, 2020)

San Jose - Merced - RECORD #1826 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Jon
Last Name : Silver

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1826-4741 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1826-4742 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1826-4743 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1826-4744 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1826-4745 | reject the east-of-Gilroy station location.

Sincerely,
Jon Silver
355 Portola Rd Portola Valley, CA 94028-7828
jon3silver@yahoo.com

Response to Submission 1826 (Jon Silver, June 23, 2020)

1826-4741

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1826-4742

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1826-4743

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1826-4744

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1826-4745

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1610 (Cristina Simona, June 22, 2020)

San Jose - Merced - RECORD #1610 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Cristina
Last Name : Simona

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1610-5844 | I urge you to take into consideration and ensure that there will be no further damage or threaten to wildlife as a result of this project. We all benefit from preserving wildlife and wild habitat. Let's put this over profits or politics and do what is right.
- 1610-5845 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1610-5846 |
- 1610-5847 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1610-5848 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and reject the east-of-Gilroy station location.
- 1610-5849 |

Sincerely,
Cristina Simona
San Rafael, CA 94903
crisimona@sbcglobal.net

Response to Submission 1610 (Cristina Simona, June 22, 2020)

1610-5844

The comment is noted and does not indicate any specific concern regarding any of the conclusions in the Draft EIR/EIS.

1610-5845

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1610-5846

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1610-5847

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1610-5848

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1610-5849

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

Submission 1994 (Bhajan Singh, June 22, 2020)

San Jose - Merced - RECORD #1994 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Bhajan
Last Name : Singh

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1994-5411 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1994-5412 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1994-5413 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1994-5414 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1994-5415 | reject the east-of-Gilroy station location.

Sincerely,
Bhajan Singh
200 E Santa Clara St San Jose, CA 95113-1903
manjeet.bhamra@va.gov

Response to Submission 1994 (Bhajan Singh, June 22, 2020)

1994-5411

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1994-5412

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1994-5413

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1994-5414

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1994-5415

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1992 (M Singh, June 22, 2020)

San Jose - Merced - RECORD #1992 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : M
Last Name : Singh

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1992-5401 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1992-5402 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1992-5403 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1992-5404 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1992-5405 | reject the east-of-Gilroy station location.

Sincerely,
M Singh
200 E Santa Clara St San Jose, CA 95113-1903
bhamram@nychhc.org

Response to Submission 1992 (M Singh, June 22, 2020)

1992-5401

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1992-5402

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1992-5403

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1992-5404

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1992-5405

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1462 (Virginia Smedberg, June 23, 2020)

San Jose - Merced - RECORD #1462 DETAIL

Status : Unread
Record Date : 6/23/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Virginia
Last Name : Smedberg

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1462-5706 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area.
- 1462-5707 | I ask you, as a lifelong resident of the Santa Clara Valley and a train lover AND wildlife and open space lover, please to reconsider that DEIR, and in fact to RE-DO it and include the correct orders of magnitude of impacts, and figure out ways not to have such great impact. For example, have you honestly looked at the sizes and routes of the critters who travel in those areas? Have you been willing to think like a coyote or a mountain lion, and look for crossings from their perspectives? And have you co-ordinated your plans with those of other Valley agencies who are working on issues of crossings? and listened to their well-studied opinions?
- 1462-5708 |
- 1462-5709 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1462-5710 | And why on earth would you not use an existing transit hub for the station?? The whole point in a transit hub is to make it easy to transfer from one mode to another. And we in the Valley are working to contain development,, reduce sprawl, and keep open agricultural space open and agricultural. We've already lost too much of this wonderful soil to concrete.
- 1462-5711 | The DEIR fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1462-5712 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1462-5713 | reject the east-of-Gilroy station location.

Sincerely,
Virginia Smedberg
441 Washington Ave Palo Alto, CA 94301-3953
virgiolin@hotmail.com

Response to Submission 1462 (Virginia Smedberg, June 23, 2020)

1462-5706

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1462-5707

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass, SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1462-5708

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1462-5709

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1462-5710

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

1462-5711

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1462-5712

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1462-5713

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

Submission 1448 (Charles Smith, June 23, 2020)

San Jose - Merced - RECORD #1448 DETAIL

Status : Unread
Record Date : 6/23/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Charles
Last Name : Smith

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1448-5681 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1448-5682 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1448-5683 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1448-5684 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1448-5685 | reject the east-of-Gilroy station location. The Gilroy station should avoid being sited on agricultural lands and wildlife corridors. Ideally the station should be close to US 101 corridor to keep development away from farm and ag lands and provide convenient access to a major highway.

Sincerely,
Charles Smith
4048 Victoria Park Dr San Jose, CA 95136-2033
cssasmith@yahoo.com

Response to Submission 1448 (Charles Smith, June 23, 2020)

1448-5681

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1448-5682

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1448-5683

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1448-5684

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1448-5685

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

Submission 1538 (Judith Smith, June 22, 2020)

San Jose - Merced - RECORD #1538 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Business and/or Organization
First Name : Judith
Last Name : Smith

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1538-3901 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1538-3902 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1538-3903 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1538-3904 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1538-3905 | reject the east-of-Gilroy station location.

Sincerely,
Judith Smith
2712 Grande Vista Ave Oakland, CA 94601-1320
axisdance@comcast.net

Response to Submission 1538 (Judith Smith, June 22, 2020)

1538-3901

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1538-3902

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1538-3903

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1538-3904

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1538-3905

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1794 (Judy Smith, June 23, 2020)

San Jose - Merced - RECORD #1794 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Judy
Last Name : Smith

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1794-4611 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1794-4612 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1794-4613 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1794-4614 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1794-4615 | reject the east-of-Gilroy station location.

Sincerely,
Judy Smith
7028 Via Anacapa San Jose, CA 95139-1116
teach4life57@yahoo.com

Response to Submission 1794 (Judy Smith, June 23, 2020)

1794-4611

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1794-4612

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1794-4613

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1794-4614

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1794-4615

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 2014 (Karen Smith, June 22, 2020)

San Jose - Merced - RECORD #2014 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Karen
Last Name : Smith

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 2014-5496 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 2014-5497 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 2014-5498 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 2014-5499 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 2014-5500 | reject the east-of-Gilroy station location.

Sincerely,
Karen Smith
287 D San Jose, CA 95112
missjazzrocks@comcast.net

Response to Submission 2014 (Karen Smith, June 22, 2020)

2014-5496

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

2014-5497

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

2014-5498

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

2014-5499

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

2014-5500

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1485 (John Snyder, June 22, 2020)

San Jose - Merced - RECORD #1485 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : John
Last Name : Snyder

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1485-3691 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1485-3692 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1485-3693 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1485-3694 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1485-3695 | reject the east-of-Gilroy station location.

Sincerely,
John Snyder
San Mateo, CA 94403
jcssnyder@gmail.com

Response to Submission 1485 (John Snyder, June 22, 2020)

1485-3691

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1485-3692

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1485-3693

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1485-3694

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1485-3695

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1935 (Irwin Sobel, June 22, 2020)

San Jose - Merced - RECORD #1935 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Irwin
Last Name : Sobel

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1935-5181 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1935-5182 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1935-5183 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1935-5184 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1935-5185 | reject the east-of-Gilroy station location.

Sincerely,
Irwin Sobel
228 Arbor Rd Menlo Park, CA 94025-5243
irwin.sobel@gmail.com

Response to Submission 1935 (Irwin Sobel, June 22, 2020)

1935-5181

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1935-5182

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1935-5183

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1935-5184

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1935-5185

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1547 (Sandy Songy, June 22, 2020)

San Jose - Merced - RECORD #1547 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Sandy
Last Name : Songy

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1547-3931 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1547-3932 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1547-3933 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1547-3934 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1547-3935 | reject the east-of-Gilroy station location.

Sincerely,
Sandy Songy
850 Webster St Palo Alto, CA 94301-2849
sandysongy1@gmail.com

Response to Submission 1547 (Sandy Songy, June 22, 2020)

1547-3931

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1547-3932

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1547-3933

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1547-3934

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1547-3935

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1409 (Susanne Soult, June 19, 2020)

San Jose - Merced - RECORD #1409 DETAIL

Status : Unread
Record Date : 6/19/2020
Submission Date : 6/19/2020
Interest As : Individual
First Name : Susanne
Last Name : Soult

Stakeholder Comments/Issues :

1409-200

I am a resident of Morgan Hill and a senior. I couldn't tell the exact location of each of your 4 alternatives from the Draft EIR. I support any alternative that follows the 101 Freeway and avoids going through downtown Morgan Hill. Alternative 4 (and any alternative that goes through the city) cuts the City of Morgan Hill in half. The harm to wildlife can be mitigated but the loss of response time cannot. It is not acceptable to put the population of Morgan Hill at risk when this project could be located near the freeway instead. You are going to be facing major lawsuits for being responsible for unnecessary deaths and property losses. Anyone building near the freeway knew in advance that there would be more noise, light, and traffic. Please choose the alternative than does less harm to our small city. Parents are trying to bring their kids to schools and after school programs. Ambulances and fire trucks are trying to get to emergencies. The city needs to be a connected whole in order to function.

Response to Submission 1409 (Susanne Soult, June 19, 2020)

1409-200

Refer to Standard Response SJM-Response-ALT-1: Alternatives Selection and Evaluation Process.

The comment supports Alternatives 1 and 3. Chapter 8, Preferred Alternative, of the Draft EIR/EIS identifies the Preferred Alternative for the San Jose to Central Valley Wye Project Extent as Alternative 4. It was selected based on a balanced consideration of the environmental information presented in the Draft EIR/EIS in the context of project purpose and need; project objectives; the CEQA, NEPA, and Section 404(b)(1) of the Clean Water Act requirements; local and regional land use plans; community and stakeholder preferences; and costs. Section 8.4.1, Review of Alternative Key Differentiators by Subsection, of the Draft EIR/EIS describes the key community and environmental factors that differentiate the alternatives within each subsection of the project.

The comment noted the route of the alternatives was unclear. Please refer to Figure 2-36 in Chapter 2, Alternatives, of the Draft EIR/EIS for information about the exact route of the alternatives. In addition, the preliminary engineering plan sheets are available in Volume 3, Preliminary Engineering for Project Design Record. An address locator tool is available that will show the designs of each alternative relative to a specific address at: <https://mapshsnorcal.org/SanJose-Merced/>. The comment noted concern about increased emergency response times. Please refer to Section 3.11.6.3, Community Safety and Security, for information about effects on emergency response. Safety of all railroad crossings was integral in the HSR design process. The selection of elements for the alignment, such as viaduct, grade crossings, or above- or below-grade crossings, carefully considered safety as well as other constraints, such as cost, engineering constraints, and environmental concerns.

Submission 2023 (Margaret Spak, June 22, 2020)

San Jose - Merced - RECORD #2023 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Margaret
Last Name : Spak

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 2023-5526 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 2023-5527 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 2023-5528 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 2023-5529 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 2023-5530 | reject the east-of-Gilroy station location.

Sincerely,
Margaret Spak
381 Santa Margarita Ave Menlo Park, CA 94025-2739
pegspak@sonic.net

Response to Submission 2023 (Margaret Spak, June 22, 2020)

2023-5526

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

2023-5527

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

2023-5528

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

2023-5529

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

2023-5530

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1796 (Mary Spangler, June 23, 2020)

San Jose - Merced - RECORD #1796 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Mary
Last Name : Spangler

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1796-4621 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1796-4622 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1796-4623 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1796-4624 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1796-4625 | reject the east-of-Gilroy station location.

Sincerely,
Mary Spangler
1115 Edgewood Rd Redwood City, CA 94062-2703
maryspangl@aol.com

Response to Submission 1796 (Mary Spangler, June 23, 2020)

1796-4621

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1796-4622

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1796-4623

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1796-4624

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1796-4625

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1634 (Mimi Spreadbury, June 24, 2020)

San Jose - Merced - RECORD #1634 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/24/2020
Interest As : Individual
First Name : Mimi
Last Name : Spreadbury

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1634-4261 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1634-4262 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1634-4263 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1634-4264 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1634-4265 | reject the east-of-Gilroy station location.
- 1634-6197 | As a downtown San Jose resident, I was evacuated during the flood of 2017. Keeping Coyote Valley as a flood plain will greatly help San Jose from experiencing such devastation of future one in one hundred year flooding.

Sincerely,
Mimi Spreadbury
San Jose, CA 95156
exccomm2@gmail.com

Response to Submission 1634 (Mimi Spreadbury, June 24, 2020)

1634-4261

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1634-4262

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1634-4263

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1634-4264

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1634-4265

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

1634-6197

The comment is noted. As described in HYD-IAMF#2 (Appendix 2-E, Project Impact Avoidance and Minimization Features) and in Section 3.8, Hydrology and Water Resources, development within floodplains would be minimized such that there would be minimal and insignificant changes to floodplains as a result of constructing the project. Accordingly, the project would allow the floodplains in Coyote Valley to remain predominantly in the condition they are in today.

Submission 1979 (GEORGE STAFFORD, June 22, 2020)

San Jose - Merced - RECORD #1979 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : GEORGE
Last Name : STAFFORD

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1979-5346 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1979-5347 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1979-5348 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1979-5349 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1979-5350 | reject the east-of-Gilroy station location.

Sincerely,
GEORGE STAFFORD
Gilroy, CA 95020
gstafford@gsawealthadvisors.com

Response to Submission 1979 (GEORGE STAFFORD, June 22, 2020)

1979-5346

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1979-5347

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1979-5348

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1979-5349

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1979-5350

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 2017 (Teresa Stahl, June 22, 2020)

San Jose - Merced - RECORD #2017 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Teresa
Last Name : Stahl

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 2017-5501 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
2017-5502 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 2017-5503 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 2017-5504 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
2017-5505 | reject the east-of-Gilroy station location.

Sincerely,
Teresa Stahl
1007 Byerley Ave San Jose, CA 95125-2508
tess.stahl@gmail.com

Response to Submission 2017 (Teresa Stahl, June 22, 2020)

2017-5501

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

2017-5502

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

2017-5503

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

2017-5504

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

2017-5505

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1236 (Desiree Stanley, May 3, 2020)

San Jose - Merced - RECORD #1236 DETAIL

Status : Action Pending
Record Date : 5/3/2020
Affiliation Type : Individual
Submission Date : 5/3/2020
Interest As : Individual
Submission Method : Website
First Name : Desiree
Last Name : Stanley
Business/Organization :
EIR/EIS Comment : Yes

Stakeholder Comments/Issues :

1236-39

I STRONGLY protest the current selected route for the HSR using grade level tracks that run through Morgan Hill. My home borders the tracks and the potential danger, noise, inconvenience, and total disruption of traffic flow through the town will be beyond colossal. 12 HSR trains per hour coming through, stopping all traffic flow on THREE of our MAJOR streets is ludicrous!! We already have trouble with traffic at these locations – especially E. Main Ave. To have 12 additional trains coming through EVERY HOUR is detrimental to the life of our town. Another route MUST BE SELECTED in order to preserve the charm and safety of our town and residents! I cannot convey forcefully enough in words how much I vehemently reject this HSR coming through the middle of our town. It is beyond madness to decide on this route simply to save a few dollars when what you end up doing is completely destroying our town, the value of our homes, and the life that we live here. The decision to select another route MUST BE MADE!! I am all for modernization and high-speed rail, in general, is a great idea but you CAN'T have it going right through the middle of a town!!!

Response to Submission 1236 (Desiree Stanley, May 3, 2020)

1236-39

Refer to Standard Response SJM-Response-ALT-1: Alternatives Selection and Evaluation Process.

The comment opposes Alternative 4 as it would be disruptive to Morgan Hill. Please refer to Section 3.2.6.2, Roadways, Freeways, and Intersections (Vehicle Circulation), Section 3.4.6.2, Noise (Impact NV#2, Impact NV#5, and Impact NV#6), and Section 3.11.6.3, Community Safety and Security (Impact S&S#8) of the Draft EIR/EIS for information about the impacts of Alternative 4, the Preferred Alternative. The comment also notes that 12 HSR trains per hour would travel through Morgan Hill. Please refer to Section 2.8.1, HSR Service, of the Draft EIR/EIS for information on the number of trains per hour. Revenue service is expressed as maximum trains per period. For 2040 operations, a maximum of 176 maximum trains per day would pass through Morgan Hill.

Submission 1661 (Erica Stanojevic, June 24, 2020)

San Jose - Merced - RECORD #1661 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/24/2020
Interest As : Individual
First Name : Erica
Last Name : Stanojevic

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1661-4321 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1661-4322 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1661-4323 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1661-4324 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1661-4325 | reject the east-of-Gilroy station location.

Sincerely,
Erica Stanojevic
50 Quail Xing Santa Cruz, CA 95060-1766
ericast@gmail.com

Response to Submission 1661 (Erica Stanojevic, June 24, 2020)

1661-4321

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1661-4322

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1661-4323

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1661-4324

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1661-4325

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1506 (Cindy Stein, June 22, 2020)

San Jose - Merced - RECORD #1506 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Cindy
Last Name : Stein

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1506-3776 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1506-3777 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1506-3778 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1506-3779 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1506-3780 | reject the east-of-Gilroy station location.

Sincerely,
Cindy Stein
647 Flaming Star Ave
Thousand Oaks, Ca 91360

Sincerely,
Cindy Stein
647 Flaming Star Ave Thousand Oaks, CA 91360-1522
cinfish65@yahoo.com

Response to Submission 1506 (Cindy Stein, June 22, 2020)

1506-3776

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1506-3777

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1506-3778

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1506-3779

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1506-3780

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1944 (Susan Steinbrecher, June 22, 2020)

San Jose - Merced - RECORD #1944 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Susan
Last Name : Steinbrecher

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1944-6075 | Please protect our wonderful wildlife!! Build under passes and over passes! Our animals need our help more than ever.
- 1944-6076 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1944-6077 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1944-6078 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1944-6079 | reject the east-of-Gilroy station location.

Sincerely,
Susan Steinbrecher
1075 Space Park Way Spc 247 Mountain View, CA 94043-1411
scsteinbrecher@gmail.com

Response to Submission 1944 (Susan Steinbrecher, June 22, 2020)

1944-6075

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1944-6076

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1944-6077

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1944-6078

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1944-6079

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

Submission 1816 (KAREN STEPHENSON, June 23, 2020)

San Jose - Merced - RECORD #1816 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : KAREN
Last Name : STEPHENSON

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1816-4701 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1816-4702 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1816-4703 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1816-4704 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1816-4705 | reject the east-of-Gilroy station location.

Sincerely,
KAREN STEPHENSON
2464 Tulip Rd San Jose, CA 95128-1144
mushrunk@sbcglobal.net

Response to Submission 1816 (KAREN STEPHENSON, June 23, 2020)

1816-4701

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1816-4702

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1816-4703

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1816-4704

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1816-4705

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1822 (Laura Sternberg, June 23, 2020)

San Jose - Merced - RECORD #1822 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Laura
Last Name : Sternberg

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1822-4721 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1822-4722 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1822-4723 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1822-4724 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1822-4725 | reject the east-of-Gilroy station location.

Sincerely,
Laura Sternberg
1596 Puerto Vallarta Dr San Jose, CA 95120-4854
laura.sternberg@gmail.com

Response to Submission 1822 (Laura Sternberg, June 23, 2020)

1822-4721

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1822-4722

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1822-4723

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1822-4724

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1822-4725

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1456 (Jonathan Stevens, June 23, 2020)

San Jose - Merced - RECORD #1456 DETAIL

Status : Unread
Record Date : 6/23/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Jonathan
Last Name : Stevens

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1456-3631 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1456-3632 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1456-3633 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1456-3634 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1456-3635 | reject the east-of-Gilroy station location.

Sincerely,
Jonathan Stevens
Capitola, CA 95010
jonathanstevens513@gmail.com

Response to Submission 1456 (Jonathan Stevens, June 23, 2020)

1456-3631

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1456-3632

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1456-3633

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1456-3634

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1456-3635

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1985 (nell stevens, June 22, 2020)

San Jose - Merced - RECORD #1985 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : nell
Last Name : stevens

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1985-5366 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1985-5367 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1985-5368 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1985-5369 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1985-5370 | reject the east-of-Gilroy station location.

Please consider another route or stopping this outdated project: your High Speed Rail system is already
outdated: just check what japan & the Chinese are using~ thru-out the urban area it needs to be underground
(NOT ABOVE ground) Think Future!

thank you

Sincerely,
nell stevens
Burlingame, CA 94010
hshsms@yahoo.com

Response to Submission 1985 (nell stevens, June 22, 2020)

1985-5366

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1985-5367

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1985-5368

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1985-5369

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1985-5370

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1507 (Michelle Storace, June 22, 2020)

San Jose - Merced - RECORD #1507 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Michelle
Last Name : Storace

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1507-3781 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1507-3782 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1507-3783 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1507-3784 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1507-3785 | reject the east-of-Gilroy station location.

Sincerely,
Michelle Storace
420 Jonathan Ridge Dr Danville, CA 94506-1357
y0reeyes1@hotmail.com

Response to Submission 1507 (Michelle Storce, June 22, 2020)

1507-3781

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1507-3782

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1507-3783

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1507-3784

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1507-3785

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1961 (Carolyn Straub, June 22, 2020)

San Jose - Merced - RECORD #1961 DETAIL

Status : Unread
 Record Date : 6/24/2020
 Submission Date : 6/22/2020
 Interest As : Individual
 First Name : Carolyn
 Last Name : Straub

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

1961-6097

The review of impacts to wildlife in Coyote Valley is insufficient and could result in failure to protect wildlife movement as well as causing negative impacts to habitat and the planned wildlife crossings Green Foothills has fought so hard to bring to the area.

1961-6098

Perhaps the High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes another very important thing:

Here is one of your maps of the Monterey Corridor Subsection from Diridon Station in San Jose:

https://hsr.ca.gov/docs/newsroom/maps/San_Jose_to_Merced.pdf

This runs from Diridon to Bernal; or thereabouts. We must tell you that this idea is illogical. It runs next to Chateau LaSalle, for one, where we live, with 435 families. It runs behind or in front of our house. First it was "exploding oil trains" that we as a group had to present to the San Luis Obispo Board of Supervisors - and the "exploding trains" were canceled and the route.

This DEIR is dangerous to all in the area of Coyote Valley - to wildlife, to hard made and expensive plans by Committee for Green Foothills for farm and wildlife and driver protection; to residents who must fear the HSR as it is. To local agricultural. The list could be endless but this DEIR MUST be redrawn or sent down from San Jose through the Central Valley to Merced.

1961-6099

The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.

1961-6100

1961-6101

The HSR finally fails to see the unreasonable expense of such a project and the human costs to residents and drivers in the vicinity of such a rail south.

1961-6102

The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and

1961-6102

too few in number compared to the impact of construction and operation of the rail.

1961-6103

The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and reject the east-of-Gilroy station location.

1961-6104

Wildlife, San Jose residents, and drivers down 101 south - everybody loses with this current DEIR.

Sincerely,

Carolyn Straub

439 Chateau La Salle Drive At Umbargar Rd San Jose, CA 95111

carolyn.rosyfinch.straub@gmail.com

Response to Submission 1961 (Carolyn Straub, June 22, 2020)

1961-6097

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1961-6098

Refer to Standard Response SJM-Response-ALT-1: Alternatives Selection and Evaluation Process, SJM-Response-ALT-2: Project-Specific Alternatives Considerations, SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass, SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

The commenter expresses safety and security concerns regarding “exploding oil trains.” Oil trains would not run on the blended or dedicated HSR tracks, nor would any of the project alternatives affect how oil trains are run on freight tracks. Furthermore, HSR runs on electricity provided by an OCS and do not contain fuel. HSR would not affect the potential or risk of “exploding oil trains.” Safety and security impacts of all four alternatives are thoroughly disclosed and analyzed in Section 3.11, Safety and Security, of the Draft EIR/EIS.

1961-6099

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1961-6100

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1961-6101

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

1961-6102

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1961-6103

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3, SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1961-6104

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

Submission 1740 (Brice Su, June 23, 2020)

San Jose - Merced - RECORD #1740 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Brice
Last Name : Su

Stakeholder Comments/Issues :

HI, Officer

This is regarding the High Speed Rail Way in CA.

1740-2322

I am a resident lived in South San Jose near less than 200 meters to the Rail way on which the High Speed Rail Way will go through.

I am concerning about the noise of the high speed taken to us.

Could you please reveal what is the solution for the increasing noise coming to the residents .

Will there be a noise barrier wall built for the noise cancellation ?

Besides, from the documentation on the website
https://hsr.ca.gov/docs/communication/info_center/factsheets/Noise_Factsheet.pdf, we know the high speed train operation hours would not be from midnight to 5:00AM

"Unlike some passenger train services and many major freight routes which operate through the night, there will not be any high-speed rail service scheduled between the hours of midnight and 5 a.m. when people are most sensitive to noise."

Could you please tell us is this a solution to the noise problem?

Thanks and have a nice day.

Sincerely

Peng Su
Cell: (203)-685-3922
Email: mountainstree@outlook.com

Response to Submission 1740 (Brice Su, June 23, 2020)

1740-2322

Mitigation Measure NV-MM#3 in Section 3.4, Noise and Vibration, of the Draft EIR/EIS states that noise barriers are the primary noise mitigation measure for the project. Please refer to new Appendix 3.4-C, Noise Impact Locations (located in Volume 2, Technical Appendices, of the Final EIR/EIS), for the locations of proposed noise barriers.

Submission 1851 (Lynn Sunday, June 22, 2020)

San Jose - Merced - RECORD #1851 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Lynn
Last Name : Sunday

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1851-4846 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1851-4847 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1851-4848 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1851-4849 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1851-4850 | reject the east-of-Gilroy station location.

Sincerely,
Lynn Sunday
441 Bridgeport Dr Half Moon Bay, CA 94019-4245
sunday11@aol.com

Response to Submission 1851 (Lynn Sunday, June 22, 2020)

1851-4846

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1851-4847

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1851-4848

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1851-4849

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1851-4850

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1885 (Michael Sutherland, June 22, 2020)

San Jose - Merced - RECORD #1885 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Michael
Last Name : Sutherland

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1885-4971 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1885-4972 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1885-4973 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1885-4974 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1885-4975 | reject the east-of-Gilroy station location.

Sincerely,
Michael Sutherland
1664 Waverly Ct Tracy, CA 95376-2907
Vladsuthy@yahoo.com

Response to Submission 1885 (Michael Sutherland, June 22, 2020)

1885-4971

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1885-4972

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1885-4973

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1885-4974

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1885-4975

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1593 (Teresa Sutton, June 22, 2020)

San Jose - Merced - RECORD #1593 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Teresa
Last Name : Sutton

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1593-4136 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1593-4137 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1593-4138 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1593-4139 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1593-4140 | reject the east-of-Gilroy station location.

Sincerely,
Teresa Sutton
16902 Hawks Hill Rd Hidden Valley Lake, CA 95467-8033
Teresaasutton@msn.com

Response to Submission 1593 (Teresa Sutton, June 22, 2020)

1593-4136

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1593-4137

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1593-4138

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1593-4139

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1593-4140

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1871 (Erin Swanson, June 22, 2020)

San Jose - Merced - RECORD #1871 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Erin
Last Name : Swanson

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1871-4931 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1871-4932 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1871-4933 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1871-4934 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1871-4935 | reject the east-of-Gilroy station location.

Sincerely,
Erin Swanson
1201 Parkmoor Ave San Jose, CA 95126-3561
swansonerin@gmail.com

Response to Submission 1871 (Erin Swanson, June 22, 2020)

1871-4931

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1871-4932

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1871-4933

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1871-4934

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1871-4935

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1853 (Lauren Swezey, June 22, 2020)

San Jose - Merced - RECORD #1853 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Lauren
Last Name : Swezey

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

1853-1182 | I fully support fast, efficient, and environmentally sustainable transportation. However, not at the expense of wildlife and farmland.

1853-1183 | As I understand the Draft Environmental Impact Report (DEIR), it wrongly concludes that the rails impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. I also believe that the DEIR does not acknowledge the full impact to farmland caused by potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy

1853-1184 | The Authority should work with LOCAL EXPERT CONSERVATION AGENCIES to revise these issues in the DEIR, and reject the east-of-Gilroy station location.

Thank you.

Sincerely,
Lauren Swezey
212 Fulton St Palo Alto, CA 94301-1321
lbswezey@gmail.com

Response to Submission 1853 (Lauren Swezey, June 22, 2020)

1853-1182

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

1853-1183

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass, SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

Impacts to Important Farmland are addressed in detail in Section 3.14, Agricultural Farmland. Refer also to Table 8-1 in Chapter 8, Preferred Alternative to see how the alternatives compare with respect to impacts to Important Farmland. Alternative 3 was analyzed in detail and is not the Authority's Preferred Alternative in part for this reason. Additionally, impacts on wildlife movement including wildlife connectivity are analyzed in the EIR/EIS in Section 3.7.7.7. Specifically, Impact BIO#43 concludes that the impacts on wildlife movement within Coyote Valley, Pacheco Pass, and the Central Valley would be significant prior to the implementation of mitigation.

1853-1184

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3, SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

Submission 2043 (George Szymkiewicz, June 22, 2020)

San Jose - Merced - RECORD #2043 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : George
Last Name : Szymkiewicz

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 2043-5596 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 2043-5597 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 2043-5598 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 2043-5599 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 2043-5600 | reject the east-of-Gilroy station location.

Sincerely,
George Szymkiewicz
809 Auzerais Ave Unit 230 San Jose, CA 95126-3552
george@george-carol.com

Response to Submission 2043 (George Szymkiewicz, June 22, 2020)

2043-5596

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

2043-5597

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

2043-5598

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

2043-5599

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

2043-5600

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1400 (Georgia T, June 18, 2020)

San Jose - Merced - RECORD #1400 DETAIL

Status : Unread
Record Date : 6/18/2020
Submission Date : 6/18/2020
Interest As : Individual
First Name : Georgia
Last Name : T

Stakeholder Comments/Issues :

Hello,

1400-473 | I grew up in San Jose, in the Almaden Vally neighborhood. The natural landscape over the decades has changed dramatically, and while much of it for the better for our cumulative society, I know that the potential HSR will destroy the very fabric that makes the South County as balanced as it is. This area is pristine as it gets in the Bay Area for those who can afford it, or just barely. Although flanked by Highway 101 on the east, there is the Coyote Valley on the west and it's quiet here in Morgan Hill and Gilroy. The former of which I call home these days. We're all just living a regular life between these juxtaposed landscapes, and it's lovely and wonderful. The HSR, cutting through these towns-- towns that are bastions of calm in a bustling valley, will not only ruin them, but most likely will lead to our collective demise much sooner, rather than later.

1400-474 | The idea that a town of less than 40,000 people will benefit from a train going to Los Angels, with up to 12 stops per day, is laughable. The idea for this train to cut through the roads that children walk across in the mornings and families dine against in the evenings, is horrific. The HSR will bring nothing but destruction to any town it runs through. Our country is in crisis but our small towns are holding it together for some very vulnerable people. We will not be able to manifest the energy to survive a train that will surely destroy us, not just mine. You will hurt us all, this will never help anyone or anything. Don't build this train, don't ruin our cities. Invest the money elsewhere, you'll get a better return. This will never be paid off because no one will ever use it enough to make it profitable. If you invested this money into our roads and existing infrastructure instead we will trust that our government truly has our best interests in mind.

Thank you for your time,
Georgia Tassos
Morgan Hill Resident

Response to Submission 1400 (Georgia T, June 18, 2020)

1400-473

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

The analysis of impacts in the Draft EIR/EIS takes into consideration the impact the project could have on the communities it would traverse, including community cohesion. Section 3.12.6.2, Disruption or Division of Existing Communities, of the Draft EIR/EIS provides a description of anticipated disruptions or divisions of existing communities during construction and operations. The Authority is committed to working with these cities and communities during final design and would implement mitigation measures to avoid or reduce significant impacts identified in the Draft EIR/EIS. As described in Chapter 8, Preferred Alternative, of the Draft EIR/EIS, the Authority identified Alternative 4 as the Preferred Alternative. As described in Section 8.4.4, Alternative Comparison, of the Draft EIR/EIS, Alternative 3, which travels along the US 101 corridor, would have the highest impacts on waters and wetlands, habitat for special-status plant and wildlife species, wildlife movement corridors, conservation areas, and agricultural farmland as a result of bypassing Morgan Hill.

1400-474

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

Submission 1679 (Sasha Takata, June 23, 2020)

San Jose - Merced - RECORD #1679 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Sasha
Last Name : Takata

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1679-4356 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1679-4357 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1679-4358 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1679-4359 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1679-4360 | reject the east-of-Gilroy station location.

Sincerely,
Sasha Takata
52 Amesport Lndg Half Moon Bay, CA 94019-1972
sashaa.takataa@gmail.com

Response to Submission 1679 (Sasha Takata, June 23, 2020)

1679-4356

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1679-4357

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1679-4358

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1679-4359

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1679-4360

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1559 (Carol Tapella, June 22, 2020)

San Jose - Merced - RECORD #1559 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Carol
Last Name : Tapella

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1559-3986 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1559-3987 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1559-3988 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1559-3989 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1559-3990 | reject the east-of-Gilroy station location.

Sincerely,
Carol Tapella
2380 Mazzaglia Ave San Jose, CA 95125-3626
ctapella@yahoo.com

Response to Submission 1559 (Carol Tapella, June 22, 2020)

1559-3986

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1559-3987

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1559-3988

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1559-3989

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1559-3990

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1768 (Kathleen Tarlow, June 23, 2020)

San Jose - Merced - RECORD #1768 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Kathleen
Last Name : Tarlow

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1768-4521 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1768-4522 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1768-4523 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1768-4524 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1768-4525 | reject the east-of-Gilroy station location.

Thanks,

Kathleen Tarlow
Palo Alto, CA

Sincerely,
Kathleen Tarlow
Palo Alto, CA 94301
kbrizgys@gmail.com

Response to Submission 1768 (Kathleen Tarlow, June 23, 2020)

1768-4521

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1768-4522

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1768-4523

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1768-4524

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1768-4525

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 2058 (Elizabeth Tate, June 22, 2020)

San Jose - Merced - RECORD #2058 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Elizabeth
Last Name : Tate

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

2058-6178

This is extremely important to me and my family as a residents of Santa Clara County since 1971. Please do the right thing for the sustained future of our environment, Wildlife, and everyone.

2058-6179

The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.

2058-6180

The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.

2058-6181

2058-6182

The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and reject the east-of-Gilroy station location.

Sincerely,
Elizabeth Tate
6104 Montoro Ct San Jose, CA 95120-4435
elk.at.home@gmail.com

Response to Submission 2058 (Elizabeth Tate, June 22, 2020)

2058-6178

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

2058-6179

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

2058-6180

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

2058-6181

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

2058-6182

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

Submission 1375 (Jeremy Taylor, May 27, 2020)

San Jose - Merced - RECORD #1375 DETAIL

Status : Action Pending
Record Date : 6/16/2020
Submission Date : 5/27/2020
Interest As : Individual
First Name : Jeremy
Last Name : Taylor

Stakeholder Comments/Issues :

MR. TAYLOR: Thanks. Jeremy Taylor; J-E-R-E-M-Y T-A-Y-L-O-R. I'm just a Gardener neighborhood resident.

1375-144

And my comment is that a lot of us don't really know what's going on and we have no idea if this is 5 years, 10 years, 20 years out. We realize that there are a lot of unknown, but it doesn't seem fair that we're not being involved, you know, included in the loop as to what's going on with our houses. As far as I know, mine's included and, you know, I had to work hard to find out. But there are a lot of other people that would like to know. There are people that are planning for their families. And there are people that don't even speak English. There's a lot that we should be getting at the neighborhood that we're not getting and I hope that you'll decide to inform us sooner rather than later.

Thank you.

Response to Submission 1375 (Jeremy Taylor, May 27, 2020)

1375-144

The comment noted the public does not know the project schedule, that neighborhoods are not being informed about the project, and that there are non-English speakers. Please refer to Table 2-16 in Chapter 2, Alternatives, of the Draft EIR/EIS for information on the project schedule. The planned schedule noted that construction was estimated to begin in late 2021 and continue through 2027. Construction would proceed by type of construction and not by geographic area so that overlapping construction could occur in any given area. Most construction is planned to occur during daytime hours. Some construction activities like that for tunnels would occur 24 hours a day, 7 days a week. Please refer to Section 9.4.3, Public Information Materials and Meetings, of the Draft EIR/EIS for a listing of public informational materials and meetings. Please refer to Section 9.1, Environmental Justice Outreach, and Section 9.5, Notification and Circulation, of the Draft EIR/EIS for information about public informational materials in Spanish, Vietnamese, and Chinese (Mandarin).

Submission 2001 (Andrea Temkin, June 22, 2020)

San Jose - Merced - RECORD #2001 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Andrea
Last Name : Temkin

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 2001-6114 | Please think through the consequences and impacts of HSR on our wild animals and make necessary changes to protect their habitat and lives.
- 2001-6115 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 2001-6116 |
- 2001-6117 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 2001-6118 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
2001-6119 | reject the east-of-Gilroy station location.

Sincerely,
Andrea Temkin
3371 Park Blvd Palo Alto, CA 94306-2866
andreatemkin@gmail.com

Response to Submission 2001 (Andrea Temkin, June 22, 2020)

2001-6114

The comment is noted and does not indicate any specific concern regarding any of the conclusions in the Draft EIR/EIS.

2001-6115

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

2001-6116

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

2001-6117

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

2001-6118

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

2001-6119

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

Submission 1781 (Sven Thesen, June 23, 2020)

San Jose - Merced - RECORD #1781 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Sven
Last Name : Thesen

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1781-4556 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1781-4557 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1781-4558 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1781-4559 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1781-4560 | reject the east-of-Gilroy station location.

Sincerely,
Sven Thesen
314 Stanford Ave Palo Alto, CA 94306-1146
Sventhesen@gmail.com

Response to Submission 1781 (Sven Thesen, June 23, 2020)

1781-4556

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1781-4557

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1781-4558

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1781-4559

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1781-4560

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1587 (Tanaporn Thongtheppairot, June 22, 2020)

San Jose - Merced - RECORD #1587 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Tanaporn
Last Name : Thongtheppairot

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1587-4111 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1587-4112 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1587-4113 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1587-4114 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1587-4115 | reject the east-of-Gilroy station location.

Sincerely,
Tanaporn Thongtheppairot
San Jose, CA 95117
baythong@yahoo.com

Response to Submission 1587 (Tanaporn Thongtheppairot, June 22, 2020)

1587-4111

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1587-4112

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1587-4113

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1587-4114

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1587-4115

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1933 (gaye Torjusen, June 22, 2020)

San Jose - Merced - RECORD #1933 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : gaye
Last Name : Torjusen

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1933-5176 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1933-5177 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1933-5178 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1933-5179 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1933-5180 | reject the east-of-Gilroy station location.

Sincerely,
gaye Torjusen
PO Box 60816 Palo Alto, CA 94306-0816
gaye@torjusen.com

Response to Submission 1933 (gaye Torjusen, June 22, 2020)

1933-5176

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1933-5177

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1933-5178

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1933-5179

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1933-5180

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 2044 (Karen Toyohara, June 22, 2020)

San Jose - Merced - RECORD #2044 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Karen
Last Name : Toyohara

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 2044-5601 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 2044-5602 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 2044-5603 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 2044-5604 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 2044-5605 | reject the east-of-Gilroy station location.

Sincerely,
Karen Toyohara
4241 Woodland Dr La Mesa, CA 91941-6710
spboersma@gmail.com

Response to Submission 2044 (Karen Toyohara, June 22, 2020)

2044-5601

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

2044-5602

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

2044-5603

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

2044-5604

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

2044-5605

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1438 (Ryan Treffers, June 22, 2020)

San Jose - Merced - RECORD #1438 DETAIL

Status : Unread
Record Date : 6/22/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Ryan
Last Name : Treffers

Stakeholder Comments/Issues :

1438-3018 | This project needs to stop. The Authority has failed in its primary objective.

1438-3019 | It's unfathomable that the Authority believes it can squeeze the rail on existing right of ways through Downtown Morgan Hill. Traffic moves from East/West while the tracks run North/South. Running upwards of 16 trains per hour will make it nearly impossible to traverse the town. Moreover, people will die. In 2019, CalTrain killed approximately 1 person per month running its trains at grade. To think that an at grade option can safely be implemented using little more than gates and flashing lights will result in death at an even higher rate given the speed with which the trains are expected to pass through town.

The Authority hopes it can keep moving but doing things on the cheap. However, running the train through Downtown Morgan Hill will kill people. If built, something will have to be done, and it will result in even greater expense.

Stop this project now.

Response to Submission 1438 (Ryan Treffers, June 22, 2020)

1438-3018

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

1438-3019

Refer to Standard Response SJM-Response-SS-1: At-Grade Crossing Safety.

Submission 1888 (terry Trumbull, June 22, 2020)

San Jose - Merced - RECORD #1888 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : terry
Last Name : Trumbull

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1888-4986 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1888-4987 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1888-4988 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1888-4989 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1888-4990 | reject the east-of-Gilroy station location.

Sincerely,
terry Trumbull
1011 Lincoln Ave Palo Alto, CA 94301-3046
terryt1011@aol.com

Response to Submission 1888 (Terry Trumbull, June 22, 2020)

1888-4986

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1888-4987

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1888-4988

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1888-4989

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1888-4990

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1632 (Sharlene Tumber, June 24, 2020)

San Jose - Merced - RECORD #1632 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/24/2020
Interest As : Individual
First Name : Sharlene
Last Name : Tumber

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1632-4256 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1632-4257 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1632-4258 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1632-4259 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1632-4260 | reject the east-of-Gilroy station location.

Sincerely,
Sharlene Tumber
Milpitas, CA 95035
tumber73@gmail.com

Response to Submission 1632 (Sharlene Tumber, June 24, 2020)

1632-4256

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1632-4257

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1632-4258

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1632-4259

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1632-4260

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1373 (Nurhan Turgut, May 27, 2020)

San Jose - Merced - RECORD #1373 DETAIL

Status : Action Pending
Record Date : 6/15/2020
Submission Date : 5/27/2020
Interest As : Individual
First Name : Nurhan
Last Name : Turgut

Stakeholder Comments/Issues :

MS. TURGUT: Hey. My name is Nurhan Turgut, N-U-R-H-A-N T-U-R-G-U-T.

I am a homeowner in North Willow Glen, I don't work with any organization.

1373-148

I would like to give my comments today for no project. I'm supporting the no project option. And my main reasoning is the high-speed rail trains is a technology that I've also used in many different countries but most of these trains are started like a couple a decades ago, maybe if not more. And now if we go through with this project, ten years later we will be opening a train line which is already old technology and which is already being used in other places of the roads for like, you know, three, four decades. And the issue with that is I think at this important point in our times with the COVID-19 crises and so, that might be drastic changes in the way we transport, the way we commute for work, the way we travel. And I think we should first observe and collect the data and see what the road is going and maybe within two, three years, we can official come together again to discuss what might be the next options. I think right now it is not the right time to decide for any option.

1373-149

For example, both of the options like Option 4, Option -- like 1 to 3, they go through our cities and they go to our neighborhoods and there will be lots of dust and lots of environmental impacts from the dust during these project constructions. But we don't even know like how are health and how our, you know, lung health will be in the next years. Maybe there will be lots of, you know, cases that people will be recovering from their lung illnesses. So I think right now is not the best time to decide on this project and next year is not time to start on the construction.

Thank you.

Response to Submission 1373 (Nurhan Turgut, May 27, 2020)

1373-148

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

Thank you for your comment. The effects of no project are evaluated in Section 2.6, No Project Alternative. The No Project Alternative would not support the purpose of the statewide HSR system or the project, nor does it meet the need for the project as described in Section 1.2, Purpose of and Need for the High-Speed Rail System or the San Jose to Merced Project Section. Although these are challenging times, the Authority continues to support the development of HSR as indicated in the Draft 2020 Business Plan.

1373-149

With respect to localized fugitive dust emissions and associated human health impacts during construction, the Final EIR/EIS finds that the impact would be significant and unavoidable, which is the correct determination based on the effects analysis and evidence presented. Construction of all project alternatives are estimated to lead to new violations of the PM10 and PM2.5 CAAQS and NAAQS, as well as potentially contribute to existing PM10 and PM2.5 violations through exceedances of the SIL. Project features would minimize fugitive dust and particulate matter (AQ-IAMF#1 through AQ-IAMF#6), although emissions concentrations would still violate the ambient air quality standards. As discussed in Section 3.3.9.4, Impact AQ#5: Temporary Direct Impacts on Localized Air Quality—Criteria Pollutants, of the Draft EIR/EIS, some individuals exposed to PM10 or PM2.5 concentrations that exceed the CAAQS or NAAQS may experience certain acute and/or chronic health conditions, including decreased lung function and increased respiratory symptoms (e.g., coughing). While there is no available tool to individually and accurately model project-level PM health effects, Table 3.3-33 in the Draft EIR/EIS presents the estimated average human health impacts resulting from short-term exposure to direct PM2.5 and PM2.5 precursor emissions from construction of Alternative 4.

Submission 1514 (Jennifer Turner, June 22, 2020)

San Jose - Merced - RECORD #1514 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Jennifer
Last Name : Turner

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1514-3816 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1514-3817 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1514-3818 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1514-3819 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1514-3820 | reject the east-of-Gilroy station location.

Sincerely,
Jennifer Turner
7080 Via Ramada San Jose, CA 95139-1155
reachjennifer@gmail.com

Response to Submission 1514 (Jennifer Turner, June 22, 2020)

1514-3816

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1514-3817

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1514-3818

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1514-3819

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1514-3820

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1403 (Alfred Twu, June 18, 2020)

San Jose - Merced - RECORD #1403 DETAIL

Status : Unread
Record Date : 6/18/2020
Submission Date : 6/18/2020
Interest As : Individual
First Name : Alfred
Last Name : Twu

Stakeholder Comments/Issues :

1403-194

While the preferred Alternative 4 has low cost and limited number of demolitions, the large number of grade crossings is not good.

Up north between San Jose and San Francisco, Caltrain is going through a lengthy and costly process of replace grade crossings with overpasses. This is because there's at least one vehicle or pedestrian being hit at crossings every month - and that's just with 6 trains per hour running at up to 79 mph. Every time there's a collision, trains are delayed for at least an hour, and dozens of people have died over the years.

High speed rail will have faster and more frequent trains, and having this many grade crossings on the main line is a recipe for trouble. Please get it right the first time and go with one of the other alternatives.

Response to Submission 1403 (Alfred Twu, June 18, 2020)

1403-194

Refer to Standard Response SJM-Response-ALT-1: Alternatives Selection and Evaluation Process, SJM-Response-GS-1: Requests for Grade Separations.

The comment opposes Alternative 4. The comment noted that Caltrain is replacing grade crossings with overpasses. The comment noted that another alternative should be selected.

Submission 1729 (Osher UCSF PT Ma, June 23, 2020)

San Jose - Merced - RECORD #1729 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Osher
Last Name : UCSF PT Ma

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1729-4431 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1729-4432 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1729-4433 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1729-4434 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1729-4435 | reject the east-of-Gilroy station location.

Sincerely,
Osher UCSF PT Ma
1546 18th St San Francisco, CA 94107-2804
shootingstarheadthreads@gmail.com

Response to Submission 1729 (Osher UCSF PT Ma, June 23, 2020)

1729-4431

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1729-4432

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1729-4433

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1729-4434

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1729-4435

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1481 (Debra Ullmann, June 22, 2020)

San Jose - Merced - RECORD #1481 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Debra
Last Name : Ullmann

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

Our farmland and wildlife are valuable resources that need protection.

- 1481-5720 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1481-5721 |
- 1481-5722 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1481-5723 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and reject the east-of-Gilroy station location.
- 1481-5724 |

Sincerely,
Debra Ullmann

Sincerely,
Debra Ullmann
18260 Serra Pl Morgan Hill, CA 95037-2982
ed_plan@sbcglobal.net

Response to Submission 1481 (Debra Ullmann, June 22, 2020)

1481-5720

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1481-5721

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1481-5722

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1481-5723

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1481-5724

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

Submission 1658 (Rick Umstattd, June 24, 2020)

San Jose - Merced - RECORD #1658 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/24/2020
Interest As : Individual
First Name : Rick
Last Name : Umstattd

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1658-4306 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1658-4307 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1658-4308 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1658-4309 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1658-4310 | reject the east-of-Gilroy station location.

Sincerely,
Rick Umstattd
San Jose, CA 95130
umstattd@sbcglobal.net

Response to Submission 1658 (Rick Umstattd, June 24, 2020)

1658-4306

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1658-4307

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1658-4308

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1658-4309

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1658-4310

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1425 (Unknown, June 21, 2020)

San Jose - Merced - RECORD #1425 DETAIL	
Status :	Unread
Record Date :	6/22/2020
Submission Date :	6/21/2020
Interest As :	Individual
First Name :	Unknown
Last Name :	Unknown
Stakeholder Comments/Issues :	

1425-485	1. I've attended a few of the public outreach meetings associated with the Monterey corridor. During those meetings, it was repeatedly discussed that the US 101 option was in consideration and would be maintained through the environmental impact assessment. This was not the case and a deception on the part of the HAS as it was removed from consideration in 2010. The US 101 option is the lowest impact option both environmentally and to the community at large and is consistent with planned transportation infrastructure.	1425-488	infrastructure and access restriction fencing. This impact must be rated as high
1425-486	2. Further, a new design consideration to increase rail speed (Access Restriction Fencing) is not fully described and its characterization in the report is distorted and minimized so as to not draw attention; it seems deceptively so. Technical memo described this fencing as 7 feet tall with another 1 foot for barbed wire projection. KVP 14?Alternative 4 Simulation show a fence towering over the rest of the infrastructure. KVP 12?Alternative 4 Simulation also implies much more than an 8' fence.	1425-489	5. Noise and vibration studies do not combine to assess impact to quality of life, the loss of use of the outside for residents, the impact to home values, nor the impact to structures other than houses (e.g. swimming pools).
1425-487	3. It is obvious the only consideration is cost without regard to a long-term vision to modern transportation infrastructure. The study is comparative rather than instructive as to the actual impacts ? the goal was to pick least cost alternative including the cost for impacts. In many cases all alternatives the impacts are unacceptable and cannot be mitigated and yet these issues do not drive solutions to bring the project into compliance. The No Project Impacts do not seem to consider county and city plans as each of the alternatives are deemed not in compliance with those plans. Cumulative impacts are subjectively comparative with not real assessment of true impact.	1425-490	6. Impact AVQ#6: Permanent Direct Impacts on Visual Quality?Monterey Highway San Jose Landscape Unit - Track shifts and modifications to the Capitol and Blossom Hill Caltrain Stations to allow for HSR service to be blended with Caltrain service would not change the visual quality of the Monterey Highway San Jose Landscape Unit, resulting in the least impact. This is simply not true. Section 3.16 Aesthetics and Visual Quality: CEQA Conclusion: All alternatives would have a significant impact on visual quality under CEQA because construction activities and equipment would substantially degrade the existing visual character or quality of multiple sites and their surroundings (Section 3.16 Aesthetics and Visual Quality)
1425-488	4. Impact to Existing Visual Resource and Character (Section 3.16 Aesthetics and Visual Quality 3.16.5.5 Monterey Highway San Jose Landscape Unit) is completely mischaracterized. The discussion basically says the corridor is not visually consistent, there are some existing sound barriers and no one will notice. The HSR infrastructure will tower above existing sound mitigation and the access restriction fencing will completely change the visual and look of the area. The characterization of travelers and cyclists as focused on other things so there is no impact is inappropriate ? the character of both will completely change with both the towering	1425-491	7. Section 3.16 Aesthetics and Visual Quality : The prominence of the HSR aerial guideway would introduce a substantial element of civil infrastructure into the setting of homes and the library, increasing the visual presence of transportation infrastructure? ? this is a high impact not moderate. (3.16-103). There is a premise that this amount of infrastructure including the access restriction fencing is essentially equal to the existing rail system ? this is simply not true. The height, number of elements and presence of fencing is completely different.
		1425-492	8. Section 3.16 Aesthetics and Visual Quality: KVP 12?Alternative 4 Simulation attempts to minimize the ability to discern the visual impact with a substandard simulation, but it will industrialize the corridor. KVP 13?Alternative 4 Simulation is intentionally out of focus and does not include the actual HSR infrastructure. KVP 14?Alternative 4 Simulation shows part of the impact, but no simulation provides a head on view such that the impact can be assessed.
		1425-493	9. Impact NV#5: Intermittent Permanent Human Annoyance from Onset of Passing HSR Trains ?Adjacent receptors are expected to habituate to HSR noise over time such that substantial ongoing startle effects would not occur?. This is an unacceptable characterization. At full system capacity the HSR will operate 40 trains an hour ? this is a train every 1.5 minutes. This will be intolerable and remove the ability to use outdoor spaces. Even at the 2040 projected level of a train every 3 minutes, this is unacceptable and does not include Caltrain nor freight.
		1425-494	10. Section 3.4 On average, each A-weighted sound level increase of 10 decibels (dB) corresponds to an approximate doubling of subjective loudness ? Perception of loudness is not the only factor. What is the cumulative effect of the increase is sound pressure at HSR capacity of 2040 projection and full capacity?

Submission 1425 (Unknown, June 21, 2020) - Continued

1425-495	11. Section 3.4 ?Areas where levels exceed 85 dBA must be designated and labeled as high-noise-level areas where hearing protection is required.? All trains over 125 miles an hour would exceed this threshold making hearing protect outside of a residence required. Figure 3.4-3 State of California Land Use Compatibility Guidelines shows that all projected sound levels are clearly unacceptable.	1425-503	Modifications ? ?because of additional gate down time, travel times between Bernal and Capitol Expressway would increase by less than 1 minute in AM peak hours, and 4 to 8 minutes in PM peak hours depending on the direction of travel, resulting in delays in emergency vehicle access and response time.? This does not seem adequately characterized, does it include modeling of multiple train events (HSR, Caltrain, and freight) at system capacity? At this level of use, crossing the tracks will become impractical and greatly effect response times.
1425-496	12. Section 3.4 It appears that both the noise and vibration studies have only considered a single train events. This modeling must include a three train event on mixed use alignment with two HSR trains and one freight. This will occur multiple time each day. The authority has also not considered quality of life and loss of use if residence effectively cannot be outside because of noise and vibration concerns.	1425-504	20. Figure 2-8 Typical At-Grade Cross Section show the height at 27 feet, the height on Figure 2-9 Typical At-Grade Cross Section for Blended System is conveniently left off. It is well over 50?, please clarify.
1425-497	13. Section 3.4 The Authority is a state agency and, therefore, is not required to comply with local land use and zoning regulations. Noise impacts would not be reduced to the standards for residential, commercial, and institutional land uses established by the following general plan policies: Envision: San José 2040 General Plan (City of San Jose 2018), Land Use Compatibility Guidelines for Community Noise in San Jose, Table 4. This is not acceptable.	1425-505	21. Page 3.4-6. HSR does not plan to meet current noise and vibration standards (U.S. Environmental Protection Agency (USEPA)). Nor does it plan to meet the FRA?s Railroad Noise Emission Compliance Regulation (49 C.F.R. Part 210) prescribes minimum compliance regulations for enforcement of Noise Emission Standards for Transportation Equipment; Interstate Rail Carriers (40 C.F.R. Part 201) adopted by the U.S. Environmental Protection Agency (USEPA). This is excessive.
1425-498	14. Section 3.4 Sensitive receptors located closer to the construction activities than the distances reported in Table 3.4-15 would experience temporary increases in noise levels in exceedance of the FRA noise impact criteria for a duration of up to 1.5 years at any given location. Construct must be planned to minimize this duration.		
1425-499	15. Section 3.4 Table 3.4-17 Summary of 2040 No Project and 2040 Plus Project Noise Impacts. The number of severe impacts in the Monterey corridor are clearly unacceptable and likely understated as there is no discussion of multi-train events.		
1425-500	16. Section 3.4 ?The total cost of mitigation cannot exceed \$95,000 per benefitted receptor.? This is arbitrarily set as a budget limitation and must not be a consideration. Cost effectiveness is only a consideration if no gain was to be had.		
1425-501	17. Summary - Impact EMF/EMI#2: Permanent Human Exposure to EMF. Outside the HSR system, EMF levels would not exceed the MPE thresholds for humans. What are the long term cumulative effects of the EMF/EMP at full system capacity at trains every 1.5 minutes?		
1425-502	18. Summary Impact EMF/EMI#5: Interference with Sensitive Equipment ? What are the frequency characteristics of the EMF/EMP? What impacts will there be on each of the cellular bands? What are the EMI effects of the access restriction fencing at HSR operating capacity? This study does not characterize this risk instead makes it a pre-construction study (IAMF#2) ? this is not acceptable.		
1425-503	19. Summary Impact S&S#3: Permanent Impacts on Emergency Access and Response Times from Permanent Roadway and Highway Closures, Relocations, and		

Response to Submission 1425 (Unknown, June 21, 2020)

1425-485

The comment supports a US 101 alignment option and noted that this was supposed to be carried through the EIR/EIS. Please refer to Table 2-3 in Chapter 2, Alternatives, of the Draft EIR/EIS for information about the design options that were reviewed and withdrawn. The US 101/I 280 option was not carried forward because of community effects and displacements in areas outside road right-of-way and effects on parkland south of SR 85. As noted in Chapter 2, Alternatives, of the Draft EIR/EIS, after crossing the Coyote Valley on viaduct, the alignment would cross over Burnett Avenue in Morgan Hill and parallel US 101 on the west side of the freeway. Continuing south, the alignment would bypass downtown Morgan Hill by crossing over Cochrane Road and associated freeway ramps, East Main Avenue, East Dunne Avenue and associated freeway ramps, and Tennant Avenue and associated freeway ramps. South of Tennant Avenue and the Morgan Hill city limits, the alignment would turn west, relocating the cul-de-sac at Fisher Avenue to west of the guideway, then crossing over Maple Avenue, West Little Llagas Creek, East Middle Avenue, and Llagas Creek before rejoining Monterey Road and the UPRR corridor in the community of San Martin. A portion of the Preferred Alternative bypasses downtown Morgan Hill.

1425-486

The comment noted fencing is not described consistently in the EIR/EIS. Please refer to Section 2.11.2.2, Non-Operational Right-of-Way, for information about access restriction fencing which would range from 6 to 12 feet in height.

1425-487

Refer to Standard Response SJM-Response-OUT-2: Consultation with Local Agencies and Consistency with Local Regulations.

The comment states that cost is the only consideration. Please refer to Section 8.4.5, Identification of the Preferred Alternative, for information about the selection of the Preferred Alternative weighing a number of different considerations. The comment further states that some impacts cannot be mitigated. Please refer to Section 7.1.1, Adverse Effects that Cannot Be Avoided under NEPA, for information about impacts that cannot be mitigated, which are primarily construction impacts. A project of this scope and scale cannot avoid temporary construction impacts. The comment also states that county and city plans are not considered. The comment noted cumulative impacts are comparative. Please refer to Section 3.19.3, Methods for Evaluating Impacts, for information about the cumulative impact methodology. To reduce redundancy, impacts relative to each alternative are identified and where they are the same, this is noted. This may appear to be a comparative analysis when it is not, and is avoiding or reducing redundancy when impacts are the same or similar.

Response to Submission 1425 (Unknown, June 21, 2020) - Continued

1425-488

The aesthetic and visual quality assessment follows the Authority's methodology, which is based on methodology developed by the Federal Highway Administration for evaluating the visual impacts of transportation infrastructure. Section 3.16.5.5, Monterey Highway San Jose Landscape Unit, of the Draft EIR/EIS describes the existing visual and aesthetic conditions along Monterey Highway from the Lick Quarry to Bernal Way. The four KVPs selected for the analysis in this section provide are from views of the industrial character near the quarry, views along Monterey Highway, and views toward Monterey Highway. The KVPs are in locations where the roadway and railway corridor are evident, and from within a neighborhood where the roadway and railway are not visible. While it is stated that the landscaping along the highway is not consistent, the overall visual quality of the landscape unit is moderately high. Following the Authority's methodology, the analysis of viewer reaction sensitivity to visual changes is based on factors of viewer exposure (proximity, extent and duration of view) and viewer awareness (attention, focus and protection of the view changes to a view, in this case, the construction and operation of an HSR alternative, and the exposure to that view, or how long a viewer is expected to be exposed to the view). A resident has a stronger reaction greater sensitivity to a view from their home because they spend a lot of time at home. Travelers, on bikes or in cars, have a passing exposure to the changed view, hence a lower response sensitivity than a resident. The degree of the impact to visual quality is a combination of the visual compatibility of the proposed project's visual character and the viewer sensitivity. The analysis of the impacts of the four alternatives, summarized in Table 3.16-29 in Section 3.16, Aesthetics and Visual Quality, of the Draft EIR/EIS, accurately report identifies that the elevated alternatives, 1 and 3, would reduce (or have an adverse effect on) visual quality.; Alternative 2, which includes the reconstruction of Monterey Highway, including all new landscaping and pedestrian/bike facilities would improve (or have a beneficial effect on) visual quality.; and Alternative 4, with the existing railway expanded to provide tracks for HSR, would have very little a neutral effect on visual quality.

1425-489

Section 3.4, Noise and Vibration, of the Draft EIR/EIS is not intended to address quality of life and home values. Please refer to Section 3.12, Socioeconomics and Communities, of the Draft EIR/EIS for this information.

1425-490

The comment blends cites two different impact statements; one specifically regarding the permanent impacts to the Monterey Highway San Jose Landscape Unit and the other for a temporary impact during construction of the whole corridor. into one, resulting in an incorrect conclusion that the conclusion for Impact AVQ#6 is not true. The first statement cited is: "Track shifts and modifications to the Capitol and Blossom Hill Caltrain Stations to allow for HSR service to be blended with Caltrain service would not change the visual quality of the Monterey Highway San Jose Landscape Unit, resulting in the least impact." is taken from the analysis for Impact AVQ#6, Alternative 4. The full text for the conclusion for this alternative is "Alternative 4 would have a less-than-significant impact under CEQA because modifying the UPRR/Caltrain railway to permit blended HSR/Caltrain operations at grade within and adjacent to baseline railway facilities would conform to the existing character of the area and would result in no change to the existing visual quality. Visual quality in the landscape unit would be unchanged, remaining moderately high." This is the correct determination based on the effects analysis and evidence presented for Alternative 4. The comment states this conclusion is not true and then cites argues that the conclusion is incorrect by quoting from Impact AVQ#1, which concludes correctly that there would be significant visual impacts during from construction of the HSR project. Impact AVQ#1 considers construction across the entire San Jose to Central Valley Wye project area, and for including all alternatives. This impact correctly states that construction of any alternative would have significant visual impacts., but those The specific impacts would vary by alternative and location, for example. cConstruction of an aerial structure in the Monterey Highway San Jose Landscape Unit would be a more complex construction and visually intrusive undertaking than adding and shifting tracks at grade along the existing railway. Both impact The conclusions are both correct.

Response to Submission 1425 (Unknown, June 21, 2020) - Continued

1425-491

The analysis of Alternatives 1 and 3 at KVP 13, Branham Lane in San Jose, reflected in Impact AVQ#6: Permanent Direct Impacts on Visual Quality—Monterey Highway San Jose Landscape Unit of the Draft EIR/EIS, concludes that the aerial structure would decrease the visual quality of the view. The analysis does not state that "this amount of infrastructure including the access restriction fencing is essentially equal to the existing rail system.". The simulations for at-grade Alternatives 2 and 4 both accurately depict the type of fencing that would be typical to secure access to the railway. With Alternatives 1 and 3 There is no access fencing necessary for the aerial structures. Individual Key View Points (KVPs) are not formally assessed for their impact, but they are assessed for their effectshow the character of the existing on the aesthetic and visual environment would be changed; however, the impact determination is made at the landscape unit level.The overall assessment of the Monterey Highway San Jose Landscape Unit found that there would be a significant impact to visual resources under Alternatives 1 and 3, no impact for Alternative 2, and a less-than-significant impact under Alternative 4. The visual impact of Alternatives 1 and 3 results in a significant impact under CEQA.

The analysis does not state that "this amount of infrastructure including the access restriction fencing is essentially equal to the existing rail system". The simulations for at-grade options 2 and 4 both accurately depict the type of fencing that would be typical to secure access to the railway. There is no access fencing necessary for aerial structures. The assessment of individual KVPs is a component of the overall assessment of the Monterey Highway San Jose Landscape Unit, where the analysis did find that there would be a significant impact to visual resources under Alternatives 1 and 3, no impact for Alternative 2, and a less-than-significant impact under Alternative 4.

1425-492

At KVP 12, Lick Quarry, the simulation for Alternative 4 was produced by a different artist than the simulations for the other alternatives., but, if anything, the In this simulation the HSR is more evident and stands out by its brightness than it is in the other three simulations. It also stands out , because the alternative places the HSR tracks closer to Monterey Highway than the other three alternatives do, and because it opens views to the quarry facilities which, as noted by the commenter, contributes to a sense of industrialization of the corridor, . Impact AVQ#6 clearly states, "With the roadside businesses gone and more of the quarry's operations visible, the industrial presence would provide a singular backdrop." The simulation for KVP 13, Alternative 4, is not out of focus and does include HSR infrastructure, such as -quadrant gates and OCS. The KVPs are selected to show different views from the perspective of different viewer groups. Views are provided parallel and perpendicular to the HSR alignments, as well as from a residential street with no current view of the Monterey Highway/UPRR corridor, to provide a diverse depiction of the visual impacts of the HSR project. KVP 14 shows the perspective of a traveler on Monterey Highway, while KVPs 13 and 15 show the view looking at Monterey Highway, or what we assume the commenter means by "head on".

1425-493

Impact NV#5 discusses the impact of human annoyance from rapid onset noise from passing HSR trains. Figure 3.4-6 shows how these impacts are calculated. Impact from rapid onset noise from passing HSR trains is based on single train passbys, following FRA methodology. For HSR trains traveling at 110 mph, this would occur within 23 feet, and, for HSR trains traveling at 220 mph, this would occur at 46 feet. The frequency of train passbys does not affect this phenomenon. The frequency and day/night schedule of all trains, as well as speed, are all part of the noise impact assessment for Impact NV#2. Additionally, the area where the startle effect could occur is within the HSR right-of-way for Alternatives 1, 2, and 3, which would be fenced off from public access; therefore, startle of adjacent sensitive receptors would not occur. Under Alternative 4 between Scott Boulevard and Gilroy where there is blended service, most areas (outside of stations and at-grade crossings) would be more than 23 feet from the outermost track.

Response to Submission 1425 (Unknown, June 21, 2020) - Continued

1425-494

The FRA noise impact criteria are a comparison of the existing noise levels to the future noise levels with the project. Analysts tabulated the predicted noise levels from HSR trains at the stations and from the parking facilities along with the existing ambient noise exposures, and determined levels of impact (no impact, moderate impact, or severe impact) by comparing the existing and projected noise exposure to the impact criteria illustrated on Figure 3.4 3 and Figure 3.4 4 of the Draft EIR/EIS. Noise impacts in year 2040 without mitigation, with noise barriers, and with noise barriers and quiet zones are provided for Alternatives 1 through 4 in Tables 3.4-28 through 3.4-31, respectively, in the Draft EIR/EIS.

1425-495

The project is subject to the FRA noise and vibration impact criteria, and the noise and vibration impact assessments were conducted following FRA methodology and criteria. The California Land Use Compatibility Guidelines in Figure 3.4-3 are often adopted for land use planning purposes and are not criteria that are required to be met by the HSR project.

1425-496

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

The noise assessment includes all train events during typical daily operations, including Caltrain, HSR, other passenger trains, and freight trains that pass each sensitive receptor during a typical 24-hour period. The project is subject to the FRA noise and vibration impact criteria, and the noise and vibration impact assessments were conducted following FRA methodology and criteria. Where severe noise impacts are identified, the Authority would implement NV-MM#2, which may include noise barriers and other measures.

1425-497

As stated in Section 3.4.2.3, Regional and Local, of the Draft EIR/EIS, the HSR system is not subject to local general plan policies and ordinances related to noise limits or to locally based criteria concerning noise and vibration for the project alternatives. The project is subject to the FRA noise and vibration impact criteria, and the noise and vibration impact assessments were conducted following FRA methodology and criteria.

1425-498

As discussed in Impact NV#1 in Section 3.4, Noise and Vibration, of the Draft EIR/EIS, the alternatives would incorporate NV-IAMF#1 to minimize noise impacts by requiring compliance with FRA guidelines for minimizing construction noise and vibration impacts when work is conducted within 1,000 feet of sensitive receptors, including phasing of construction. However, even with NV-IAMF#1, some sensitive receptors would be exposed to construction noise levels that exceed FRA guidelines. As stated in Section 3.4.9, CEQA Significance Conclusions, of the Draft EIR/EIS, NV-MM#1 has been identified to address the temporary exposure of sensitive receptors to construction noise. However, even with implementation of NV-MM#1, impacts would be significant and unavoidable for all project alternatives. The construction plan, including the construction schedule, is described in Section 2.11, Construction Plan, of the Draft EIR/EIS.

1425-499

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

The noise and vibration analyses and impact assessments include all train traffic in the corridor, including all daytime/nighttime HSR, Caltrain, and other passenger trains and freight trains. All train passby events are included in the assessment. Noise events that occur between the hours of 10 p.m. and 7 a.m. are subject to a +10 dB penalty at residential locations. For these reasons, the number of severe impacts in the Monterey Corridor is not understated.

Response to Submission 1425 (Unknown, June 21, 2020) - Continued

1425-500

The Authority's noise mitigation guidelines are included in Appendix 3.4-B, Noise and Vibration Mitigation Guidelines (located in Volume 2, Technical Appendices, of the Draft EIR/EIS). These guidelines specify that noise barriers must be considered reasonable and feasible, including achieving a minimum of 5 dB noise reduction, benefitting at least 10 receptors per barrier, be at least 800 feet long, and be cost effective, which is defined as not exceeding \$95,000 per benefitted receptor. The cost-effectiveness criterion is consistent with Caltrans criteria.

1425-501

The comment requests information about the cumulative effects of EMF exposure when trains operate every 1.5 minutes. First, the effect of repeated exposure is not additive: 10 passbys each producing a field strength of 5 mG are not equivalent to one passby of 50 mG, for example. The MPE limits used in the analysis are based on safe, intermittent exposure. However, these limits are not "proven safe" in the long-term, epidemiological sense. The standards used represent the consensus of the medical experts and engineers on the standards committees. While the resulting limits are not a guarantee of absolute safety, they are believed safe based on the available epidemiological studies and research results and were set at 10 to 50 times below the levels at which harmful effects are observed.

1425-502

The comment requests information about the frequency characteristics of the EMFs, impacts on sensitive equipment and cellular bands, and the effect of the right-of-way fence on EMF levels and questions the pre-construction review called for by EMI/EMF-IAMF#2.

Impact EMF/EMI #5 in the Draft EIR/EIS provides an evaluation of the potential for EMI that effects existing sensitive equipment. The HSR traction power system, including the OCS, is responsible for nearly all of the EMF exposure generated by the project and operates at the same 60 Hz frequency as the rest of the electric power infrastructure. At higher frequencies, train control and communications use an exclusively-allocated portion of the RF spectrum called "Upper 700 MHz Block A": two 1 MHz-wide bands at 757 and 787 MHz. Use of these dedicated frequency bands ensures interference with cellular communications would not occur. The right-of-way fencing was assumed to have no shielding effect on EMF levels.

The Authority's EMCPP provides a performance standard for ensuring compatibility with adjacent equipment. With implementation of EMI/EMF-IAMF#2, risks would be evaluated for every known source, receptor, and impact type by comparing MPE values for each and identifying whether an impact exists. Some information, including particulars about some utility upgrades, would not be known until utility providers complete analyses of their facilities. It is also necessary to allow that some sensitive equipment currently operating in the RSA may in time move or that new sensitive equipment may be introduced. The implementation of EMI/EMF-IAMF#2 ensures that the same analysis standards employed in the study are applied to the sources and receptors present at the time of construction.

Response to Submission 1425 (Unknown, June 21, 2020) - Continued

1425-503

Refer to Standard Response SJM-Response-TR-3: Gate-Down Time Calculation Details.

The comment noted that the Draft EIR/EIS should note the total number of trains using the system and properly evaluate the impacts of those trains on emergency vehicle response times on Monterey Highway. Please refer to Impact S&S#3 in Section 3.11, Safety and Security, of the Draft EIR/EIS for a discussion of the impacts of the narrowing of Monterey Highway under Alternatives 1, 2, and 3 on emergency vehicle response times. The analysis presented in Impact S&S#3 reflects only roadway modifications and does not include gate-down events. Please refer to Impact S&S#4 in Section 3.11 of the Draft EIR/EIS for a discussion of the project's impacts on emergency vehicle access and response times. The analysis detailed in this impact includes both gate-down time events and roadway modifications included as part of the project. Gate-down time associated with all train movements are included within this analysis.

1425-504

The pole height for the OCS is typically 27 feet across all alternatives. The OCS poles would be higher where complex support structures are required. Caltrain is currently installing poles as part of the PCEP, which would be used under the blended alternative, and which are of similar height.

1425-505

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

Please refer to Section 3.4.2.1, Federal, for a summary of the USEPA railroad noise compliance regulations. This section also discusses whether the USEPA standard applies to high-speed trainsets.

Submission 1630 (John Urban, Newhall NA, June 23, 2020)

San Jose - Merced - RECORD #1630 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : John
Last Name : Urban

Stakeholder Comments/Issues :

To Whom It May Concern:

These comments relate to SJ to Merced DEIR/EIS 2020 subsection Alma to Scott.

1630-2445

1) Alternative 4: Public funds have already been invested in electrifying Caltrain; use that investment to minimize the use of limited public funds. The blended Alternative 4 uses the Caltrain investment and much less additional public funds to operate HSR through the corridor. Alternative 4 works for the taxpayer.

The CHSRA has been working with the DISC group to create a multi-modal Diridon station that will work for all. At 20-25 feet high, Diridon Station will provide CHSR with the option (alt. 1&3) to go to 70 feet high at I-880 and then to at-grade at Scott Blvd. Passenger comfort criteria (p.2-6 HSR Performance Criteria) dictates a smoothness of vertical ride which is best met by alternative 4.

1630-2446

Page 2-133 - 2.8.2.6 Perimeter Fencing and Intrusion Protection: what is "remotely monitored"? : No eyes on the perimeter?The current system has holes in the Caltrain fences which are a problem for months on end. Caltrain monitors remotely. Only when citizens point out problems do fixes occur. How will the HSR process be better?

John UrbanFormer President Newhall NA

Sent from Yahoo Mail on Android

Response to Submission 1630 (John Urban, Newhall NA, June 23, 2020)

1630-2445

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

The comment's support for Alternative 4 is noted.

1630-2446

The comment expresses concern regarding perimeter fencing and intrusion protection. Perimeter fencing and intrusion protection is not expected to require full replacement prior to 2040; however, there will be ongoing repair and maintenance to ensure system safety and security. Section 3.11, Safety and Security, of the Draft EIR/EIS analyzes security issues during both construction and operation of HSR. The Authority will conduct a hazard analysis as a feature of the project (SS-IAMF#3), which will address right-of-way fencing, intrusion detection, security lighting, security procedures and training, and closed-circuit televisions.

Submission 1886 (Rose Urias, June 22, 2020)

San Jose - Merced - RECORD #1886 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Rose
Last Name : Urias

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1886-4976 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1886-4977 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1886-4978 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1886-4979 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1886-4980 | reject the east-of-Gilroy station location.

Sincerely,
Rose Urias
766 1st St Gilroy, CA 95020-4944
umarie56@yahoo.com

Response to Submission 1886 (Rose Urias, June 22, 2020)

1886-4976

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1886-4977

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1886-4978

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1886-4979

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1886-4980

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1635 (Karen Uyeda, June 23, 2020)

San Jose - Merced - RECORD #1635 DETAIL 1635-2400
Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020 1635-2401
Interest As : Individual
First Name : Karen
Last Name : Uyeda
Stakeholder Comments/Issues :
 * <san.jose_merced@hsr.ca.gov>
 Hello,

Following are my comments on the San Jose to Merced Project Section: Draft Environmental Impact Report/ Environmental Impact Statement.

1635-2399

The document is lengthy (2,800 pages) and technical. I was only able to read and digest a small portion of the document during the public review period. As such, many of my comments are questions regarding information I was unable to discern from my limited review.

I own and reside in a home located on Monterey Road between Forsum Road and Menard Drive in San Jose. Many of my comments focus on impacts to the residents in this neighborhood resulting from the proposed project.

1. Only One Alignment in San Jose/Santa Clara

In the cities of San Jose and Santa Clara, all project alternatives follow the same alignment. For 21 miles, from Ogier Ave in Morgan Hill and extending north through San Jose to the northern terminus of the project at Scott Blvd in Santa Clara, the physical location (project footprint) is the same for all alternatives. The alternatives really describe different design options for track placement (at-grade, on embankment, aerial above-grade).

This is a major deficiency in the project alternatives evaluation phase. In order to complete a thorough assessment of a project of this magnitude, at least one other alternative which follows a different alignment should have been considered and evaluated. Why did the Authority constrain itself to completing detailed evaluations of only one alignment for 21 miles of the project?

1635-2400

2. Impact to Existing Rail Transportation

How will CalTrain and UPRR operations be affected by the project? Will timing of UPRR operations change? Will this result in consequential environmental impacts? For example, will there be more night-time UPRR traffic and what noise, vibration and quality of life impacts will this

have on those residents living in close proximity to the project? Where is this identified and addressed in the document?

3. Impact to Rights of Way
 Homes are located directly to the west of the Monterey corridor/ UPRR right of way. What is the minimum distance a home/ structure must be located away from the UPRR right of way in order for it to remain? For example, if a house is located within 50 feet of the UPRR right of way, will the Authority take these lands under eminent domain and raze the house/ structure to accommodate the project? Which properties need to be acquired by the Authority to build the project? Where is this identified in the report? What are the resulting environmental impacts, both direct and indirect, from the land acquisition described in the report?

1635-2402

4. Impacts to Traffic
 How will the project impact traffic on Monterey Road? If vehicular traffic will increase, this will impact noise and air pollution. Where is this addressed in the document?

1635-2403

***5. Noise, Vibration & Air Pollution ***
 a. What is the minimum separation proposed from the HSR track to adjacent houses or other occupied structures? Where is this specified? Are impacts evaluated/assessed based on this closest distance?

1635-2404

b. Where can I find a comparison (both quantitative and qualitative) between ambient/ existing noise, vibration and air pollution/ dust conditions and
 i) conditions during the construction phase?
 ii) conditions during ongoing operation and maintenance?

1635-2405

c. Where can I find an evaluation and assessment as to how the increased noise, vibration and air pollution/ dust generation from the project (magnitude, frequency, times of day/night) will affect
 i) comfort and quality of life of residents living in close proximity to the project (say those whose homes are located in close proximity to the project)?
 ii) structural integrity of homes located in close proximity to the project?

Submission 1635 (Karen Uyeda, June 23, 2020) - Continued

1635-2406

d. Number of Trips - Table 3.4-7 Noise Impact Assessment specifies for the SJ to Gilroy segment

- i) 2029 projected estimates of 40 daytime trips and 8 nighttime trips and
- ii) 2040 projected estimates of 148 daytime trips and 28 nighttime trips

Page 3.4-59 of the EIR states between Tamien and Gilroy, there are currently 12 train trips daily (combination of CalTrain, Amtrack and UPRR). The report does not state the breakdown of daytime vs. nighttime trips. What is this? The 2029 estimates are 4x, and the 2040 estimates are 15x, the existing number of train trips that residents in my neighborhood currently experience. The cumulative impact associated with the significantly larger number and frequency of train trips that pass by will affect the comfort and quality of life of residents who live in close proximity to the HSR and these must be evaluated and mitigated. Consideration must be given to trains that pass during times when the majority of residents are home (weekday evenings and weekends) and during times when residents are sleeping (nighttime). Where is this addressed in the report?

1635-2407

e. Homes in the California Maison development on Monterey Road between Metcalf Road and Menard Drive are located within 200 feet of the proposed at-grade tracks. There are locations where there is no wall between the homes and the tracks and no soundwall is proposed to be constructed as a part of the project. What mitigation measures are proposed to be implemented to address the noise impacts associated with the project?

1635-2408

6. Electromagnetic Field Exposure

Where can I find the existing/ ambient EMF level compared to the post-project EMF level, i.e. what is the expected increase in exposure? Is it proven safe for humans to be exposed long-term 24 hours/ day, 7 days/ week to the post-project levels if their homes are located within 50 feet of the proposed HSR project? Is there any concern with spending long periods outside in my backyard? Is it proven safe for animals and other species found in the area to be exposed to these levels long-term? Please provide the supporting scientific references.

1635-2409 | *7. Visual/ Aesthetics*

1635-2409

a. [Ref. Item 3. Right of Way] I live directly across from homes in this location. If the Authority acquires the land, occupied homes will be replaced with vacant land. One concern is that these vacant unoccupied lands will be used as a dumping ground and/ or a place for homeless persons to set up residence. Where is this evaluated in the document?

1635-2410

b. The side of my home faces west towards Monterey Rd. Several windows, including my kitchen window, and my backyard open to the west with views of the Santa Teresa foothills. After the project is built, the views from my windows and my backyard will change significantly and instead of an unobstructed view of the foothills, I will see industrial poles and overhead wirelines. How will this impact be mitigated? Where is this addressed in the document?

1635-2411

8. Utilities

a. Drainage

Where is drainage discussed? The existing drainage systems on Monterey Road are sometimes inadequate and not able to handle intense rain events and ponding on the road occurs. How will drainage of the project ROW be addressed so that it will not negatively affect the existing drainage systems such that conditions on Monterey Road are impacted?

1635-2412

b. Affect on Local Electrical Service

Is the power that is required to operate the HSR system tied into the local electrical grid? If so, how is local power supply to residents in the area affected in the event of a power interruption? Is HSR given a priority over local demands if the supply of electricity is limited? Where is this addressed in the document?

1635-2413

9. Safety & Security

a. Train Derailment - What features will be employed to ensure the train does not derail during a natural disaster, for example, a large magnitude earthquake? This is a particular concern as the project will increase the number of train trips significantly. Additionally, train speeds will be in excess of 100 mph and there are locations where there won't be any physical barrier between the train tracks and vehicular traffic on Monterey Road as well as homes located within 50 feet of the tracks.

Submission 1635 (Karen Uyeda, June 23, 2020) - Continued

1635-2414

b. Security - What security features will be put in place to prevent criminal activity such as vandalism, tampering and destruction of HSR facilities that could affect safe operation of HSR? For example, the typical cross-section on Drawing TT-D4010 shows the fence along the right of way to be relatively low. Based on my read of the drawings, access to the tracks will be fairly unrestricted.

1635-2415

10. Outreach

To get valuable participation and input, outreach to project stakeholders should be improved. This is a major project that has significant impacts to the surrounding communities it will run through. Was outreach conducted of the preliminary alignments before all the detailed assessments were completed? If not, this should have been done. This would have given those directly adjacent to the alternative alignments an opportunity to provide input into the evaluations before the Authority selected the preferred alternative.

The materials I received in April to announce the release of the draft EIR/EIS did not clearly convey the location of the proposed facilities. The plan view shows the alignment schematically only. It does not clearly convey the location. As such, it was extremely difficult to tell how the project would impact me. To get input early in the process where it can be used to identify, evaluate and select the best alternatives, better outreach is needed.

Respectfully,
Karen Uyeda

Response to Submission 1635 (Karen Uyeda, June 23, 2020)

1635-2399

The comment claims that the project footprint is the same for all alternatives between Scott Boulevard in San Jose and Ogier Avenue in Morgan Hill. This is incorrect. Although the tracks for all alternatives generally align with existing transportation corridors (such as Monterey Road, Caltrain, and UPRR tracks), the footprints vary substantially based structure, associated facilities, grade separations, shared tracks, and other track and roadway shifts.

Please refer to Appendix 3.1-A, Parcels Within the HSR Project Footprint, or Volume 3, Preliminary Engineering for Project Design Record, which show the footprints and extent of impacts for each alternative.

1635-2400

Regarding HSR project effects on Caltrain, Section 3.2, Transportation, of the Draft EIR/EIS analyzes the effects on Caltrain service under Impacts TR#11, TR#15, and TR#16. While HSR project construction would have some temporary disruption on Caltrain service, these disruptions would be short in duration. HSR operations would affect Caltrain service schedules but not in such a way that there would be significant delays to Caltrain service or the inability to operate regular (“clock-face”) schedules. The HSR project would not result in changes in the timing of Caltrain service. The HSR project is projected to actually increase Caltrain ridership.

Regarding HSR project effects on freight, Section 3.2 of the Draft EIR/EIS analyzes the effects on freight service under Impacts TR#20 and TR#21. While HSR project construction would have some temporary disruption on freight service, these disruptions would be short in duration. HSR operations would not affect freight service south of Control Point Coast (near the Santa Clara Caltrain Station) because freight would continue to operate on separate dedicated track from HSR service and freight would maintain its service conditions as under No Project conditions. For locations north of the Santa Clara Caltrain Station, as discussed under Impact TR#20 in Section 3.2 of the Draft EIR/EIS, freight currently operates primarily at night, but would not be able to operate during peak hours due to the frequency of HSR and Caltrain operations during peak hours. Thus, freight would be more constrained to the hours between midnight and 5 a.m., which is the period dedicated to freight operations under current trackage right agreements. The project noise and vibration analysis in the EIR/EIS (see Section 3.4, Noise and Vibration) takes into account existing and future passenger and freight operations at night and throughout the day, so that the analysis includes the effect of Caltrain, HSR, and freight trains on noise levels throughout the project corridor.

Response to Submission 1635 (Karen Uyeda, June 23, 2020) - Continued

1635-2401

The comment discusses impacts of the right-of-way on homes located directly west of the Monterey Corridor and UPRR right-of-way. The Authority would only acquire the lands necessary for the HSR operation, or where impacts on the property would be substantial enough to render it unusable. Areas of land that would be potentially acquired based on preliminary engineering are identified in Volume 2, Appendix 3.1-A, Parcels Within the HSR Project Footprint, in the Draft EIR/EIS. The environmental impacts of construction for the project and acquiring right-of-way, including both direct effects (such as displacements which are discussed in Section 3.12, Socioeconomics and Communities) and indirect effects (such as loss of tax revenue, also discussed in Section 3.12) are discussed throughout the EIR/EIS.

1635-2402

The comment noted that the Draft EIR/EIS should identify impacts on Monterey Road. Please refer to Draft EIR/EIS Impact TR#3, Impact TR#4, Impact TR#6, and Impact TR#7 in Section 3.2, Transportation, of the Draft EIR/EIS for a discussion of the project's traffic-related effects on Monterey Road and other roadways within the Project Section. Please refer to Draft EIR/EIS Section 3.3, Air Quality and Greenhouse Gases, and Section 3.4, Noise and Vibration, for discussions of the project's impacts on noise and air quality.

1635-2403

Please refer to Tables 5-10 through 5-13 in Appendix 3.4-A, Noise and Vibration Technical Report (located in Volume 2, Technical Appendices, of the Draft EIR/EIS), which include details of the noise assessment results, including distances to the nearest impacted receptors in each section. Please also refer to new Appendix 3.4-C, Noise Impact Locations (located in Volume 2), in the Final EIR/EIS, which includes figures showing the location of noise impacts. The proximity of residential buildings varies by alternative and location.

1635-2404

Please refer to Tables 5-10 through 5-13 in Appendix 3.4-A, Noise and Vibration Technical Report (located in Volume 2, Technical Appendices, of the Draft EIR/EIS), for details of the noise assessment results during project operations, including existing and future noise levels. Tables 5-28 through 5-31 include similar details for vibration during project operations. Table 5-4 includes details of the noise levels during construction.

Ambient criteria pollutant concentrations for existing conditions are provided in Table 3.3-6 in Section 3.3, Air Quality and Greenhouse Gases, of the Final EIR/EIS. Construction-related criteria pollutant emissions are addressed by air basin in Tables 3.3-12, 3.3-13, and 3.3-14 of the Final EIR/EIS.

1635-2405

Please refer to Impact NV#10 in Section 3.4, Noise and Vibration, of the Draft EIR/EIS, which confirms that there would be no building damage impacts due to vibration from project operations. Impact NV#9 discusses the potential for building damage from construction vibration at locations within 50 feet of pile driving.

Ambient criteria pollutant concentrations for existing conditions are provided in Table 3.3-6 in Section 3.3, Air Quality and Greenhouse Gases, of the Final EIR/EIS. Construction-related criteria pollutant emissions are addressed by air basin in Tables 3.3-12, 3.3-13, and 3.3-14 of the Final EIR/EIS.

Response to Submission 1635 (Karen Uyeda, June 23, 2020) - Continued

1635-2406

As stated in Table 4-8 of Appendix 3.4-A, Noise and Vibration Technical Report (located in Volume 2, Technical Appendices, of the Draft EIR/EIS), of the 12 current train trips daily between Tamien and Gilroy, 6 are daytime trips and 6 are nighttime trips.

The noise impact assessment criteria depend on land use. Residences and buildings where people normally sleep utilize the Ldn noise metric. The Ldn is a 24-hour metric, which includes a penalty for noise events that occur at night between 10 p.m. and 7 a.m. As discussed in Section 4.1.1, Descriptors, of Appendix 3.4-A of the Draft EIR/EIS, studies have shown that the Ldn is well correlated with human annoyance for community noise. The FRA and FTA have adopted it as a measure of cumulative noise impact for residential land uses.

Noise mitigation measures for the project are discussed in detail in Section 3.4.7, Mitigation Measures, of the Draft EIR/EIS.

1635-2407

The results of the noise impact assessment indicate noise impacts under Alternatives 2 and 4 in the California Maison development on Monterey Road between Bernal Way and Metcalf Road. There is a proposed noise barrier under Alternative 2. Alternatives 1 and 3 are on viaduct in this area, and the aerial structure design includes a 3-foot-high parapet that would function as a noise barrier to reduce noise levels. Noise mitigation measures for the project are summarized in NV-MM#3, NV-MM#4, NV-MM#5, NV-MM#6, and NV-MM#7. Measures in addition to noise barriers discussed in NV-MM#3 include building sound insulation and noise easements.

1635-2408

The comment requests information on how existing ambient EMF levels compare to project-generated levels and the cumulative effects of EMF exposure. As summarized in Table 3.5-9 in the Draft EIR/EIS, typical existing ambient magnetic field strengths range from 0.01 mG in very isolated areas, to between 0.1 and 1 mG in most suburban settings, and up to 40 mG in areas with nearby electrical distribution infrastructure, such as substations or transmission lines. HSR-generated levels at the 62 sensitive-receptor sites identified in the study ranged from 0.01 to 150 mG, with an average level of 20mG (refer to Table 3.5-11 in the Draft EIR/EIS). More generally, the magnetic field strength rapidly decreases with increasing lateral distance from the HSR track. The worst-case level (standing at the right-of-way fence line) is 150 mG. At 50 feet away, the level is 20 mG; at 100 feet, the level is 7 mG; and at 200 feet from the fence, the level is 2 mG. At the RSA boundary for this study (500 feet from the project centerline), the predicted level is 0.5 mG. The analysis of EMF exposure in the Draft EIR/EIS compares these modeled EMF levels to the MPE established by IEEE C95.6, which has been formally adopted by the American National Standards Institute. The MPE limits used in the analysis are based on safe, intermittent exposure. The standards used represent the consensus of the medical experts and engineers on the standards committees. While the resulting limits are not a guarantee of absolute safety, they are believed safe based on the available epidemiological studies and research results and were set at 10 to 50 times below the levels at which harmful effects are observed. Based on modeled EMF levels of 110 V/m at 30 feet from the HSR shown in Table 3.5-13 and the whole body MPE of 5,000 V/m adopted as the threshold for analysis (see Table 5.5-7 in the Draft EIR/EIS), the Draft EIR/EIR determined that there would not be a significant permanent health impact to sensitive receptors. Regarding the effects of long-term exposure, repeated exposures are not additive. Therefore, extended periods of exposure would not change the maximum exposure or the conclusions of the Draft EIR/EIS. As explained in the Draft EIR/EIS, studies of animals have concluded that there is inadequate data to indicate that EMF exposure causes cancer in animals (IARC 2002, as cited in Section 3.5 of the Draft EIR/EIS; WHO 2007, as cited in Section 3.5 of the Draft EIR/EIS). The supporting references are provided in Chapter 12, References, of the Draft EIR/EIS. These references discuss in detail how the MPE limits were arrived at and include bibliographies containing many supporting papers and technical reports. A clarification comparing the predicted magnetic field strengths with measured ambient levels has been added to Section 3.5.5.3, Project Impacts, of the Final EIR/EIS.

Response to Submission 1635 (Karen Uyeda, June 23, 2020) - Continued

1635-2409

Between Forsum Road and Menard Drive in San Jose, two homes may be acquired under Alternative 2. No other alternative requires acquisition of these properties. Mitigation measure AVQ-MM#5 calls for the planting of vegetation on land acquired for the project that was not used for the HSR, related supporting infrastructure, or other higher or better use. The Authority would provide for continuous maintenance with appropriate irrigation systems. AVQ-IAMF#2 includes working with local agencies and the community through an aesthetic review process. This would provide an opportunity for input on landscaping the excess property and the necessity of appropriate fencing to prevent dumping or other misuse of the properties in question.

1635-2410

Please note that your comment did not include the exact location of your home. It is likely that Alternatives 1 and 3 both feature an aerial alignment that is likely in the vicinity of your residence. It is likely, due to the height of the structures, that they would be visible from your home. Alternatives 2 and 4 are at grade. If your backyard is fenced to the west, it is likely you would see very little of either of those HSR project alternatives, because the angle of the view over the assumed fence, and distance across Monterey Highway to the HSR alignments, would limit your view to possibly the tops of the OCS poles supporting the wires that power the trains, as noted in the comment.

KVP 14 shows simulations of the various HSR alternatives from the east sidewalk of Monterey Highway near Edenvale Drive. The views are typical of what would be seen from viewers with a direct view of the HSR, including potential aerial structures, fencing, OCS, roadway reconfiguration, and landscaping mitigations. The simulations are similar to what the alternatives would look like along Monterey Highway in your area. While not the same situation as you describe for your view, KVP 15 on Avenida Rotella is likely due west of your location. It shows what Alternatives 1 and 3, on aerial structures could look like, and how Alternatives 2 and 4, running at grade, would not be visible. While the view is from the middle of the street and not within a home or backyard, the HSR is much closer to these homes that back up onto the existing UPRR/Caltrain railway than homes that are separated from the railway by Monterey Highway. Please refer to the discussion of Impact AVQ#6 in Section 3.16.6.2, Impacts on Visual Quality, Including Scenic Vistas, of the Draft EIR/EIS and its mitigation (mitigation measures AVQ-MM#3 and AVQ-MM#4 in Section 3.16.7, Mitigation Measures, of the Draft EIR/EIS). They cover the impacts you are likely to experience under each alternative.

Response to Submission 1635 (Karen Uyeda, June 23, 2020) - Continued

1635-2411

As described in Impact PUE#10, the design of the project would include on-site stormwater management facilities, which would capture runoff and provide treatment prior to discharge (HYD-IAMF#1). Stormwater management practices and measures as well as permeable surfaces to retain or detain and treat stormwater on-site would also be incorporated into the design of the project (HYD-IAMF#3). Permanent impacts on drainage patterns and stormwater runoff are discussed Section 3.8, Hydrology and Water Resources, in Impact HYD#2.

1635-2412

Operating the HSR system, including the San Jose to Merced alternatives, would require electrical energy from the statewide electricity grid. To ensure that projected power demands are met, a transmission study was undertaken by PG&E and reviewed by the Authority in 2016. This study determined that, in order to meet this demand, network upgrades would be required, which would fall into two potential electrical infrastructure categories: (1) interconnection facilities proposed to be designed and constructed by the Authority that would connect the HSR to the statewide electrical grid and (2) network facilities owned by PG&E that would require upgrades to existing facilities to ensure the availability of reliable electric service to meet the HSR system electrical demand. This infrastructure would be specifically designed to accommodate the existing and planned electrical load growth produced by the HSR project. To meet the projected power demands, in relation to the project alternatives, network upgrades would be made to existing PG&E infrastructure in Santa Clara, San Benito, and Merced Counties, which would include new interconnections, traction power substations (TPSS), and switching and paralleling stations that would be connected to the TPSS. All network upgrades would be implemented pursuant to California Public Utilities Commission General Order 131-D. Figures 3.6-11 through Figure 3.6-15 in Section 3.6, Public Utilities and Energy, of the Draft EIR/EIS illustrate the four alignments as well as electrical interconnections and network upgrades that would be constructed as part of the project alternatives, extending from Scott Boulevard in the city of Santa Clara in Santa Clara County, south to the city of Gilroy in Santa Clara County, and east to Carlucci Road in Merced County. Appendix 2-F, PG&E Network Upgrades, in Volume 2 of the Draft EIR/EIS contains background information and a more detailed description of these components. For purposes of analysis, each TPSS proposed for the HSR system has been assigned a site number. For Alternatives 1 through 3, three TPSSs, designated Site 3 (San Jose), Site 4 (Gilroy), and Site 5 (O'Neill, in Gustine), would require interconnection to PG&E's transmission network. For Alternative 4, two TPSSs, designated Site 4 and Site 5, would require interconnection to PG&E's network. The Site 3—San Jose TPSS would not be required because equipment installed as part of the Peninsula Corridor Electrification Project would be used due to the blended alignment under Alternative 4. Analysis was also conducted by California Energy Commission to determine if the capacity of the statewide electric grid would be able to meet the needs of the HSR system, including demand forecasting. The Draft EIR/EIS provides information about the

Response to Submission 1635 (Karen Uyeda, June 23, 2020) - Continued

1635-2412

HSR system energy demand in Table 3.6-17, allowing utility providers to consider this information in their own demand forecasts. Energy consumption for 2040 is estimated to be 172,495 million British thermal units (MMBtu) per year under the medium ridership scenario and 189,745 MMBtu per year under the high ridership scenario for all project alternatives, which represents between 0.16 and 0.18 percent of the 2015 statewide electricity consumption. The Authority has adopted a goal to purchase 100 percent of the HSR system's power from renewable energy sources. An industry survey in April 2013 indicated that there is sufficient renewable energy capacity to meet the system demand; therefore, there will be sufficient renewable capacity to meet the HSR project's demand. Additionally, the state of California is committed to having all future electric generation capacity be from renewable sources, per the 100 Percent Clean Energy Act and Renewables Portfolio Standard Program.

Furthermore, demand for, or interruption of, electric power to the HSR system would not affect the availability of electric power to residential and commercial customers outside of the HSR system since the California Public Service Commission and California Energy Commission are responsible for ensuring adequate electric generating and transmission capacity for the state of California, including the electric demand impacts of the HSR. Therefore, no impacts on the supply of electrical power to existing or anticipated future users would be anticipated.

1635-2413

The comment requests clarification of measures to avoid train derailment during operations due to natural disasters, such as an earthquake. The comment also requests clarification of barriers that would be installed between train tracks and vehicular traffic and residences. As noted in Section 3.9.6, Environmental Consequences, of the Draft EIR/EIS, the project would incorporate a ground rupture early warning system, motion sensing instruments, and a train control system to shut down operations during or after a significant earthquake (GEO-IAMF#6 and GEO-IAMF#8). The train system would be inspected for damage and then returned to service or repaired, if necessary (GEO-IAMF#8). Implementation of these features before and during project operations would avoid increasing exposure of people or structures to potential loss of life, injuries, or destruction beyond what they are exposed to currently due to seismic ground shaking.

1635-2414

Please refer to SS-IAMF#3 in the Draft EIR/EIS that discusses the Authority's hazard management program, which includes the identification of hazards, assessment of associated risk, and application of control measures (mitigation) to reduce the risk to an acceptable level. This hazard management program includes a PHA and TVA.

1635-2415

For outreach conducted prior to detailed assessments of the project alternatives, please refer to Chapter 9, Public and Agency Involvement, of the Draft EIR/EIS. Specifically, please refer to Section 9.2, Public and Agency Scoping (2009-2010), Section 9.3, Alternatives Analysis Process (2010-2016), and Section 9.4, Further Outreach, Consultation, and Alternatives Refinement (2016-2019), of the Draft EIR/EIS.

The figure in the notice of availability is intended to be an overview of the project. For more detailed figures and graphics, please refer to either Chapter 2, Alternatives, or Volume 3, Preliminary Engineering for Project Design Record, of the Draft EIR/EIS. In addition, please refer to the Executive Summary of the Draft EIR/EIS for a condensed summary of the environmental document.

Submission 2065 (Linda Uyeda, June 23, 2020)

San Jose - Merced - RECORD #2065 DETAIL 2065-932
Status : Unread
Record Date : 6/26/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Linda
Last Name : Uyeda

Stakeholder Comments/Issues :

Hi Ricci,

Nice speaking with you earlier.

See following questions regarding the draft EIR that is out for public review.

2065-926

1. Alternatives 1, 2 and 3
 I understand that the Authority has selected Alt. 4 as the preferred project. However, I would like to see detailed maps showing the other three alternatives in the section between Metcalf Road and Bernal Road. Where are these located?

2065-927

It appears that all alternatives follow the same alignment (i.e. are located in the Monterey Rd corridor). If so, then each of the alternatives are really just design options and not truly project alternatives. This is a major deficiency in the project alternatives identification phase. Why did the Authority constrain itself to only one alignment? For example, why wasn't US 101, the other major north-south transportation corridor, considered?

2065-928

2. Soundwall
 This may be answered in the response to #1 above. Do any of the alternatives include a soundwall for the section identified above? If not, why not?

2065-929

3. Impact to Existing Rail Transportation
 How will CalTrain and UPRR operations be affected by the project? Will timing of UPRR operations change? Will this result in consequential environmental impacts? For example, will there be more night-time UPRR traffic and what noise, vibration and quality of life impacts will this have on those residents living in close proximity to the project? Where is this identified and addressed in the document?

2065-930

4. Environmental Impacts
 Where can I find a comparison (both quantitative and qualitative) between ambient/ existing conditions (noise, vibration) and
 a) during the construction phase?
 b) during ongoing operation and maintenance?

2065-931

Where can I find an assessment as to how the increased noise and vibration impacts from the project (magnitude, frequency, times of day/night) will affect
 a) quality of life of residents living in close proximity to the project?
 b) structural integrity of homes located in close proximity to the project?

Where is drainage discussed? The existing drainage systems on Monterey Road are sometimes inadequate and are not able to handle intense rain events and ponding on the road occurs. How will drainage of the project ROW be addressed so that it will not negatively affect the existing drainage systems such that conditions on Monterey Road are impacted?

2065-933

5. Safety
 Trains are expected to travel in excess of 100 mph. What features will be employed to ensure the train does not derail during
 a) normal operations (due to obstructions on tracks)?
 b) a disaster, for example, an earthquake?

Where is this addressed in the document?

2065-934

6. Security
 What security features will be put in place to prevent criminal activity such as vandalism, tampering and destruction of HSR facilities that could affect safe operation of HSR? For example, the typical cross-section on Drawing TT-D4010 shows the fence along the right of way to be relatively low and an individual could easily scale a fence. Where is this addressed in the document?

2065-935

7. Affect on Local Electrical Service
 Is the power that is required to operate the system tied into the local electrical grid? If so, how is local power supply to residents in the area affected in the event of a power interruption? Is HSR given a priority to limited electrical supplies? Where is this addressed in the document?

I will wait to hear back before submitting my comments on the draft EIR.

Thanks,
 Karen

Response to Submission 2065 (Linda Uyeda, June 23, 2020)

2065-926

The comment noted detailed maps for Alternatives 1, 2, and 3 are not available. Please refer to Volume 3, Preliminary Engineering for Project Design Record.

2065-927

Refer to Standard Response SJM-Response-ALT-2: Project-Specific Alternatives Considerations.

2065-928

The results of the noise impact assessment indicate a noise impact would occur under Alternatives 2 and 4 in the California Maison development on Monterey Road between Bernal Way and Metcalf Road. There is a proposed noise barrier under Alternative 2. Alternatives 1 and 3 are on viaduct in this area, and the aerial structure design includes a 3-foot-high parapet that would function as a noise barrier to reduce noise levels.

2065-929

Regarding HSR project effects on Caltrain, Section 3.2, Transportation, of the Draft EIR/EIS analyzes the effects on Caltrain service under Impacts TR#11, TR#15, and TR#16. While HSR project construction would have some temporary disruption on Caltrain service, these disruptions would be short in duration. HSR operations would affect Caltrain service schedules but not in such a way that there would be significant delays to Caltrain service or the inability to operate regular (“clock-face”) schedules. The HSR project would not result in changes in the timing of Caltrain service. The HSR project is projected to actually increase Caltrain ridership.

Regarding HSR project effects on freight, Section 3.2 of the Draft EIR/EIS analyzes the effects on freight service under Impacts TR#20 and TR#21. While HSR project construction would have some temporary disruption on freight service, these disruptions would be short in duration. HSR operations would not affect freight service south of Control Point Coast (near the Santa Clara Caltrain Station) because freight would continue to operate on separate dedicated track from HSR service and freight would maintain its service conditions as under No Project conditions. For locations north of the Santa Clara Caltrain Station, as discussed under Impact TR#20 in Section 3.2 of the Draft EIR/EIS, freight currently operates primarily at night but would not be able to operate during peak hours due to the frequency of HSR and Caltrain operations during peak hours. Thus, freight would be more constrained to the hours between midnight and 5 a.m., which is the period dedicated to freight operations under current trackage right agreements. The project noise and vibration analysis in the EIR/EIS (see Section 3.4, Noise and Vibration) takes into account existing and future passenger and freight operations at night and throughout the day, so that the analysis includes the effect of Caltrain, HSR, and freight trains on noise levels throughout the project corridor.

2065-930

Please refer to Tables 5-10 through 5-13 in Appendix 3.4-A, Noise and Vibration Technical Report (located in Volume 2, Technical Appendices, of the Draft EIR/EIS), for details of the noise assessment results during project operations, including existing and future noise levels. Tables 5-28 through 5-31 include similar details for vibration during project operations. Table 5-4 includes details of the noise levels during construction.

Response to Submission 2065 (Linda Uyeda, June 23, 2020) - Continued

2065-931

Please refer to Impact NV#2 in Section 3.4, Noise and Vibration, of the Draft EIR/EIS for more information about noise effects from train operations.

Please refer to Impact NV#10 in Section 3.4, Noise and Vibration, of the Draft EIR/EIS for information about vibration effects from train operations, which confirms that there would be no building damage impacts due to vibration from project operations. Impact NV#9 discusses the potential for building damage from construction vibration at locations within 50 feet of pile driving.

2065-932

Impacts HYD#4 through HYD#6 analyze surface water drainage in Section 3.8, Hydrology and Water Resources. Each alternative is designed to maintain existing surface water hydrology (including drainage patterns) and to provide additional stormwater capacity where needed to accommodate the additional runoff created by the project. HYD-IAMF#1 requires that each receiving stormwater system's capacity to accommodate project runoff will be evaluated and additional capacity would be provided to meet design standards in the Authority's Technical Memorandum 2.6.5 Hydraulics and Hydrology Guidelines. During the detailed design phase, the design-build contractor would prepare drainage plans and a drainage report. The drainage report would contain the detailed information requested, including modifications and impacts on existing drainage systems, entirely new drainage systems, and calculations used to develop the drainage design. Additionally, the Authority will work with the local government agencies and utilities to coordinate work on or affecting drainage, including non-HSR projects to improve drainage on Monterey Road.

2065-933

The comment requests clarification of measures to avoid train derailment during operations due to obstructions on tracks or natural disasters, such as an earthquake. SS-IAMF#4 in Section 3.11, Safety and Security, of the Draft EIR/EIS includes hazard management for application of control measures to reduce risks. This includes threat and vulnerability assessments to establish provisions for the deterrence and detection of, as well as the response to, criminal and terrorist acts for rail facilities and system operations. Provisions include right-of-way fencing, intrusion detection, security lighting, security procedures and training, and closed-circuit televisions. Intrusion-detection technology could also alert to the presence of inert objects, such as toppled tall structures or derailed freight trains, and stop HSR operations to avoid collisions. As noted in Section 3.9.6, Environmental Consequences, of the Draft EIR/EIS, the project would incorporate a ground rupture early warning system, motion sensing instruments, and a train control system to shut down operations during or after a significant earthquake (GEO-IAMF#6 and GEO-IAMF#8). The train system would be inspected for damage and then returned to service or repaired, if necessary (GEO-IAMF#8). Implementation of these features before and during project operations would avoid increasing exposure of people or structures to potential loss of life, injuries, or destruction beyond what they are exposed to currently due to seismic ground shaking.

Response to Submission 2065 (Linda Uyeda, June 23, 2020) - Continued

2065-934

Law enforcement along the HSR system would be a necessary and important element of operations. The security force could be provided through arrangements with local law enforcement agencies; by private, off-site vendors; an HSR-dedicated on-site security force; or any combination of the aforementioned. When combined with law enforcement patrol, the TVAs performed by the contractor and the resulting design that would include safety features would minimize the potential for criminal and terrorist activity and the potential for human intrusion. In addition, system security plans address design features intended to maintain security at the HSR stations, within the track right-of-way, at stations, and onboard trains. Security screening at stations would be subject to the TSA. Those requirements have not been determined at this time, and may change over time as TSA policies evolve.

Section 2.4.1, System Design Performance, Safety, and Security, of the Draft EIR/EIS explains that HSR operations would follow safety and security plans developed by the Authority in cooperation with FRA.

Please refer to SS-IAMF#2, provisions of which include consideration of four basic principles of crime prevention through environmental design during station design and site planning and implementation of fire/life safety and security programs that promote fire and life safety and security in system design, construction, and implementation. Please refer to SS-IAMF#3, provisions of which include right-of-way fencing.

2065-935

Operating the HSR system, including the San Jose to Merced alternatives, would require electrical energy from the statewide electricity grid. To ensure that projected power demands are met, a transmission study was undertaken by PG&E and reviewed by the Authority in 2016. This study determined that, in order to meet this demand, network upgrades would be required, which would fall into two potential electrical infrastructure categories: (1) interconnection facilities proposed to be designed and constructed by the Authority that would connect the HSR to the statewide electrical grid and (2) network facilities owned by PG&E that would require upgrades to existing facilities to ensure the availability of reliable electric service to meet the HSR system electrical demand. This infrastructure would be specifically designed to accommodate the existing and planned electrical load growth produced by the HSR project.

To meet the projected power demands, in relation to the project alternatives, network upgrades would be made to existing PG&E infrastructure in Santa Clara, San Benito, and Merced Counties, which would include new interconnections, traction power substations (TPSS), and switching and paralleling stations that would be connected to the TPSS. All network upgrades would be implemented pursuant to California Public Utilities Commission General Order 131-D.

Figure 3.6-11 through Figure 3.6-15 in Section 3.6, Public Utilities and Energy, of the Draft EIR/EIS illustrate the four alignments as well as electrical interconnections and network upgrades that would be constructed as part of the project alternatives, extending from Scott Boulevard in the city of Santa Clara in Santa Clara County, south to the city of Gilroy in Santa Clara County, and east to Carlucci Road in Merced County. Appendix 2-F, PG&E Network Upgrades, in Volume 2 of the Draft EIR/EIS contains background information and a more detailed description of these components. For purposes of analysis, each TPSS proposed for the HSR system has been assigned a site number. For Alternatives 1 through 3, three TPSSs, designated Site 3 (San Jose), Site 4 (Gilroy), and Site 5 (O'Neill, in Gustine), would require interconnection to PG&E's transmission network. For Alternative 4, two TPSSs, designated Site 4 and Site 5, would require interconnection to PG&E's network. The Site 3—San Jose TPSS would not be required because equipment installed as part of the Peninsula Corridor Electrification Project would be used due to the blended alignment under Alternative 4.

Analysis was also conducted by California Energy Commission to determine if the capacity of the statewide electric grid would be able to meet the needs of the HSR system, including demand forecasting. The Draft EIR/EIS provides information about the

Response to Submission 2065 (Linda Uyeda, June 23, 2020) - Continued

2065-935

HSR system energy demand in Table 3.6-17, allowing utility providers to consider this information in their own demand forecasts. Energy consumption for 2040 is estimated to be 172,495 million British thermal units (MMBtu) per year under the medium ridership scenario and 189,745 MMBtu per year under the high ridership scenario for all project alternatives, which represents between 0.16 and 0.18 percent of the 2015 statewide electricity consumption. The Authority has adopted a goal to purchase 100 percent of the HSR system's power from renewable energy sources. An industry survey in April 2013 indicated that there is sufficient renewable energy capacity to meet the HSR project's demand. Additionally, the state of California is committed to having all future electric generation capacity be from renewable sources, per the 100 Percent Clean Energy Act and Renewables Portfolio Standard Program.

Furthermore, demand for electric power to the HSR system would not affect the availability of electric power to residential and commercial customers outside of the HSR system. The California Public Service Commission and California Energy Commission are responsible for ensuring adequate electric generating and transmission capacity for the state of California, including the electric demand impacts of the HSR. Therefore, no impacts on the supply of electrical power to existing or future users would be anticipated.

Submission 1366 (Omer Uyklu, June 12, 2020)

San Jose - Merced - RECORD #1366 DETAIL

Status : Unread
Record Date : 6/12/2020
Submission Date : 6/12/2020
Interest As : Individual
First Name : Omer
Last Name : Uyklu

Stakeholder Comments/Issues :

1366-192 | We dont want noise pollution close to our house.

Response to Submission 1366 (Omer Uyuklu, June 12, 2020)

1366-192

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

Submission 1804 (Alice Vales, June 23, 2020)

San Jose - Merced - RECORD #1804 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Alice
Last Name : Vales

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1804-4656 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1804-4657 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1804-4658 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1804-4659 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1804-4660 | reject the east-of-Gilroy station location.

Sincerely,
Alice Vales
6217 Dovetail Ct San Jose, CA 95135-2201
avales777@gmail.com

Response to Submission 1804 (Alice Vales, June 23, 2020)

1804-4656

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1804-4657

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1804-4658

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1804-4659

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1804-4660

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1805 (Darlene Vales, June 23, 2020)

San Jose - Merced - RECORD #1805 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Darlene
Last Name : Vales

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1805-4661 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1805-4662 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1805-4663 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1805-4664 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1805-4665 | reject the east-of-Gilroy station location.

Sincerely,
Darlene Vales
6225 Running Springs Rd San Jose, CA 95135-2217
dvales@ymail.com

Response to Submission 1805 (Darlene Vales, June 23, 2020)

1805-4661

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1805-4662

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1805-4663

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1805-4664

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1805-4665

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1562 (Johanna van de Woestijne, June 22, 2020)

San Jose - Merced - RECORD #1562 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Johanna
Last Name : van de Woestijne

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1562-4001 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1562-4002 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1562-4003 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1562-4004 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1562-4005 | reject the east-of-Gilroy station location.

Sincerely,
Johanna van de Woestijne
13840 Ciceroni Ln Los Altos Hills, CA 94022-3414
johannacalifornia@gmail.com

Response to Submission 1562 (Johanna van de Woestijne, June 22, 2020)

1562-4001

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1562-4002

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1562-4003

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1562-4004

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1562-4005

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1625 (Virginia Van Kuran, June 24, 2020)

San Jose - Merced - RECORD #1625 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/24/2020
Interest As : Individual
First Name : Virginia
Last Name : Van Kuran

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1625-4246 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1625-4247 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1625-4248 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1625-4249 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1625-4250 | reject the east-of-Gilroy station location.

Sincerely,
Virginia Van Kuran
879 Garland Dr Palo Alto, CA 94303-3606
virginia@vankuran.com

Response to Submission 1625 (Virginia Van Kuran, June 24, 2020)

1625-4246

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1625-4247

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1625-4248

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1625-4249

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1625-4250

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1952 (Miguel Vargas, June 22, 2020)

San Jose - Merced - RECORD #1952 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Miguel
Last Name : Vargas

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1952-5236 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1952-5237 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1952-5238 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1952-5239 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1952-5240 | reject the east-of-Gilroy station location.

Sincerely,
Miguel Vargas
193 Cleveland Ave Apt 6 San Jose, CA 95128-1849
miguel5475@gmail.com

Response to Submission 1952 (Miguel Vargas, June 22, 2020)

1952-5236

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1952-5237

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1952-5238

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1952-5239

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1952-5240

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1588 (B Venkatesh, June 22, 2020)

San Jose - Merced - RECORD #1588 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : B
Last Name : Venkatesh

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1588-4116 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1588-4117 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1588-4118 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1588-4119 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1588-4120 | reject the east-of-Gilroy station location.

Sincerely,
B Venkatesh
173 Spindrift Rd Carmel, CA 93923-9775
bren_tv@yahoo.com

Response to Submission 1588 (B Venkatesh, June 22, 2020)

1588-4116

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1588-4117

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1588-4118

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1588-4119

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1588-4120

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1604 (Alie Victorine, June 22, 2020)

San Jose - Merced - RECORD #1604 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Alie
Last Name : Victorine

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1604-5832 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1604-5833 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
1604-5834 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy. We have
walked these lands, we know the wildlife depend on this area to survive in our metropolis. We have fought long
and hard to protect it. Please make sure your actions dont upset this fragile balance we have created.
- 1604-5835 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1604-5836 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1604-5837 | reject the east-of-Gilroy station location.

Sincerely,
Alie Victorine
569 Hornbeam Way San Jose, CA 95111-2333
aliea58@yahoo.com

Response to Submission 1604 (Alie Victorine, June 22, 2020)

1604-5832

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1604-5833

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1604-5834

The comment is noted and does not indicate any specific concern regarding any of the conclusions in the Draft EIR/EIS.

1604-5835

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1604-5836

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1604-5837

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

Submission 1282 (Eugene Vierra, April 28, 2020)

San Jose - Merced - RECORD #1282 DETAIL

Status : Completed
Record Date : 5/18/2020
Submission Date : 4/28/2020
Interest As : Individual
First Name : Eugene
Last Name : Vierra
Attachments : SJM-1282_Vierra_Letter_05182020_Original.pdf (937 kb)
 SJM-1282_Vierra_Response.pdf (916 kb)

Stakeholder Comments/Issues :

The stakeholder expressed concerns about property impacts to his ranch. He invited Authority staff to visit the property and discuss the matter further.

T0: California High Speed Rail

DATE: April 23, 2020

To: Larry Belluci
 77 "L" Street – Suite 800,
 Sacramento, CA 95814

RECEIVED
 APR 28 2020
 BY: *JP*

AND: Dave Shopak
 Ca. High Speed Rail Authority
 Northern California Regional Office - Suite 300
 100 Paseo de San Antonio
 San Jose, CA 95113

From: Eugene J. Vierra - Current Land Owner

RE: High Speed Rail Route

1282-48

Approximately 4 months ago in my home in Los Banos a meeting was held with 3 members of the CA. High Speed Rail. Also present were my 7 tenants of the ranch. Three of the tenants are occupants of homes and two are agricultural tenants of the farm land. The home tenants are very low income agricultural workers. One of the tenants is a grandmother who resides there with her husband who has lung cancer. Three of her grandchildren also live on the property with their grandparents. They have been residents of the property for 45 years, following the death of my mother. This property is situated along Fahey Road and contains approximately 3/4 of an acre of land. There is a 3 bedroom house with an office/sewing room. It also has a kitchen, washroom and also a two-car garage and wood shop. This property also contains a domestic water well. It also has central air and central heat. The house also has a basement. The tenants have been at this residence for 45 years and consider this their home. Because of their low income and the husband's cancer, they could not afford to find another residence for themselves and their grandchildren. If there is any element of compassion by the High Speed

Submission 1282 (Eugene Vierra, April 28, 2020) - Continued

Rail, this situation fits that definition. I was told this by a representative at the first meeting of HSR in Los Banos that HSR can use compassion regarding disturbing people from their residences.

The Ranch also contains 2 other residences for low-income agricultural and construction workers. These two residences contain the following: Central air and heat, septic tank for each house, leech lines for each house and a separate domestic well for the two houses. Also on this property is an old Grade B milk barn. It is the only remaining one in California of this style. These two tenants also would also qualify for compassionate consideration.

At the end of our meeting at my home in Los Banos, it was clearly understood that in January you would contact my brother, Lloyd Vierra to view the ranch premises. These tenants have occupied the 3 ranch houses for a total of 75 years.

A HSR line across this property would literally destroy the liveability of the 3 residential properties and the use of the agricultural tenants. Therefore, I encourage you to make an appt. with my brother, Lloyd, to consider alternative routes. Because of my medical condition I must rely on my brother to perform this task for me. He can also review with you the obstacles which exist on the currently proposed route.

You should not simply rely on a pencil drawing on a map without viewing the premises. The proposed route through the central valley is far different and much more destructive to the land owners and the businesses along Highway 99. As outlined in a previous letter, my grandfather purchased this land prior to 1909. Therefore it has been in the family in excess of 100 years. All of my siblings and I were born at home using my grandmother as a mid-wife. My DNA is still located on the property, and our footsteps are still there. The Ranch was

used for many gatherings and family reunions. Because of this attachment, it is impossible to separate and abandon an emotional attachment to this land. All the nieces and nephews and grandchildren have very strong feelings about the gatherings at Grandma and Grandfather's house.

My brother and I invite you to come out and view the premises, walk the grounds and talk to the tenants. I hope your better angels can convince you to do so.

It is important that you have Lloyd with you to point out the obstacles that exist to the construction of any route through the ranch. In addition to the residences and farm land, the ranch also includes an agricultural drainage ditch along Fahey Road South. Also there is an easement from Fahey Road South to the back portion of the ranch which contains a concrete irrigation ditch for surrounding lands. CCID uses this easement to repair this concrete ditch for landowners.

In recent conversations with my brother Lloyd, he mentioned the possibility of going to Woolgrowers in Los Banos for lunch and discussion. Because of the virus I recommend that we meet at our home (909 Madison). We will not be disturbed by any external noises. My home is always available and I offer it as a place for private discussion. (I will arrange lunch).

Yours Very Truly,


Eugene J. Vierra

Contact info for Lloyd Vierra
68 Linden Ave.
Gustine, CA 95322
Home phone: 209.854.2178
Cell phone: 209.609.7504

1282-49

Submission 1282 (Eugene Vierra, April 28, 2020) - Continued



May 12, 2020

Mr. Eugene J. Vierra
909 Madison Avenue
Los Banos, CA 93635

Dear Mr. Vierra:

We send this letter to you in response to your letter of April 23, 2020, and your kind invitation to visit the ranch on Fahey Road. Since our meeting at your home on December 16, 2019, high-speed rail project staff has been fully assigned to the priority deadline of publishing the Draft Environmental Impact Report / Environmental Impact Statement for the San Jose to Merced project. We had hoped to schedule our next visit after this important milestone. However, travel related to project fieldwork has been curtailed by state and county COVID-19 shelter-in-place directives. Until we can meet with you in Los Banos, please tell us if you would like to schedule a teleconference call for further discussion.

We acknowledge the information about your property and tenants. The Authority attempts to minimize impacts to property owners, but there may be constraints to this based on project needs. When a partial or full acquisition of a property is required for the HSR project, the appraiser assigned looks at specific impacts to the property including business/farm operations, damages to property and cost-to-cure work. Mitigation measures are taken to address these items, wherever possible. Necessary work to relocate or replace facilities such as drainage canals are considered where feasible. When this is not possible, payment of damages is considered in the appraisal. This is addressed on a case-by-case basis considering the specific property acquisition and impacts of the acquisition. Any other potential property impacts that you or your brother Lloyd Vierra can point out, will be taken into consideration and can be provided to an appraiser prior to appraisal work beginning.

Over the past weeks, Dave had several telephone conversations with your brother to discuss the ranch and nearby properties, and Mr. Vierra's ideas to shift the proposed high-speed rail alignment southward away from your ranch property. Mr. Vierra asked Dave to consult with Julian Bratina, the engineering manager for the project, to evaluate Mr. Vierra's suggestion to keep the high-speed rail alignment south of Fahey Road and the cannery at Volta, south of the CCID pond east of the Main canal, along a line closer to the San Luis Wasteway. Mr. Bratina provided the following information, which Dave sent to Mr. Vierra by e-mail on April 22, 2020:

770 L Street, Suite 620, Sacramento, CA 95814 • T: (916) 324-1541 • F: (916) 322-0827 • www.hsr.ca.gov

Mr. Eugene J. Vierra
Page 2
May 12, 2020

"The alignment between Pacheco Pass and Carlucci Road is subject to numerous constraints. The current alignment is the product of years of work identifying these constraints and minimizing impacts to property owners, business and industries, infrastructure, and natural resources.

One of the primary drivers of this alignment is the location the tunnel exit from the mountains. Shifting the tunnel exit any further south of the current location would result in substantial impacts to US Bureau of Reclamation lands, the San Luis Reservoir, the Cottonwood Creek Wildlife Area, Romero Creek and Romero Ranch, the Western Area Power Administration high-voltage electrical transmission lines, the Quinto solar farm, and the California Highway Patrol weigh station. Further deflections southward toward the San Luis drain will risk additional impacts to the National Cemetery, O'Neill Forebay and parklands, and businesses in north Santa Nella. This tunnel exit location is one of the largest boundary constraints when looking at local alignment adjustments in this area, so has been thoroughly scrutinized during design development and impact assessment.

After exiting the long Pacheco Pass tunnel, the other major boundary constraint is to get the alignment to the south side of Henry Miller Road in order to avoid substantial impacts to the state-owned ecological/wildlife areas on the north side of the road, and minimize business, farm, school, private property, roadway and irrigation/drain infrastructure disruptions on the way to connecting with the high-speed rail Central Valley Wye alignment at Carlucci Road. The preferred alignment of the Central Valley Wye east of Carlucci Road is also on the south side of Henry Miller Road.

Between these two primary boundary points, we must design a rail alignment to enable trains to travel continuously at speeds of 220 mph. This design speed requires very large radii to comply with stringent requirements for operational reliability and safety, passenger comfort, and sustainable maintenance. Also, there are several substantial infrastructure works that must be crossed by the high-speed rail alignment, including high-voltage transmission lines, the California Aqueduct and Delta-Mendota Canal, Interstate 5, the Outside and Main CCID canals, the San Luis Drain, the freight rail line at Ingomar Grade, local roads, and additional irrigation and waste canals. The ideal design for these crossings, in order to facilitate construction, minimize maintenance risks, and overall taxpayer expense is to have them as close to a perpendicular angle as possible. A skewed angle crossing can increase capital cost and land impacts, so is a least-favorable configuration that is deployed only after consideration of the associated consequences.

Submission 1282 (Eugene Vierra, April 28, 2020) - Continued

Mr. Eugene J. Vierra
Page 3
May 12, 2020

After years of engineering and analysis of potential impacts, the resulting design is the best alignment possible within these constraints. The High-Speed Rail Authority and project team have strived to minimize impacts of the alignment and will continue to do so as the project continues. Yet, the Vierra property in question along Fahey Road is exactly in the location of the high-speed rail alignment that would minimize substantial impacts to the surrounding area's economy, transportation, industry, and natural resources."

We hope this information is a helpful adjunct to the extensive information about the proposed alignment that is available in the Draft Environmental Impact Report / Environmental Impact Statement. The document and associated information can be obtained from the California High-Speed Rail Authority website, at <https://www.hsr.ca.gov/>. The public review and comment period is an opportunity to tell the Authority your thoughts and recommendations for the record. Please tell us if you have additional questions or would like us to coordinate a teleconference with you and your brother.

Sincerely,



Larry Bellucci
Senior Right of Way Agent



Dave Shpak
San Jose to Merced Project Manager

cc: Mr. Boris Lipkin, Northern California Regional Director

Response to Submission 1282 (Eugene Vierra, April 28, 2020)

1282-49

Please refer to the letter dated May 12, 2020, from Larry Bellucci and Dave Shpak from the Authority for a response to this comment, which is included as an attachment to submission SJM-1282.

1282-48

Please refer to the letter dated May 12, 2020, from Larry Bellucci and Dave Shpak with the Authority for a response to this comment, which is included as an attachment to submission SJM-1282.

Submission 1940 (Daniel Villaume, June 22, 2020)

San Jose - Merced - RECORD #1940 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Daniel
Last Name : Villaume

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1940-5191 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1940-5192 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1940-5193 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1940-5194 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1940-5195 | reject the east-of-Gilroy station location.

Sincerely,
Daniel Villaume
1442 Walnut St Ste A Berkeley, CA 94709-1496
powertochangeNOW@yahoo.com

Response to Submission 1940 (Daniel Villaume, June 22, 2020)

1940-5191

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1940-5192

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1940-5193

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1940-5194

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1940-5195

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 2062 (Mary Visciglio, June 22, 2020)

San Jose - Merced - RECORD #2062 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Mary
Last Name : Visciglio

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 2062-5676 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 2062-5677 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 2062-5678 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 2062-5679 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 2062-5680 | reject the east-of-Gilroy station location.

Sincerely,
Mary Visciglio
San Francisco, CA 94123
mjvisciglio@sbcglobal.net

Response to Submission 2062 (Mary Visciglio, June 22, 2020)

2062-5676

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

2062-5677

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

2062-5678

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

2062-5679

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

2062-5680

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1420 (George Voon, June 21, 2020)

San Jose - Merced - RECORD #1420 DETAIL

Status : Unread
Record Date : 6/21/2020
Submission Date : 6/21/2020
Interest As : Individual
First Name : George
Last Name : Voon

Stakeholder Comments/Issues :

1420-209

The new cost estimates are so much different than what was originally promised, that this needs to be looked on as a new project, and submitted to a new vote. The cost is so high that this project needs to stop.

Response to Submission 1420 (George Voon, June 21, 2020)

1420-209

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

Submission 1474 (Susan Voss, 1950, June 23, 2020)

San Jose - Merced - RECORD #1474 DETAIL

Status : Unread
Record Date : 6/23/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Susan
Last Name : Voss

Stakeholder Comments/Issues :

- 1474-3030 | 1. The San Jose to Merced Draft Environmental Impact Report/Environmental Impact Statement is INCOMPLETE because costs are listed in 2018 figures. The cost of this project is outrageous and taxpayers have a right to know the most current costs and a projection of final costs that accounts for time delays. How can taxpayers be expected to fund a project that is not accurately and honestly represented?
- 1474-3031 | 2. Best alternative is no project and use of any pledged money for development of local transportation alternatives.
- 1474-3032 | 3. Out of the four alternatives presented in the document, Alternative 4 is the lesser of all evils, but no project is a better alternative.
Susan Voss

Response to Submission 1474 (Susan Voss, 1950, June 23, 2020)

1474-3030

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

The Draft EIR/EIS is based on the best data available at the time the analysis was conducted, which included capital and annual operating cost estimates reported in 2018 dollars.

1474-3031

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

1474-3032

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

The comment's support for the No Project Alternative, followed by Alternative 4, is noted.

Submission 1847 (Jessica Waite, June 22, 2020)

San Jose - Merced - RECORD #1847 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Jessica
Last Name : Waite

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1847-4831 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1847-4832 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1847-4833 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1847-4834 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1847-4835 | reject the east-of-Gilroy station location.

The high speed rail alignment through Coyote Valley and up through Pacheco Pass puts animals like mountain lions, coyotes, tule elk, deer, and others at further risk. It is critical that we maintain wildlife habitat and, where possible, enhance wildlife movement so that animals can do more than just survive, but also thrive in our region.

Please protect nature so it may be enjoyed by future generations.

Sincerely,
Jessica Waite
San Jose, CA 95120
jessicarwaite@gmail.com

Response to Submission 1847 (Jessica Waite, June 22, 2020)

1847-4831

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1847-4832

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1847-4833

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1847-4834

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1847-4835

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1357 (Janet Walde, June 7, 2020)

San Jose - Merced - RECORD #1357 DETAIL

Status : Action Pending
Record Date : 6/9/2020
Submission Date : 6/7/2020
Interest As : Individual
First Name : Janet
Last Name : Walde

1357-108

Stakeholder Comments/Issues :

To Whom it May Concern:

HSR between Los Banos and Gilroy
 The second concern is the preservation of special status areas. This is the primary route for vehicular traffic between the San Joaquin and Santa Clara Valley. It is a commute and trucking corridor which is surrounded by wilderness areas. The hills and mountains dictate that tunnels be used as in almost all east-west rail routes up and down the West Coast. This type of construction provides avenues for wildlife to move unimpaired by high-speed traffic of all kinds. It also mitigates electrocution, visual pollution, noise, and vibration.

1357-102

I understand that public comment is invited on the proposal outlined in the Draft Environmental Impact Report. I have reviewed the Executive Summary and as a long-time resident of South San Jose, I believe that there are policy issues that require further deliberation.

1357-109

Summary

These comments focus only on the operation side of the HSR system. It is expected that required environmental reviews will address the need to keep historical structures and locations intact; while minimizing environmental impairment and disruption to the extent possible during the construction phase.

I support new transportation systems that are planned and executed in a manner that addresses multiple needs. High-Speed Rail (HSR) is designed to move people and commerce long distances. However, I have 2 major areas of concern with the proposal crossing the Pacheco Pass and coming northbound into San Jose.

1357-110

This project has significant promise. It is incumbent upon those planning, constructing and operating this HSR system to follow or exceed best practices. The needs of the communities through which the trains will run must be addressed to gain public acceptance and conclude a successful venture.

HSR between Gilroy and San Jose City Center

The first issue is the choices being made for the routing of the project from Gilroy into downtown San Jose. Compared to other high speed rail routes I have taken in other countries, this is a very narrow, congested corridor. Geography and development largely dictate the placement of roads and rail systems. That said, mitigation measures should minimize environmental and local transportation impacts. Most major cities have a significant portion of their rail systems underground to avoid disruption to surface traffic. If the planning agencies involved consider future growth, the better option is to avoid subsequent projects to underground part of the route.

Janet Walde

1357-103

"Continuous permanent impacts on bus service" is not a "less than significant" situation when left unresolved.

1357-104

HSR has priority over all other travel options. Delays to emergency response should never be an acceptable part of any plan. It is significant and measures to eliminate the problem should be required as a high priority.

1357-105

Noise and vibration disturbances are environmental factors that not only impact quality of life they lower the economic value of property. The problems can be minimized by slower operating speeds in developed areas or under-grounding services as a better solution. Major cities have built subway systems for a long time.

1357-106

Air quality in the South Bay is already a health issue. San Jose and other cities in the region should mandate that private and public transportation meet standards which will realize the region's climate goals in 2020 and beyond. No new projects should compromise the health and safety of people or the environment.

1357-107

San Jose in partnership with other agencies recently designated the Coyote Valley as an important ecological zone. Avoiding disruption and degradation to the environment is essential. Providing wildlife safe passage from west to east by building below-grade corridors has proven to reduce death and injury. Monitoring the effectiveness of such measures is an important part of mitigation and should be inserted into system operating requirements.

Response to Submission 1357 (Janet Walde, June 7, 2020)

1357-102

Please refer to Figure 2-33 and Table 2-7 in Chapter 2, Alternatives, of the Draft EIR/EIS for this information. The Draft EIR/EIS evaluates a variety of rail profiles between San Jose and Gilroy including viaduct, at-grade, blended/at-grade, and embankment to account for geography and development. A tunnel was not determined to be a feasible design option through this portion of the project.

1357-103

The comment noted that the Draft EIR/EIS incorrectly identifies continuous permanent impacts on bus service as less than significant. Please refer to Impact TR#13 in Section 3.2, Transportation, of the Draft EIR/EIS for a discussion of the analysis of the impacts of the project on bus services. Please refer to Impact S&S#4 in Section 3.11, Safety and Security, of the Draft EIR/EIS for a discussion of the analysis of the impacts of the project on emergency vehicle response. Both of these impacts were characterized as significant within the Draft EIR/EIS (i.e., not less than significant).

1357-104

Refer to Standard Response SJM-Response-SS-2: Emergency Vehicle Response Times.

1357-105

Refer to Standard Response SJM-Response-ALT-1: Alternatives Selection and Evaluation Process, SJM-Response-ALT-2: Project-Specific Alternatives Considerations, SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

1357-106

With respect to consistency with the region's climate goals, the Final EIR/EIS finds that the GHG impacts would be less than significant, which is the correct determination based on the effects analysis and evidence presented in Impact AQ#16 and Impact AQ#17. Long-term operation of the project would result in a net reduction of regional and statewide GHG emissions when compared to 2015 Existing and 2029 and 2040 No Project conditions. Additionally, the HSR project is discussed in CARB's AB 32 scoping plan and 2017 Scoping Plan Update and would help the state attain its long-term GHG reductions goals as identified in AB 32, SB 32, and EO B-55-18. Consequently, the project would not impede the region or state from meeting the statewide climate goals.

1357-107

Impact BIO#43 assesses project impacts on wildlife movement, finding substantial impacts in Coyote Valley, among other places. Mitigation is required, per mitigation measures BIO-MM#76, BIO-MM#77a, BIO-MM#77b, BIO-MM#79, and BIO-MM#80. Of these, most relevant to commenter's concern is BIO-MM#77b, which would be implemented in Coyote Valley, among other places.

1357-108

The comment noted the route between Gilroy and Los Banos must use tunnels to preserve special-status areas, allow wildlife movement, and reduce other effects. Please refer to Figures 2-36 and 2-37 and Table 2-7 in Chapter 2, Alternatives, of the Draft EIR/EIS for this information. All of the alternatives are mostly the same between Gilroy and Los Banos and are primarily tunnel, aerial, and embankment. Please refer to Section 3.7.7.7, Wildlife Movement, of the Draft EIR/EIS for information about wildlife corridors.

1357-109

The comment is noted and does not raise any issue with any of the conclusions of the Draft EIR/EIS.

Response to Submission 1357 (Janet Walde, June 7, 2020) - Continued

1357-110

The comment supports the project. The comment noted best practices should be used. Please refer to Chapter 2, Alternatives, and its appendices for information about the design standards for the project.

Submission 1510 (Dianna Wallace, June 22, 2020)

San Jose - Merced - RECORD #1510 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Dianna
Last Name : Wallace

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1510-3796 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1510-3797 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1510-3798 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1510-3799 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1510-3800 | reject the east-of-Gilroy station location.

Sincerely,
Dianna Wallace
1916 Bean Creek Rd Scotts Valley, CA 95066-3324
diannaw62@gmail.com

Response to Submission 1510 (Dianna Wallace, June 22, 2020)

1510-3796

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1510-3797

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1510-3798

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1510-3799

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1510-3800

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1530 (Terri Warden, June 22, 2020)

San Jose - Merced - RECORD #1530 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Terri
Last Name : Warden

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1530-5763 | TThe High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1530-5764 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1530-5765 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1530-5766 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1530-5767 | reject the east-of-Gilroy station location.

Sincerely,
Terri Warden
937 Delaware Ave Santa Cruz, CA 95060-6403
terriwarden55@gmail.com

Response to Submission 1530 (Terri Warden, June 22, 2020)

1530-5763

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1530-5764

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1530-5765

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1530-5766

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1530-5767

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

Submission 1717 (Sandi Watson, June 23, 2020)

San Jose - Merced - RECORD #1717 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Sandi
Last Name : Watson

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1717-4391 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1717-4392 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1717-4393 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1717-4394 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1717-4395 | reject the east-of-Gilroy station location.

Sincerely,
Sandi Watson
416 W North Ave Apt 31 Lompoc, CA 93436-4043
sandi4pawz@gmail.com

Response to Submission 1717 (Sandi Watson, June 23, 2020)

1717-4391

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1717-4392

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1717-4393

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1717-4394

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1717-4395

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1890 (Jennifer Webb, June 22, 2020)

San Jose - Merced - RECORD #1890 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Jennifer
Last Name : Webb

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1890-4996 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1890-4997 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1890-4998 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1890-4999 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1890-5000 | reject the east-of-Gilroy station location.

Sincerely,
Jennifer Webb
912 Capitola Ave Apt 4 Capitola, CA 95010-2122
jenaekane@hotmail.com

Response to Submission 1890 (Jennifer Webb, June 22, 2020)

1890-4996

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1890-4997

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1890-4998

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1890-4999

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1890-5000

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1972 (Cheryl Weiden, June 22, 2020)

San Jose - Merced - RECORD #1972 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Cheryl
Last Name : Weiden

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1972-5316 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1972-5317 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1972-5318 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1972-5319 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1972-5320 | reject the east-of-Gilroy station location.

Sincerely,
Cheryl Weiden
91 Solana Dr Los Altos, CA 94022-2327
weidenc@gmail.com

Response to Submission 1972 (Cheryl Weiden, June 22, 2020)

1972-5316

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1972-5317

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1972-5318

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1972-5319

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1972-5320

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 2039 (Robert Weissburg, June 22, 2020)

San Jose - Merced - RECORD #2039 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Robert
Last Name : Weissburg

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 2039-5581 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 2039-5582 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 2039-5583 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 2039-5584 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 2039-5585 | reject the east-of-Gilroy station location.

Sincerely,
Robert Weissburg
1601 Molitor Rd Belmont, CA 94002-3715
rpduya@gmail.com

Response to Submission 2039 (Robert Weissburg, June 22, 2020)

2039-5581

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

2039-5582

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

2039-5583

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

2039-5584

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

2039-5585

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1884 (Russell Weisz, June 22, 2020)

San Jose - Merced - RECORD #1884 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Russell
Last Name : Weisz

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1884-4966 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1884-4967 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1884-4968 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1884-4969 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1884-4970 | reject the east-of-Gilroy station location.

Sincerely,
Russell Weisz
319 Laguna St Santa Cruz, CA 95060-6109
russweisz@baymoon.com

Response to Submission 1884 (Russell Weisz, June 22, 2020)

1884-4966

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1884-4967

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1884-4968

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1884-4969

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1884-4970

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1223 (Paul Welka, April 30, 2020)

San Jose - Merced - RECORD #1223 DETAIL

Status : Action Pending
Record Date : 4/30/2020
Affiliation Type : Individual
Submission Date : 4/30/2020
Interest As : Individual
Submission Method : Project Email
First Name : Paul
Last Name : Welka
Business/Organization :
EIR/EIS Comment : Yes

Stakeholder Comments/Issues :

1223-5

I am a lifelong resident of Santa Clara County and I currently live in Gilroy. Having studied the history of public transportation in the Bay Area, and having used public transportation all over the world, there's something I've observed: public transit is only successful when it gives people a viable alternative to driving a car. I think it is essential for high speed rail to follow existing railroad right-of-way as much as possible and connect with it at existing hubs, including the Gilroy Transit Center in downtown Gilroy (a hub with connectivity to Caltrain, VTA, Monterey-Salinas Transit, and San Benito County Transit). I'm concerned that the alternative alignment, east of Gilroy as shown in the Environmental Report, has two significant problems: 1) It is further away from the population center and 2) It would bypass downtown Gilroy and miss the opportunity to connect to existing (and future) rail service from that hub.

Thank you.

Paul Welka
7570 Prestwick Court
Gilroy, CA 95020

paulwelka@gmail.com
(408) 607-5440

Response to Submission 1223 (Paul Welka, April 30, 2020)

1223-5

Refer to Standard Response SJM-Response-ALT-1: Alternatives Selection and Evaluation Process.

The Gilroy Transit Center is the downtown station for Alternatives 1, 2, and 4. Alternative 3 would bypass the downtown station and provide a new station east of downtown Gilroy. Table 2-3 provides the reasoning for carrying forward the Viaduct to East Gilroy design option including visual, traffic, and noise effects, property acquisition, cultural resources, and floodplain concerns.

Submission 1392 (Matt Wendt, June 18, 2020)

San Jose - Merced - RECORD #1392 DETAIL

Status : Unread
Record Date : 6/18/2020
Submission Date : 6/18/2020
Interest As : Individual
First Name : Matt
Last Name : Wendt

Stakeholder Comments/Issues :

1392-454

This is a public comment against the high speed rail project in general, but specifically to the EIR as it relates to Morgan Hill, CA. I understand the preferred route for HSR through Morgan Hill is through downtown Morgan Hill and through the middle of our town. This will create a great safety risk and visual/noise nuisance with the estimated 14 trains coming through per hour and CAL-Trans trains already running. In addition, it will ruin our historical heritage of Villa Mira Monte. It will literally ruin Morgan Hill and cannot be tolerated. We will do everything possible to fight this attempt to bulldoze through our town.

If the scam of the bullet train must be planned at all through Morgan Hill, it must go along the 101 freeway rather than the center of our community.

Matthew Wendt, Esq.

Sent from my iPhone

Response to Submission 1392 (Matt Wendt, June 18, 2020)

1392-454

Refer to Standard Response SJM-Response-ALT-2: Project-Specific Alternatives Considerations.

Thank you for your comment. For a detailed analysis of impacts related to community character and cohesion, please refer to Section 3.12, Socioeconomics and Communities, of the Draft EIR/EIS. For an analysis of impacts related to access for emergency vehicles, please refer to Section 3.11, Safety and Security, of the Draft EIR/EIS.

Submission 1469 (Denise Weyl, Ms., June 23, 2020)

San Jose - Merced - RECORD #1469 DETAIL

Status : Unread
Record Date : 6/23/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Denise
Last Name : Weyl

Stakeholder Comments/Issues :

- 1469-3251 | Hello. I live in Morgan Hill, CA, which as you know, is a great example of a small unique community that has redeveloped itself into a vital and thriving town with a happening downtown. I am writing because I have huge concerns about the entire High Speed Rail project, that seems more about creating jobs than creating a viable, workable, reasonable, and well planned rail system that will truly be used by the citizens of this state. It's already incredibly over budget, nothing like what the voters approved in 2008, and a huge waste of taxpayer money. In this day and age of the Pandemic and other huge social problems, dumping money into this black hole is a travesty.
- 1469-3252 | For Morgan Hill specifically and HSR's plans to run the train right through our downtown area, PLEASE prevent this devastation to our city! Some key points: The existing Caltrain stop is used very heavily and the VTA parking lot is full. As we think about HSR coming through our town and after review of the EIR documents- the following issues and concerns arise: 1. Access from one side of the tracks to the other. There are seven major road crossings and the concern is both safety and access from one side of the tracks to the other. At the minimum three grade separations are essential to provide safety for pedestrians at the Caltrain stop as well as regular and emergency vehicles traveling from one side of town to the other. The City of MH has engaged Perkins and Will, an interdisciplinary Urban Design firm to provide needed direction in order to mitigate this clearly unsafe division of the City of Morgan Hill. Please review and follow that direction. 2. The EIR does not currently but should consider all potential trains and the ultimate coordination of those trains. HSR trains Caltrain Amtrak Freight trains Proposed commuter train to San Jose from Monterey and Salinas Any other future transportation- additionally there are track maintenance vehicles 3. The valley is very narrow as the tracks pass through the downtown the acoustics amplify the train noise. The EIR should consider this very real and unique topography and address the concern on how best to mitigate noise for not just the HSR trains but all rail partners. Quieting horns should be a mitigation requirement with other safety offsets. 4. Ensure that all information in the EIR is current- maps and information is more than 6 years old with maps that do not show current constructed development in the downtown. 5. Construction sequencing awareness and development of a plan to mitigate construction impacts. Based on visits to the Central Valley large swaths of commercial space were demolished and are now being rebuilt as the overall design and construction process was not well thought-out. Maintain existing businesses and provide a liaison more than a project manager to assist in thinking through this process. If all of these items are thought through and the HSR acknowledges the clearly unsafe and inequitable analysis for the preferred alternative 4, there is an opportunity for Morgan Hill to be an example of What to Do and How to Do it. If not, our community will be devastated by the HSR.
- 1469-3253
- 1469-3254
- 1469-3255
- 1469-3256
- 1469-3257

Response to Submission 1469 (Denise Weyl, Ms., June 23, 2020)

1469-3251

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

1469-3252

The comment noted that the Draft EIR/EIS should evaluate the impacts of the project on pedestrians and emergency vehicle response times in the City of Morgan Hill, with the provision of grade separations as mitigation. Please refer to Impact TR#19 in Section 3.2, Transportation, of the Draft EIR/EIS for a discussion of the impacts of the project alternatives on pedestrian and bicycle travel; the project alternatives were found to have a less-than-significant impact on nonmotorized travel. Please refer to Impact S&S#4 in Section 3.11, Safety and Security, for a discussion of the project impacts on emergency vehicle response times. Please refer to Mitigation Measure SS-MM#1 in Section 3.11 of the Draft EIR/EIS for a discussion of the measure identified to mitigate the project's impacts on emergency vehicle response times within the City of Morgan Hill. It should be noted that the Draft EIR/EIS includes and evaluates alternatives that grade separate crossing roadways within the City of Morgan Hill and alternatives that retain the grade crossings, with improvements.

1469-3253

Refer to Standard Response SJM-Response-TR-3: Gate-Down Time Calculation Details.

The transportation assessment in this Final EIR/EIS accounts for the gate-down time associated with all anticipated train movements. No changes were made to the document.

1469-3254

The noise analysis includes topography in the calculations and impact assessment and future train schedules for all trains that would operate in the project corridor, including HSR, Caltrain, other passenger trains, and freight trains. Trains sound warning horns approaching at-grade crossings because it is required by FRA as a safety precaution. Establishing Quiet Zones is a measure that cannot be implemented by the Authority and would need to be undertaken by local communities. As indicated in NV-MM#4, the Authority would assist with the preparation of technical analysis and provide input for the Quiet Zone application, which the local communities could then use as part of their application to FRA, should they choose to implement them. Establishing Quiet Zones would eliminate train warning horns for all trains approaching at-grade highway and rail crossings under normal, nonemergency situations. Noise mitigation measures, including noise barriers, quiet zones, and sound insulation, would mitigate noise from all trains operating in the right-of-way, in addition to HSR.

1469-3255

Please refer to the response to submission SJM-2072, comment 2941.

1469-3256

The comment expresses concern for business impacts during construction. Impacts on businesses are addressed in Section 3.12, Socioeconomics and Communities. SOCIO-IAMF#1, SOCIO-IAMF#2, and SOCIO-IAMF#3 would be implemented to minimize construction impacts on businesses.

1469-3257

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

Submission 1284 (Marcine Wheatfall, May 19, 2020)

San Jose - Merced - RECORD #1284 DETAIL

Status : Action Pending
Record Date : 5/19/2020
Submission Date : 5/19/2020
Interest As : Individual
First Name : Marcine
Last Name : Wheatfall

Stakeholder Comments/Issues :

To Whom it May Concern,

1284-76

I believe local communities, including homeowners, residents, business owners and investors would appreciate an estimated timeline for anticipated major road closures and resulting expected impact to traffic along each of the proposed, potential High Speed Rail (HSR) routes.

1) Focusing exclusively on my local community Morgan Hill, CA, *please tell me the likeliest estimated dates for beginning construction—as defined by HSR project-related activity impacting roads and traffic for each of the four alternative route plans*, as well as the anticipated time-frames during which our community can expect disruption of local traffic flows on Bailey Avenue, East Main Avenue, East Dunne Avenue and Tenant Avenue and along both 101 South Valley Freeway and Monterey Hwy, bounded by Bailey Avenue to the north, and Hwy 152 Pacheco Pass to the south/ Please provide the same information for Butterfield Avenue which runs parallel to and between 101 and Monterey. Generalized date ranges defined on each end by a month and year will suffice. Please account for currently estimated COVID-19-related delays and budget impacts if any.

1284-77

2) For routing alternatives two and four, please explain how Morgan Hill residents living east of Butterfield Avenue, situated between Cochran Avenue to the North and Tenant Avenue to the South will access downtown Morgan Hill surface streets? Will bridges at East Dunne Avenue and East Main Avenue pass over the High Speed Rail tracks running along either Hwy 101 or the Union Pacific Railroad route?

Thank you in advance for your timely responses.

Sincerely,

Marcine M. Wheatfall

Response to Submission 1284 (Marcine Wheatfall, May 19, 2020)

1284-76

Please refer to Table 2-16 in Chapter 2, Alternatives, of the Final EIR/EIS for this information. Construction is estimated to begin in late 2021 and continue through 2027. Construction would proceed by type of construction and not by geographic area so that overlapping construction could occur in any given area. Most construction is planned to be during daytime hours. Some construction, for example, (e.g., tunnels,) would occur 24 hours a day, 7 days a week. No delays from COVID-19 are currently anticipated.

1284-77

Please refer to Figure 2-49 in Chapter 2, Alternatives, of the Draft EIR/EIS for information about these intersections. Alternative 2 would provide grade separations at these intersections; Alternative 4 would include four-quadrant gates at these intersections.

Submission 1519 (Andrea Wheeler, June 22, 2020)

San Jose - Merced - RECORD #1519 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Andrea
Last Name : Wheeler

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

Dear HSR,

1519-2765

Please put the Gilroy station downtown Gilroy. The days of laxily sprawling just because the land is flat is OVER. We need to concentrate any new development, including maintenance facilities as well as commercial/retail/residential in existing high density areas. For one thing, people want to live and work in walkable/bikable areas. For another, people want to preserve the green spaces and wildlife around the urban cores.

HSR will be a great thing IF it meets 21st century aspirations, not 20th century mistakes.

Andrea Wheeler
San Jose

Sincerely,
Andrea Wheeler
1265 Kottenberg Ave San Jose, CA 95125-2354
awheeler64@yahoo.com

Response to Submission 1519 (Andrea Wheeler, June 22, 2020)

1519-2765

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

The comment's support for a Downtown Gilroy Station, which is included in Alternatives 1, 2, and 4, is noted.

Submission 1731 (Boozie Whip, June 23, 2020)

San Jose - Merced - RECORD #1731 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Boozie
Last Name : Whip

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1731-4436 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1731-4437 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1731-4438 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1731-4439 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1731-4440 | reject the east-of-Gilroy station location.

Sincerely,
Boozie Whip
2252 17th Ave San Francisco, CA 94116-1827
jaderabbit365@gmail.com

Response to Submission 1731 (Boozie Whip, June 23, 2020)

1731-4436

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1731-4437

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1731-4438

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1731-4439

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1731-4440

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1606 (Jeanne Wiens, June 22, 2020)

San Jose - Merced - RECORD #1606 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Jeanne
Last Name : Wiens

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1606-4186 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1606-4187 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1606-4188 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1606-4189 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1606-4190 | reject the east-of-Gilroy station location.

Sincerely,
Jeanne Wiens
825 Calero Ave San Jose, CA 95123-3815
jwbellamia@gmail.com

Response to Submission 1606 (Jeanne Wiens, June 22, 2020)

1606-4186

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1606-4187

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1606-4188

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1606-4189

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1606-4190

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1670 (Cynthia Wilber, June 24, 2020)

San Jose - Merced - RECORD #1670 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/24/2020
Interest As : Individual
First Name : Cynthia
Last Name : Wilber

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1670-4341 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1670-4342 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1670-4343 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1670-4344 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1670-4345 | reject the east-of-Gilroy station location.

Sincerely,
Cynthia Wilber
Gilroy, CA 95020
cwilber1@aol.com

Response to Submission 1670 (Cynthia Wilber, June 24, 2020)

1670-4341

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1670-4342

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1670-4343

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1670-4344

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1670-4345

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1647 (Wayne Wilber, June 24, 2020)

San Jose - Merced - RECORD #1647 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/24/2020
Interest As : Individual
First Name : Wayne
Last Name : Wilber

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1647-5873 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1647-5874 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1647-5875 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1647-5876 | Additionally, I wonder how many burrowing owls, tiger salamanders, red legged frogs, desert tortoises, giant and Fresno Kangaroo rats, and the list goes on (check the California endangered animals listing), will be killed and displaced if the high-speed rail train construction rips through our countryside, (where are the concerned environmentalists on this issue?) not to mention people being displaced from their homes, ranches, and farms.
- 1647-5877 | I would much rather the amount of money this project would cost be spent on improving water infrastructure in California.
- 1647-5878 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1647-5879 | reject the east-of-Gilroy station location.

Sincerely,
 Wayne Wilber
 1600 Henzi Ln Gilroy, CA 95020-9231
 dwilbs@aol.com

Response to Submission 1647 (Wayne Wilber, June 24, 2020)

1647-5873

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1647-5874

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1647-5875

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1647-5876

Please refer to Section 3.7, Biological and Aquatic Resources, of the Draft EIR/EIS for an analysis of impacts on these species. An analysis of displacements is included in Section 3.12, Socioeconomics and Communities, of the Draft EIR/EIS.

1647-5877

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

1647-5878

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1647-5879

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

Submission 1917 (Donald Wilhelm, June 22, 2020)

San Jose - Merced - RECORD #1917 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Donald
Last Name : Wilhelm

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1917-5116 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1917-5117 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1917-5118 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1917-5119 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1917-5120 | reject the east-of-Gilroy station location.

Sincerely,
Donald Wilhelm
576 W Parr Ave Unit 34 Los Gatos, CA 95032-1539
donwil99@pacbell.net

Response to Submission 1917 (Donald Wilhelm, June 22, 2020)

1917-5116

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1917-5117

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1917-5118

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1917-5119

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1917-5120

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1892 (Jennifer Will, June 22, 2020)

San Jose - Merced - RECORD #1892 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Jennifer
Last Name : Will

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1892-5006 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1892-5007 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1892-5008 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1892-5009 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1892-5010 | reject the east-of-Gilroy station location.

Sincerely,
Jennifer Will
964 White Cloud Dr Morgan Hill, CA 95037-6064
jennifer@hdfixer.com

Response to Submission 1892 (Jennifer Will, June 22, 2020)

1892-5006

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1892-5007

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1892-5008

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1892-5009

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1892-5010

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1852 (Ann Willard, June 22, 2020)

San Jose - Merced - RECORD #1852 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Ann
Last Name : Willard

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1852-4851 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1852-4852 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1852-4853 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1852-4854 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1852-4855 | reject the east-of-Gilroy station location.

Sincerely,
Ann Willard
110 Russell Ave Portola Valley, CA 94028-7214
annwillard1@comcast.net

Response to Submission 1852 (Ann Willard, June 22, 2020)

1852-4851

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1852-4852

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1852-4853

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1852-4854

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1852-4855

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1956 (Shirley Willard, June 22, 2020)

San Jose - Merced - RECORD #1956 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Shirley
Last Name : Willard

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1956-5256 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1956-5257 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1956-5258 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1956-5259 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1956-5260 | reject the east-of-Gilroy station location.

Sincerely,
Shirley Willard
7520 Westwood Dr Gilroy, CA 95020-4743
swproperties@verizon.net

Response to Submission 1956 (Shirley Willard, June 22, 2020)

1956-5256

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1956-5257

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1956-5258

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1956-5259

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1956-5260

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1859 (Christopher Williams, June 22, 2020)

San Jose - Merced - RECORD #1859 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Christopher
Last Name : Williams

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

1859-1180 | Please work with local expert conservation agencies to revise these issues in the High Speed Rail Authority's Draft Environmental Impact Report (DEIR), and reject the east-of-Gilroy station location.

1859-1181 | Protect Coyote Valley has brought forth a sound and balanced analysis of the current DEIR, that prioritize the local natural environment and ecological systems, and they must be engaged with as key stakeholders in this process. This organization champions cornerstone cultural values of the Bay Area and greater California community - balancing economic development with conservancy of irreplaceable natural environments, and giving a voice to those that do not have one.

Sincerely,
Christopher Williams
4970 New World Dr San Jose, CA 95136-2847
chriswucb@gmail.com

Response to Submission 1859 (Christopher Williams, June 22, 2020)

1859-1180

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3, SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1859-1181

Protect Coyote Valley is led by Committee for Green Foothills. As shown in Table 9-1 in Chapter 9, Public and Agency Involvement, the Authority met with the Committee for Green Foothills during scoping in March of 2009 to seek input on the scope of the environmental review. The Authority included multiple contacts associated with Committee for Green Foothills on the distribution list for the Draft EIR/EIS. Each of these contacts, as well as other key stakeholders, was notified of the availability of the Draft EIR/EIS and the comment period. Refer to Chapter 10 for a complete list of these stakeholders. Moreover, the Authority received comments from the Committee for Green Foothills on the Draft EIR/EIS and has responded to these comments in this Final EIR/EIS.

Submission 1810 (Guy Williams, June 23, 2020)

San Jose - Merced - RECORD #1810 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Guy
Last Name : Williams

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1810-4686 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1810-4687 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1810-4688 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1810-4689 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1810-4690 | reject the east-of-Gilroy station location.

Sincerely,
Guy Williams
San Jose, CA 95128
guywilliams249@gmail.com

Response to Submission 1810 (Guy Williams, June 23, 2020)

1810-4686

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1810-4687

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1810-4688

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1810-4689

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1810-4690

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1298 (Jeffrey Wilson, May 26, 2020)

San Jose - Merced - RECORD #1298 DETAIL

Status : Action Pending
Record Date : 5/26/2020
Submission Date : 5/26/2020
Interest As : Individual
First Name : Jeffrey
Last Name : Wilson

Stakeholder Comments/Issues :

1298-91

Hi,
My wife and I live on Jerome street which parallels the current CalTrain and Freight tracks which pass through San Jose and split from 87 highway, routing through Gardner Neighborhood and into Downtown San Jose. My concern is due to the possible eminent domain that may occur in our neighborhood. We are amid a global pandemic and there couldn't be a worse time to have to bear the possibility of losing our home that we've worked so hard for. We would like to raise our voices and want everyone to know that opposite the homes on Jerome Street is a Park that would undoubtedly make the most sense for any track expansion. It is disheartening that we are left in the dark and it remains unclear whether our homes will be needed for this project.
Please find our request with urgency - thank you kindly for your time.
-The Wilson's

Response to Submission 1298 (Jeffrey Wilson, May 26, 2020)

1298-91

The Authority appreciates your comment on the Draft EIR/EIS and concerns about potential acquisition of your property. None of the project alternatives evaluated in the Draft EIR/EIS would require the permanent acquisition of private property on Jerome Street in the Gardner neighborhood. No residential or business displacements are anticipated in this location.

Submission 1861 (SUSAN wILSON, June 22, 2020)

San Jose - Merced - RECORD #1861 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : SUSAN
Last Name : wILSON

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1861-4881 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1861-4882 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1861-4883 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1861-4884 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1861-4885 | reject the east-of-Gilroy station location.

Sincerely,
SUSAN wILSON
7015 Redwood Retreat Rd Gilroy, CA 95020-9432
susan@svwilsonlaw.com

Response to Submission 1861 (SUSAN WILSON, June 22, 2020)

1861-4881

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1861-4882

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1861-4883

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1861-4884

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1861-4885

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1633 (Laurie Winslow, June 24, 2020)

San Jose - Merced - RECORD #1633 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/24/2020
Interest As : Individual
First Name : Laurie
Last Name : Winslow

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1633-5857 | Of like to start by starting that I strongly support the High Speed Trail project. But a lot of work has gone into protecting agricultural space and wildlife corridors in the Coyote Valley region. I'm certain that both can be successful. I'm writing to ask that you make the concerns of agriculture and wildlife be part of your concerns/priorities in the Coyote Valley.
- 1633-5858 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1633-5859 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1633-5860 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1633-5861 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1633-5862 | reject the east-of-Gilroy station location.
- Sincerely, Laurie Winslow

Sincerely,
Laurie Winslow
18 Peter Coutts Cir Palo Alto, CA 94305-1098
Ljwinslow@gmail.com

Response to Submission 1633 (Laurie Winslow, June 24, 2020)

1633-5857

The comment is noted and does not indicate any specific concern regarding any of the conclusions in the Draft EIR/EIS.

1633-5858

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1633-5859

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1633-5860

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1633-5861

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1633-5862

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

Submission 1856 (Teri Wiss, June 22, 2020)

San Jose - Merced - RECORD #1856 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Teri
Last Name : Wiss

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1856-4866 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1856-4867 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1856-4868 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1856-4869 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1856-4870 | reject the east-of-Gilroy station location.

Sincerely,
Teri Wiss
1215 Odyssey Ct Santa Cruz, CA 95062-5711
tfwiss@yahoo.com

Response to Submission 1856 (Teri Wiss, June 22, 2020)

1856-4866

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1856-4867

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1856-4868

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1856-4869

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1856-4870

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 2013 (Nanlouise Wolfe, June 22, 2020)

San Jose - Merced - RECORD #2013 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Nanlouise
Last Name : Wolfe

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 2013-5491 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 2013-5492 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 2013-5493 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 2013-5494 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 2013-5495 | reject the east-of-Gilroy station location.

Sincerely,
Nanlouise Wolfe
820 Western Dr Santa Cruz, CA 95060-6823
nlzwolfe@gmail.com

Response to Submission 2013 (Nanlouise Wolfe, June 22, 2020)

2013-5491

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

2013-5492

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

2013-5493

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

2013-5494

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

2013-5495

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 2049 (Julia Wong, June 22, 2020)

San Jose - Merced - RECORD #2049 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Julia
Last Name : Wong

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 2049-6172 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 2049-6173 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 2049-6174 | I care, along with the rest of our community, about effects on wildlife. I believe there will definitely be many animals killed by the High Speed Rail. Therefore, We are against the east of Gilroy station location. Please take the time to work with local expert conservation agencies to revise these issues in the DEIR. Slow down, this has a major impact on our environment. Wildlife matters.
- 2049-6175 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 2049-6176 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 2049-6177 | reject the east-of-Gilroy station location.

Sincerely,

Julia Wong

Sincerely,
Julia Wong
San Jose, CA 95129
juliaw962@gmail.com

Response to Submission 2049 (Julia Wong, June 22, 2020)

2049-6172

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

2049-6173

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

2049-6174

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

2049-6175

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

2049-6176

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

2049-6177

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

Submission 1243 (Ashleigh Wood, May 3, 2020)

San Jose - Merced - RECORD #1243 DETAIL

Status : Action Pending
Record Date : 5/5/2020
Affiliation Type : Individual
Submission Date : 5/3/2020
Interest As : Individual
Submission Method : Project Email
First Name : Ashleigh
Last Name : Wood
Business/Organization :
EIR/EIS Comment : Yes

Stakeholder Comments/Issues :

Hello,

- 1243-19 | I'm writing to share concerns about the proposed HSR. I am a resident of Morgan Hill and must cross the railroad tracks several times every day to get to and from work in Gilroy. Proposed routes 2 and 4 will be supremely disruptive to already congested traffic in this area. When the UP trains cross, traffics backs up quickly and takes time to calm down. Routes 2 and 4 that go through downtown will make this so much worse! Please don't run this through downtown! While the final impact will be terrible, the construction to create the necessary safety crossings and rails will be atrocious for business, residents, and traffic.
- 1243-20 | The train will also be required to make noise as it crosses intersections. This is downtown and will destroy the community with excessive noise and will disrupt businesses and homes alike. At time, I can hear the UP train from a mile away as it blaers through town. Added ten more trains an hour will be a constant nightmare.
- 1243-21 | Many southern commuters cross the UP tacks in San Martin and Gilroy as well. Using option 1 is not much better because it will be so disruptive to these communities as well.
- 1243-22 | Please only consider option 3 that runs the train around the communities of Morgan Hill and Gilroy. And please be clear how the HSR will work with UP to coordinate the commuter train that helps so many residents travel up north for work.

Thank you,
Ashleigh Wood

Response to Submission 1243 (Ashleigh Wood, May 3, 2020)

1243-19

Refer to Standard Response SJM-Response-ALT-1: Alternatives Selection and Evaluation Process.

The commenter's preference for alternatives that do not go through downtown Morgan Hill is noted. The EIR/EIS analyzes two alternatives (Alternatives 1 and 3) that do not cross through downtown Morgan Hill and are grade separated. The EIR/EIS analyzes the traffic, safety, and business disruption effects associated with construction and/or operation of Alternatives 2 and 4, which would go through downtown Morgan Hill. Feasible mitigation to address significant impacts, as appropriate and available, is identified in the EIR/EIS.

1243-20

Refer to Standard Response SJM-Response-GEN-1: Opposition and Comments on the Merits of the Project.

1243-21

Refer to Standard Response SJM-Response-ALT-1: Alternatives Selection and Evaluation Process.

Please refer to Section 3.2.6.2, Roadways, Freeways, and Intersections (Vehicle Circulation), of the Draft EIR/EIS for a discussion of traffic-related impacts. Please also refer to response to submission SJM-1243, comment 19.

1243-22

The comment supports Alternative 3, which avoids downtown Morgan Hill and includes an East Gilroy Station. The comment about selecting Alternative 3 is noted and does not indicate any specific concern regarding any of the conclusions in the Draft EIR/EIS. Please refer to Impact TR#21 in Section 3.2, Transportation, of the Draft EIR/EIS for how HSR will work with the commuter train for travel north to work.

Submission 1782 (Cheryl Woodward, June 23, 2020)

San Jose - Merced - RECORD #1782 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Cheryl
Last Name : Woodward

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1782-4561 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1782-4562 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1782-4563 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1782-4564 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1782-4565 | reject the east-of-Gilroy station location.

Sincerely,
Cheryl Woodward
1051 Judson Dr Mountain View, CA 94040-2310
woodwardcheryl@deanza.edu

Response to Submission 1782 (Cheryl Woodward, June 23, 2020)

1782-4561

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1782-4562

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1782-4563

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1782-4564

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1782-4565

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 2059 (Elizabeth Worchesin, June 22, 2020)

San Jose - Merced - RECORD #2059 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Elizabeth
Last Name : Worchesin

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 2059-5661 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
2059-5662 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 2059-5663 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 2059-5664 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
2059-5665 | reject the east-of-Gilroy station location.

Sincerely,
Elizabeth Worchesin
191 Buchanan Dr Sausalito, CA 94965-1644
catnippr@yaho.com

Response to Submission 2059 (Elizabeth Worchessin, June 22, 2020)

2059-5661

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

2059-5662

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

2059-5663

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

2059-5664

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

2059-5665

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1637 (Nina Wouk, June 24, 2020)

San Jose - Merced - RECORD #1637 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/24/2020
Interest As : Individual
First Name : Nina
Last Name : Wouk

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

It can only be done once, so do it right!

- 1637-5868 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1637-5869 |
- 1637-5870 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1637-5871 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and reject the east-of-Gilroy station location.
- 1637-5872 |

Sincerely,
Nina Wouk
1259 El Camino Real Menlo Park, CA 94025-4208
nwouk@ix.netcom.com

Response to Submission 1637 (Nina Wouk, June 24, 2020)

1637-5868

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1637-5869

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1637-5870

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1637-5871

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1637-5872

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

Submission 1931 (Beverly Wright, June 22, 2020)

San Jose - Merced - RECORD #1931 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Beverly
Last Name : Wright

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1931-5166 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1931-5167 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1931-5168 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1931-5169 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1931-5170 | reject the east-of-Gilroy station location.

Sincerely,
Beverly Wright
105 Brook St San Carlos, CA 94070-4556
bevwright1@yahoo.com

Response to Submission 1931 (Beverly Wright, June 22, 2020)

1931-5166

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1931-5167

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1931-5168

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1931-5169

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1931-5170

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1901 (Lydia Wu, June 22, 2020)

San Jose - Merced - RECORD #1901 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Lydia
Last Name : Wu

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1901-5046 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1901-5047 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1901-5048 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1901-5049 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1901-5050 | reject the east-of-Gilroy station location.

Sincerely,
Lydia Wu
Burlingame, CA 94010
thehappyballerina@gmail.com

Response to Submission 1901 (Lydia Wu, June 22, 2020)

1901-5046

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1901-5047

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1901-5048

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1901-5049

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1901-5050

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1939 (karen zamel, June 22, 2020)

San Jose - Merced - RECORD #1939 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : karen
Last Name : zamel

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

1939-6070

As a citizen of the bay area and Redwood City, we want to eliminate the natural resources impact NOT acknowledged in the EIR.

1939-6071

The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.

1939-6072

The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.

1939-6073

The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and

1939-6074

reject the east-of-Gilroy station location.

Sincerely,
karen zamel
2690 Goodwin Ave Redwood City, CA 94061-2520
karenzamel@gmail.com

Response to Submission 1939 (karen zamel, June 22, 2020)

1939-6070

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1939-6071

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3.

1939-6072

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

1939-6073

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies.

1939-6074

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3.

Submission 1975 (Ameet Zaveri, June 22, 2020)

San Jose - Merced - RECORD #1975 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Ameet
Last Name : Zaveri

Stakeholder Comments/Issues :

1975-382 | Dear California High Speed Rail Authority,

The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area.

1975-383 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.

The Authority should work with local expert conservation agencies to revise these issues in the DEIR. Wildlife crossings are crucial for maintaining a viable population with good genetic diversity.

Sincerely,
Ameet Zaveri
Pleasanton, CA 94566
az3@infoplacement.com

Response to Submission 1975 (Ameet Zaveri, June 22, 2020)

1975-382

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass.

1975-383

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings.

Submission 1490 (Kathryn Zeidenstein, June 22, 2020)

San Jose - Merced - RECORD #1490 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Kathryn
Last Name : Zeidenstein

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1490-3706 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1490-3707 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1490-3708 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1490-3709 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1490-3710 | reject the east-of-Gilroy station location.

Sincerely,
Kathryn Zeidenstein
San Jose, CA 95124
kzeidenstein@yahoo.com

Response to Submission 1490 (Kathryn Zeidenstein, June 22, 2020)

1490-3706

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1490-3707

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1490-3708

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1490-3709

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1490-3710

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1398 (Haizhou zhu, June 18, 2020)

San Jose - Merced - RECORD #1398 DETAIL

Status : Unread
Record Date : 6/18/2020
Submission Date : 6/18/2020
Interest As : Individual
First Name : Haizhou
Last Name : zhu

Stakeholder Comments/Issues :

To whom it may concerns,

- 1398-464 | I strongly object proceeding of this project because the environmental impact is so obvious without any education course needed. Please do not do it in my back yard ! The noise and air pollution will derotate whole environment of community. We had the air traffic noises from the air already everyday.
- 1398-465 | I do NOT think this project will be green flagged if any city council members or officials in charge or state congress men or women live here by themselves. The profile of this community are all working class people even the affordable housing community. Do not run over them freely to make them CAN NOT BREATHE.
- If anyone officials from the city government lives here, please let us know. Then I will U-turn my decision to support this project regardless. My last question is is it really matter for my comments here ? Or it is just a show for business as routine ?
- 1398-466 | My last comment would be I hope the city needs to be careful how to behave for this matter since I did observe a large percentage of foreigners living in this community. Hope there is no dent on the image of US as the shinning world democracy warrior.
- Sorry if I am offending anyone, but I am speaking the truth.

Sincerely,

Robert H Zhu
(317) 908-0680

Response to Submission 1398 (Haizhou zhu, June 18, 2020)

1398-464

Comment noted. Thank you.

1398-465

Section 3.12, Socioeconomics and Communities, of the Draft EIR/EIS, as well as the San Jose to Merced Project Section Draft Relocation Impact Report (Authority 2019b, as cited in Section 3.12 of the Draft EIR/EIS), describe the characteristics of the population and housing in the region, cities, communities, and neighborhoods crossed by the project. The Authority recognizes that some of the communities along the project extent are primarily low-income or minority populations. Impacts on minority and low-income communities are presented in Chapter 5, Environmental Justice, of the Draft EIR/EIS. Chapter 5 describes the Authority's commitment to engaging with environmental justice communities and addressing impacts that are disproportionately high and adverse.

Regarding the commenter's question about if comments truly matter, the Authority considered and responded to every comment received from all commenters. The comments received on the Draft EIR/EIS support the development of the Final EIR/EIS and inform the Authority's decision. All comments are welcomed and appreciated.

1398-466

Comment noted.

Submission 1719 (Sherry Zhu, June 23, 2020)

San Jose - Merced - RECORD #1719 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Sherry
Last Name : Zhu

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1719-4401 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1719-4402 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1719-4403 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1719-4404 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1719-4405 | reject the east-of-Gilroy station location.

Sincerely,
Sherry Zhu
San Francisco, CA 94134
sjzhu@ucsc.edu

Response to Submission 1719 (Sherry Zhu, June 23, 2020)

1719-4401

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1719-4402

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1719-4403

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1719-4404

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1719-4405

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1498 (R. Zierikzee, June 22, 2020)

San Jose - Merced - RECORD #1498 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : R.
Last Name : Zierikzee

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1498-3741 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
- 1498-3742 | fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1498-3743 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and too few in number compared to the impact of construction and operation of the rail.
- 1498-3744 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
- 1498-3745 | reject the east-of-Gilroy station location.

Sincerely,
R. Zierikzee
845 Euclid Ave Apt 4 San Francisco, CA 94118-2520
inor@earthlink.net

Response to Submission 1498 (R. Zierikzee, June 22, 2020)

1498-3741

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1498-3742

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1498-3743

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1498-3744

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1498-3745

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3

Submission 1757 (Eva Zuniga, June 23, 2020)

San Jose - Merced - RECORD #1757 DETAIL

Status : Unread
Record Date : 6/24/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : Eva
Last Name : Zuniga

Stakeholder Comments/Issues :

Dear California High Speed Rail Authority,

- 1757-4486 | The High Speed Rail Authority's Draft Environmental Impact Report (DEIR) wrongly concludes that the rail's
1757-4487 | impact on wildlife connectivity is not significant in Coyote Valley and in the Pacheco Pass area. The DEIR also
fails to acknowledge the significantly-greater agricultural and wildlife impacts resulting from potentially placing a
station and maintenance facility in the County's Agricultural Resource Area on the east side of Gilroy.
- 1757-4488 | The DEIR's description of the wildlife crossings in Coyote Valley is insufficient to determine whether they will
work, and it may interfere with already-planned wildlife crossings. In the southern end of Santa Clara County
running up to the Pacheco Pass area, the proposed wildlife crossings are inadequate to mitigate the impacts of
the project. The crossings are too small, too long, too dark for the animals to see through to the other side, and
too few in number compared to the impact of construction and operation of the rail.
- 1757-4489 | The Authority should work with local expert conservation agencies to revise these issues in the DEIR, and
1757-4490 | reject the east-of-Gilroy station location.

Sincerely,
Eva Zuniga
370 Tomkins Ct Ste D Gilroy, CA 95020-3698
emzje83@gmail.com

Response to Submission 1757 (Eva Zuniga, June 23, 2020)

1757-4486

Refer to Standard Response SJM-Response-BIO-1: Wildlife Connectivity in Coyote Valley and Pacheco Pass

1757-4487

Refer to Standard Response SJM-Response-BIO-2: Greater Wildlife Impacts Associated with Alternative 3

1757-4488

Refer to Standard Response SJM-Response-BIO-3: Coyote Valley Wildlife Crossings

1757-4489

Refer to Standard Response SJM-Response-OUT-3: Coordination with Local Conservation Agencies

1757-4490

Refer to Standard Response SJM-Response-ALT-3: Rejection of Alternative 3