



# MADERA IRRIGATION DISTRICT

12162 ROAD 2877 • MADERA • CA 93637-9199 • (559) 673-3514 • FAX (559) 673-0564

December 10, 2009

## BOARD OF DIRECTORS

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Ms. Carrie Bowen, Regional Director  
California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA. 95814

Subject: Merced to Fresno HST Project EIR/EIS, Opposition to Route A3

Dear Ms. Bowen:

This letter expresses Madera Irrigation District's (MID) strong opposition to proposed Route A3 of the California High-Speed Rail system in the Fresno-Merced corridor. And the process, to date at least, through which both private parties and public agencies that will be impacted are being afforded input.

MID is a local public agency formed in 1920 pursuant to California law and is overseen by a publically elected five (5) member Board of Directors. MID's mission statement is "to obtain and manage affordable (emphasis added) surface and groundwater supplies in a manner which will ensure the long term viability of irrigated agriculture within the District".

Based upon available mapping of the A3 route (copy attached), it is readily apparent that:

- Virtually all of MID's water delivery facilities west of Highway 99 will be crossed requiring substantial alteration District canals, pipelines, control structures, related water delivery facilities and rights of way.

The A3 route will directly impact the District's daily functions and normal operations including but not limited to:

- Increased travel times,
- Increased vehicle mileage,
- Increased operating costs for District field employees to complete necessary tasks due an inability to travel directly and efficiently, between work sites, and/or
- An increased number of employees being required to complete necessary tasks.

The A3 route also portends to directly impact District finances through:

- Increased operating costs,
- Reduced federal facilities capital repayment capacity,
- Increased staffing requirements,
- Reduced land based assessments, and

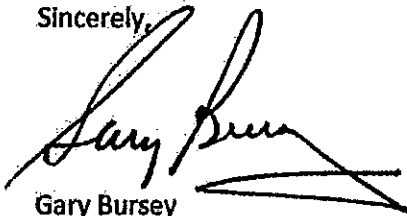
- Reduced water sales revenues as impacted farm lands currently served by MID are taken out of production and/or lose their economic viability.

The A3 route will also materially increase the usage of District vehicles with resulting impacts to air quality. In this matter it must be noted that in certain instances District vehicles are restricted in their annual hours of operation which may, as a result, require the District to replace otherwise useable equipment to deal with the inefficient, longer, travel routes created.

Finally the HS Rail outreach process to date has been, in a word, deplorable. Without exception "normal practice" on large and/or controversial projects is direct contact early-on with effected agencies and major interest groups. That rather than the nonexistent, "lightening bolt out of nowhere", outreach process as has occurred to date.

In closing MID is ready and willing to attempt to work with HS Rail Authority Directors, staff and consultants with the hope and expectation that mutually acceptable solutions to the numerous impacts, issues and problems can be found.

Sincerely,

A handwritten signature in black ink, appearing to read "Gary Bursey". The signature is stylized with a large, sweeping initial "G" and a long, horizontal stroke at the end.

Gary Bursey  
MID Board President

Enclosure



# MADERA IRRIGATION DISTRICT

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## LEGAL COUNSEL

MICHAEL A. CAMPOS

December 22, 2009

Senator Dave Cogdill  
4974 E Clinton Way, Suite 'C'  
Fresno, CA. 93727

Senator Jeff Denham  
1231 8<sup>th</sup> Street  
Modesto, CA. 95354

Assemblyman Michael Villines  
6245 N. Fresno Street, Suite 210  
Fresno, CA. 93710

Assemblyman Tom Berryhill  
1912 Standiford Ave, Suite 4  
Modesto, CA. 95350

**Subject: California High Speed Rail, Opposition to and Impacts of Route A-3**

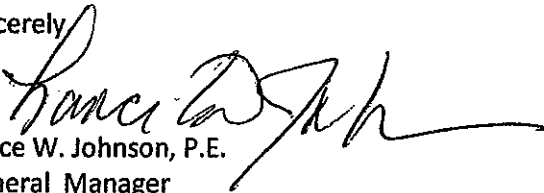
**Dear Senators Cogdill and Denham and Assemblymen Villines and Berryhill:**

I am writing this letter on behalf of farmers and water users within Madera Irrigation District, portions of which are within each of your Districts, to express concerns with the impacts the California High Speed Rail system's proposed A-3 Route will have on MID and the farmers and lands we serve. For your reference I am enclosing a copy of the District's December 10 letter to Ms. Carrie L. Bowen, Regional Director of the CHSR listing, point by point, the impacts the A-3 route will have on MID and the lands we serve. Profound would be an understatement of those impacts.

It would be one thing if other agricultural areas along the CHSR route were being affected to the same, or even remotely similar degree, but they are not. Based on a review of the reportedly preferred alignment nowhere else anywhere in the San Joaquin Valley are the impacts to agriculture remotely close to being as severe nor as extensive as they are in Madera County. Further even though the problems and issues associated with the original A-2 route, following existing rail road corridors, in other areas of the valley are, arguably at least, the same or similar to those in Madera County CHSR officials and consultants are not providing rational explanations as to why the A-3 route must be followed through Madera County.

The District and its land owners and water users seek your oversight and assistance in this most important matter. As we understand the process, while California voters approved Proposition 1A additional legislative oversight and action is required before final routes are selected. We urge you to consider and be mindful of the impacts that route A-3 will have on Madera County farmers and request you encourage the CHSR Authority to reconsider the A-2 route through Madera County as the preferred alternative.

Sincerely



Lance W. Johnson, P.E.  
General Manager

Enclosure      December 10, 2009 letter to Ms. Carrie L. Bowen

cc      Board of Directors  
Madera County Farm Bureau  
Chowchilla Water District  
Madera County Board of Supervisors  
Madera City Council