

## **APPENDIX 3.11-A: SAFETY AND SECURITY LOCAL AND REGIONAL PLANS AND LAWS CONSISTENCY ANALYSIS**

## APPENDIX 3.11-A: SAFETY AND SECURITY LOCAL AND REGIONAL PLANS AND LAWS CONSISTENCY ANALYSIS

This appendix addresses California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) requirements to describe a proposed project's inconsistencies or conflicts with applicable local and regional plans and laws. CEQA Guidelines require that an environmental impact report (EIR) discuss any inconsistencies between the proposed project and applicable general plans, specific plans, and regional plans (Guidelines, § 15125(d)). NEPA regulations<sup>1</sup> require a discussion of conflicts between a proposed undertaking and the objectives of federal, regional, state, local and tribal<sup>2</sup> land use plans, policies, and laws, as well as a description of the extent to which the Authority would reconcile the inconsistencies (Council on Environmental Quality Regulations, §§ 1502.16(c), 1506.2(d)).

Although the Volume 1, *Merced to Fresno Section: Central Valley Wye Final Supplemental Environmental Impact Report/Supplemental Environmental Impact Statement* describes the Central Valley Wye alternatives' inconsistency with local and regional plans and laws in order to provide a context for the project, inconsistency with such plans and laws is not considered an environmental impact.

Table 1 of this appendix provides the following:

- A determination for each applicable local and regional plan or law that identifies whether the Central Valley Wye alternatives are consistent or inconsistent with the goals, objectives, policies, or ordinances that each applicable local and regional plan or law contains.
- In the event that an inconsistency has been identified the following information has been provided:
  - An explanation of why the Central Valley Wye alternatives are inconsistent;
  - A discussion of approaches the Authority has committed to take to reconcile any inconsistency. Such approaches consist of impact avoidance and minimization features (described in Volume 2, Technical Appendices, Appendix 2-B, California High-Speed Rail Authority Environmental Commitments: Impact Avoidance and Minimization Features); and activities described in Volume 2, Appendix 2-C, Applicable Design Standards.
  - The rationale for carrying forth the Central Valley Wye alternatives if it remains inconsistent with the local and regional plan or law despite these approaches.
- Where it has been determined that the Central Valley Wye alternatives are consistent with a local and regional goal, objective, policy, or law, neither reconciliation nor the rationale behind it are required and Table 1 shows this as "N/A".

---

<sup>1</sup> NEPA regulations refer to the regulations issued by the Council for Environmental Quality located at 40 CFR Part 1500.

<sup>2</sup> No designated tribal lands exist in the vicinity of the Central Valley Wye alternatives and no analysis of tribal land use policies is provided.

**Table 1 Applicable Local and Regional Plan and Law Consistency or Inconsistency, Reconciliation, and Rationale**

Applicable Local and Regional Plan / Law	Inconsistency	Reconciliation	Rationale
<b>2030 Merced County General Plan (2013a)</b>			
<p>Policy CIR-4.1: Encourage a complete, safe, and interconnected bicycle and pedestrian circulation system that serves both commuter and recreational travel, and provides access to major destinations within and between urban communities and cities.</p>	<p>Inconsistent                      Consistent with implementation of SS-IAMF#1, Construction Safety Transportation Management Plan, and SS-IAMF#2, Safety and Security Management Plan.                      The Central Valley Wye alternatives would encourage a complete, safe, interconnection system.</p>	<p>Through SS-IAMF#1, the Authority would maintain emergency vehicle access during construction and allow a complete, safe, and interconnected circulation system.                      Through SS-IAMF#2, the Authority would comply with FRA requirements for tracks, equipment, railroad operating rules, and practices, including the passenger equipment safety standards set forth in the <i>Highway-Rail Grade Crossing Guideline for High-Speed Passenger Rail</i> (FRA 2009) that would improve passenger rail safety and minimize the possibility of collisions.</p>	<p>The Authority is mandated to construct and operate the HSR project. This is a state-level project that would have benefits across multiple resources areas. The project design includes measures to minimize impacts on human safety.</p>
<p>Goal CIR-5: Maintain and expand a rail transportation system that provides safe, efficient, and reliable movement of freight and passengers within and through Merced County.</p>	<p>Consistent</p>	<p>N/A</p>	<p>N/A</p>
<p>Policy CIR-5.4: Encourage alternatives to at-grade rail crossings at existing and future roads.</p>	<p>Inconsistent                      Consistent with implementation of SS-IAMF#2.                      Operation of the Central Valley Wye alternatives potentially increases the number of at-grade rail crossings at future roads.</p>	<p>Through SS-IAMF#2, the Authority would comply with FRA requirements for tracks, equipment, railroad operating rules, and practices, including the passenger equipment safety standards set forth in the <i>Highway-Rail Grade Crossing Guideline for High-Speed Passenger Rail</i> (FRA 2009) that would improve passenger rail safety and minimize the possibility of collisions.</p>	<p>The Authority is mandated to construct and operate the HSR project. This is a state-level project that would have benefits across multiple resources areas. The project design includes measures to minimize impacts on human safety.</p>

Applicable Local and Regional Plan / Law	Inconsistency	Reconciliation	Rationale
<p>Goal HS-3: Minimize the exposure of county residents and public and private property to the effects of urban and wildland fires.</p>	<p>Inconsistent</p> <p>Consistent with implementation of SS-IAMF#2 and SS-IAMF#3, Hazard Analyses.</p> <p>Operation of the Central Valley Wye alternatives potentially increases emergency response times when running trains block vehicle routes along at-grade crossings. Train derailment from the operation of the Central Valley Wye alternatives could increase the effects of urban and wildland fires.</p>	<p>Through SS-IAMF#2, the Authority would implement fire/life safety programs that address the safety of passengers and employees during emergency response. The fire/life safety programs would be coordinated with local emergency response organizations to provide them with an understanding of the rail system, facilities, and operations, and to obtain their input for modifications to emergency response operations and facilities, such as evacuation routes.</p> <p>Through SS-IAMF#3 the Authority would follow the FRA's <i>Collision Hazard Analysis Guide: Commuter and Intercity Passenger Service</i> (FRA 2007) which provides a step-by-step procedure on how to perform a hazard analysis and how to develop effective mitigation strategies that would improve passenger rail safety and minimize the possibility of train derailments and collisions.</p>	<p>The Authority is mandated to construct and operate the HSR project. This is a state-level project that would have benefits across multiple resources areas. The project design includes measures to minimize impacts on human safety and emergency response times.</p>
<p>Policy PFS-7.6: Strive to achieve and maintain optimum staffing levels and appropriate response times to provide adequate emergency medical services for all county residents.</p>	<p>Inconsistent</p>	<p>Through SS-IAMF#1, the Authority would maintain emergency vehicle access during construction.</p> <p>Through SS-IAMF#2, the Authority would implement fire/life safety programs that address the safety of passengers and employees during emergency response. The fire/life safety programs would be coordinated with local emergency response organizations to provide them with an understanding of the rail system, facilities, and operations, and to obtain their input for modifications to emergency response operations and facilities, such as evacuation routes.</p>	<p>The Authority is mandated to construct and operate the HSR project. This is a state-level project that would have benefits across multiple resources areas. The project design includes measures to minimize impacts on emergency response times.</p>

Applicable Local and Regional Plan / Law	Inconsistency	Reconciliation	Rationale
<b>Merced County Emergency Operations Plan (2013b)</b>			
Goal/Policy: Facilitates multijurisdictional and interagency coordination	Consistent	N/A	N/A
Goal/Policy: Serves as a county plan to be used for pre-emergency planning in addition to emergency operations.	Inconsistent. The Central Valley Wye alternatives would be in compliance with state and federal safety regulations; therefore, local safety requirements for plans in emergency operations would not be required.	Through SS-IAMF#1, the Authority would maintain emergency vehicle access during construction. Through SS-IAMF#2, the Authority would follow safety system program plans designed to protect the safety and security of construction workers and users of the HSR, and implement construction safety and health plans to establish minimum safety and health guidelines for contractors of, and visitors to, construction projects.	The Authority is mandated to identify and assess safety and security hazards that directly or indirectly impact the safety of passengers, employees, rolling stock, and facilities of the HSR system.
Goal/Policy: Establishes the organizational framework for implementation of the California Standardized Emergency Management System, within Merced County.	Inconsistent. The Central Valley Wye alternatives would be in compliance with state and federal safety regulations; therefore, local safety requirements for plans in emergency operations would not be required.	Through SS-IAMF#2, the Authority would follow safety system program plans designed to protect the safety and security of construction workers and users of the HSR, and implement construction safety and health plans to establish minimum safety and health guidelines for contractors of, and visitors to, construction projects.	The Authority is mandated to identify and assess safety and security hazards that directly or indirectly affect the safety of passengers, employees, rolling stock, and facilities of the HSR system.
Goal/Policy: Establishes the operational concepts and procedures associated with Initial Response Operations (field response) to emergencies, the Extended Response Operations (County Emergency Operations Center activities) and the recover process.	Inconsistent. The Central Valley Wye alternatives would be in compliance with state and federal safety regulations; therefore, local safety requirements for plans in emergency operations would not be required.	Through SS-IAMF#2, the Authority would follow safety system program plans designed to protect the safety and security of construction workers and users of the HSR, and to implement construction safety and health plans to establish minimum safety and health guidelines for contractors of, and visitors to, construction projects.	The Authority is mandated to identify and assess safety and security hazards that directly or indirectly affect the safety of passengers, employees, rolling stock, and facilities of the HSR system.

Applicable Local and Regional Plan / Law	Inconsistency	Reconciliation	Rationale
<b>Merced County Municipal Code (2013c)</b>			
Title 2, Chapter 2.72: Emergency Services and Operational Area Council, provides for the preparation and carrying-out of plans for the protection of persons and property within the county in the event of an emergency; the direction of the emergency organization; and the coordination of the emergency functions of the county with all other public agencies, corporations, organizations, and affected private persons.	Inconsistent. The Central Valley Wye alternatives would be in compliance with state and federal safety regulations; therefore, local safety requirements for plans in emergency operations would not be required.	Through SS-IAMF#2, the Authority would follow safety system program plans designed to protect the safety and security of construction workers and users of the HSR, and implement construction safety and health plans to establish minimum safety and health guidelines for contractors of, and visitors to, construction projects.  Through SS-IAMF#3, the Authority would perform hazard analyses for deterrence and detection of as well as the response to criminal and terrorist acts for rail facilities and system operations.	The Authority is mandated to identify and assess safety and security hazards that directly or indirectly affect the safety of passengers, employees, rolling stock, and facilities of the HSR system.
<b>Merced Vision 2030 General Plan (2015a)</b>			
Policy S-2.2 Encourage the improvement of all public facilities and infrastructure such as natural gas, fuel, sewer, water, electricity, and railroad lines and equipment with up-to-date seismic safety features.	Consistent	N/A	N/A
<b>City of Merced Draft Local Hazard Mitigation Plan (2015b)</b>			
Goal/Policy: The Draft Local Hazard Mitigation Plan identifies potential natural hazards that threaten communities, such as flooding, earthquakes, fire, and fog. The intent of the plan is to help save lives and reduce property damage.	Consistent	N/A	N/A

Applicable Local and Regional Plan / Law	Inconsistency	Reconciliation	Rationale
<b>Madera County Municipal Code (1989)</b>			
<p>Chapter 18.88.040: Public Utilities: Communications equipment buildings, substations, underground and overhead transmission lines and power lines above seventy KV, trunk and interregional communication lines, and supporting structures shall be permitted in any district, subject to review by the zoning administrator.</p> <p>Public utility distribution and transmission lines, both overhead and underground, shall be permitted in all districts without limitation as to height except in AAO airport/airspace overlaid districts, and without the necessity of first obtaining a use permit; provided, however, that the routes of proposed electric transmission lines shall be submitted to the planning commission for recommendation prior to acquisition of rights-of-way therefore.</p>	Consistent	N/A	N/A
<b>Madera County General Plan (1995)</b>			
<p>Policy 2.A.9: The County shall coordinate the development and maintenance of all transportation facilities with emergency service providers to ensure continued emergency service operation and service levels.</p>	Consistent	N/A	N/A
<p>Goal 2.D: To promote a safe and efficient mass transit system, including both rail and bus, to reduce congestion, improve the environment, and provide viable non-automotive means of transportation in and through Madera County.</p>	Consistent	N/A	N/A

Applicable Local and Regional Plan / Law	Inconsistency	Reconciliation	Rationale
Policy 2.D.12: The County shall coordinate with the California High Speed Rail Authority, cities, and other local agencies to locate High Speed Rail corridors in Madera County in a manner that minimizes disruptions.	Consistent	N/A	N/A
Policy 2.D.13: The County shall ensure all at-grade rail crossings with roads have appropriate safety equipment.	Inconsistent Consistent with implementation of SS-IAMF#2. Operation of the Central Valley Wye alternatives potentially increases the number of at-grade rail crossings at future roads.	Through SS-IAMF#2, the Authority would comply with FRA requirements for tracks, equipment, railroad operating rules, and practices, including the passenger equipment safety standards set forth in the <i>Highway-Rail Grade Crossing Guideline for High-Speed Passenger Rail</i> (FRA 2009) that would improve passenger rail safety and minimize the possibility of collisions.	The Authority is mandated to construct and operate the HSR project. This is a state-level project that would have benefits across multiple resources areas. The project design includes measures to minimize impacts on human safety.
Policy 2E.1: The County shall promote the development of a comprehensive and safe system of bicycle routes for short-range commuting and shopping trips and recreational uses. Bikeways should be constructed that will serve the greatest number of users.	Inconsistent The Central Valley Wye alternatives would be in compliance with state and federal safety regulations; therefore, local safety requirements for plans in emergency operations would not be required.	Through SS-IAMF#1, the Authority would maintain emergency vehicle access during construction and allow a complete, safe, and interconnected circulation system. Through SS-IAMF#2, the Authority would comply with FRA requirements for tracks, equipment, railroad operating rules, and practices, including the passenger equipment safety standards set forth in the <i>Highway-Rail Grade Crossing Guideline for High-Speed Passenger Rail</i> (FRA 2009) that would improve passenger rail safety and minimize the possibility of collisions.	The Authority is mandated to construct and operate the HSR project. This is a state-level project that would have benefits across multiple resources areas. The project design includes measures to minimize impacts on human safety.
Policy 2E.8: The County shall continue to enhance pedestrian safety at intersections in unincorporated communities by providing safe, well-placed pedestrian crossings, bulb-outs that reduce crossing widths, and/or audio sound warnings, where applicable, warranted, and financially feasible.	Inconsistent. The Central Valley Wye alternatives would be in compliance with state and federal safety regulations; therefore, local safety requirements for plans in emergency operations would not be required.	Through SS-IAMF#2, the Authority would follow safety system program plans designed to protect the safety and security of construction workers and users of the HSR, and implement construction safety and health plans to establish minimum safety and health guidelines for contractors of, and visitors to, construction projects.	The Authority is mandated to identify and assess safety and security hazards that directly or indirectly affect the safety of passengers, employees, rolling stock, and facilities of the HSR system.

Applicable Local and Regional Plan / Law	Inconsistency	Reconciliation	Rationale
<p>Policy 2.F.9: The County shall strive to minimize traffic conflicts among automobiles, trucks, and trains, and shall strive to ensure adequate safety measures are in place to protect residents from truck and rail hazards.</p>	<p>Inconsistent                      Consistent with implementation of SS-IAMF#2.                      Operation of the Central Valley Wye alternatives potentially increases the number of at-grade rail crossings at future roads.</p>	<p>Through SS-IAMF#2, the Authority would comply with FRA requirements for tracks, equipment, railroad operating rules, and practices, including the passenger equipment safety standards set forth in the <i>Highway-Rail Grade Crossing Guideline for High-Speed Passenger Rail</i> (FRA 2009) that would improve passenger rail safety and minimize the possibility of collisions.</p>	<p>The Authority is mandated to construct and operate the HSR project. This is a state-level project that would have benefits across multiple resources areas. The project design includes measures to minimize impacts on human safety.</p>
<p>Goal 3.G: To ensure the prompt and efficient provision of law enforcement, fire, and emergency medical facility and service needs.</p>	<p>Inconsistent.                      The Central Valley Wye alternatives would be in compliance with state and federal safety regulations; therefore, local safety requirements for plans in emergency operations would not be required.</p>	<p>Through SS-IAMF#2, the Authority would follow safety system program plans designed to protect the safety and security of construction workers and users of the HSR, and implement construction safety and health plans to establish minimum safety and health guidelines for contractors of, and visitors to, construction projects.                      Through SS-IAMF#3, the Authority would perform hazard analyses for deterrence and detection of as well as the response to criminal and terrorist acts for rail facilities and system operations.</p>	<p>The Authority is mandated to identify and assess safety and security hazards that directly or indirectly affect the safety of passengers, employees, rolling stock, and facilities of the HSR system.</p>
<p>Policy 3.G.1: The County shall ensure the provision of effective law enforcement, fire, and emergency medical services to unincorporated areas.</p>	<p>Inconsistent.                      The Central Valley Wye alternatives would be in compliance with state and federal safety regulations; therefore, local safety requirements for plans in emergency operations would not be required.</p>	<p>Through SS-IAMF#2, the Authority would follow safety system program plans designed to protect the safety and security of construction workers and users of the HSR, and implement construction safety and health plans to establish minimum safety and health guidelines for contractors of, and visitors to, construction projects.                      Through SS-IAMF#3, the Authority would perform hazard analyses for deterrence and detection of as well as the response to criminal and terrorist acts for rail facilities and system operations.</p>	<p>The Authority is mandated to identify and assess safety and security hazards that directly or indirectly affect the safety of passengers, employees, rolling stock, and facilities of the HSR system.</p>

Applicable Local and Regional Plan / Law	Inconsistency	Reconciliation	Rationale
<p>Policy 3.G.4: The County shall require that new development is designed to maximize safety and security and minimize fire hazard risks to life and property.</p>	<p>Inconsistent. The Central Valley Wye alternatives would be in compliance with state and federal safety regulations; therefore, local safety requirements for fire safety would not be required.</p>	<p>Through SS-IAMF#2, the Authority would implement fire/life safety programs that address the safety of passengers and employees during emergency response</p>	<p>The Authority is mandated to identify and assess safety and security hazards that directly or indirectly affect the safety of passengers, employees, rolling stock, and facilities of the HSR system.</p>
<p>Policy 3.H.2: The County shall encourage local fire protection agencies in the county to maintain the following as minimum standards (expressed as average first alarm response times to emergency calls):</p> <ul style="list-style-type: none"> <li>a. 10 minutes in urban areas</li> <li>b. 15 minutes in suburban areas</li> <li>c. 20 minutes in rural areas</li> </ul>	<p>Inconsistent Consistent with implementation of SS-IAMF#2. Operation of the Central Valley Wye alternatives potentially increases emergency response times when running trains block vehicle routes along at-grade crossings. Train derailment from the operation of the Central Valley Wye alternatives could increase the effects of urban and wildland fires.</p>	<p>Through SS-IAMF#2, the Authority would implement fire/life safety programs that address the safety of passengers and employees during emergency response. The fire/life safety programs would be coordinated with local emergency response organizations to provide them with an understanding of the rail system, facilities, and operations, and to obtain their input for modifications to emergency response operations and facilities, such as evacuation routes.  Through SS-IAMF#3, the Authority would follow the FRA's <i>Collision Hazard Analysis Guide: Commuter and Intercity Passenger Service</i> (FRA 2007) which provides a step-by-step procedure on how to perform a hazard analysis and how to develop effective mitigation strategies that would improve passenger rail safety and minimize the possibility of train derailments and collisions.</p>	<p>The Authority is mandated to construct and operate the HSR project. This is a state-level project that would have benefits across multiple resources areas. The project design includes measures to minimize impacts on human safety and emergency response times.</p>
<p>Policy 3.H.5: The County shall ensure that all proposed developments are reviewed for compliance with fire safety standards by responsible local fire agencies per the <i>Uniform Fire Code</i> and other state and local ordinances.</p>	<p>Inconsistent. The Central Valley Wye alternatives would be in compliance with state and federal safety regulations; therefore, local safety requirements for plans in fire and emergency medical services would not be required.</p>	<p>Through SS-IAMF#2, the Authority would follow safety system program plans designed to protect the safety and security of construction workers and users of the HSR, and implement construction safety and health plans to establish minimum safety and health guidelines for contractors of, and visitors to, construction projects, including the implementation of fire/life safety programs and creation of evacuation routes.</p>	<p>The Authority is mandated to identify and assess safety and security hazards that directly or indirectly affect the safety of passengers, employees, rolling stock, and facilities of the HSR system.</p>

Applicable Local and Regional Plan / Law	Inconsistency	Reconciliation	Rationale
<p>Policy 6.C.5: The County shall require development to have adequate access for fire and emergency vehicles and equipment. All major subdivisions shall have two points of ingress and egress.</p>	<p>Inconsistent. The Central Valley Wye alternatives would be in compliance with state and federal safety regulations; therefore, local safety requirements for plans in emergency operations including access to firefighting equipment and evacuation routes would not be required.</p>	<p>Through SS-IAMF#2, the Authority would follow safety system program plans designed to protect the safety and security of construction workers and users of the HSR, and implement construction safety and health plans to establish minimum safety and health guidelines for contractors of, and visitors to, construction projects, including the implementation of fire/life safety programs and creation of evacuation routes.</p>	<p>The Authority is mandated to identify and assess safety and security hazards that directly or indirectly affect the safety of passengers, employees, rolling stock, and facilities of the HSR system.</p>
<p><b>Madera County Emergency Operations Plan (2010)</b></p>			
<p>Goal/Policy: Serves as a county plan to be used for pre-emergency planning in addition to emergency operations.</p>	<p>Inconsistent. The Central Valley Wye alternatives would be in compliance with state and federal safety regulations; therefore, local safety requirements for plans in emergency operations would not be required.</p>	<p>Through SS-IAMF#1, the Authority would maintain emergency vehicle access during construction. Through SS-IAMF#2, the Authority would follow safety system program plans designed to protect the safety and security of construction workers and users of the HSR, and implement construction safety and health plans to establish minimum safety and health guidelines for contractors of, and visitors to, construction projects.</p>	<p>The Authority is mandated to identify and assess safety and security hazards that directly or indirectly affect the safety of passengers, employees, rolling stock, and facilities of the HSR system.</p>
<p><b>Madera County Municipal Code (2013)</b></p>			
<p>Title 2, Chapter 2.78: Emergency Services and Disaster, establishes the county emergency services organization and provides for the preparation and carrying out of plans for the protection of persons and property within the county in the event of an emergency; the direction of the emergency organization; the coordination of the emergency functions of the county with all other governmental agencies, incorporated areas, corporations, organizations, and affected private persons.</p>	<p>Inconsistent. The Central Valley Wye alternatives would be in compliance with state and federal safety regulations; therefore, local safety requirements for plans in emergency operations would not be required.</p>	<p>Through SS-IAMF#2, the Authority would follow safety system program plans designed to protect the safety and security of construction workers and users of the HSR, and implement construction safety and health plans to establish minimum safety and health guidelines for contractors of, and visitors to, construction projects.  Through SS-IAMF#3, the Authority would perform hazard analyses for deterrence and detection of as well as the response to criminal and terrorist acts for rail facilities and system operations.</p>	<p>The Authority is mandated to identify and assess safety and security hazards that directly or indirectly affect the safety of passengers, employees, rolling stock, and facilities of the HSR system.</p>

Applicable Local and Regional Plan / Law	Inconsistency	Reconciliation	Rationale
<b>City of Chowchilla 2040 General Plan (2011)</b>			
Policy PS 1.3: Geologic and engineering studies are required for all public and critical facility projects (e.g., school, hospital, utility substation, water storage reservoir, wastewater treatment facility, public safety building, bridges and overpasses).	Consistent	N/A	The Central Valley Wye alternatives would not be subject to local safety policies; however, its design would conform to accepted professional standards for safety. This includes the preparation of geotechnical studies during the design phase to avoid potential problems.
Policy PS 1.4: Ensure new and redevelopment projects comply with adopted seismic and geotechnical requirements of the Uniform Building Code.	Consistent	N/A	The Central Valley Wye alternatives would not be subject to local safety policies; however, its design would conform to accepted professional standards for seismic safety and geotechnical requirements.
Policy PS 4.2: New and redevelopment projects in which the elimination of a wildland fire hazard would require the significant removal of, or damage to, established trees and other riparian vegetation associated with Ash Slough or Berenda Slough shall not be permitted.	Inconsistent. The Central Valley Wye alternatives would be in compliance with state and federal safety regulations; therefore, local safety requirements for fire safety would not be required.	Through SS-IAMF#2, the Authority would implement fire/life safety programs that address the safety of passengers and employees during emergency response.	The Authority is mandated to identify and assess safety and security hazards that directly or indirectly affect the safety of passengers, employees, rolling stock, and facilities of the HSR system.
Policy PS 5.6: The City of Chowchilla shall require that new development provide adequate access for emergency vehicles, particularly firefighting equipment, as well as provide evacuation routes, where applicable.	Inconsistent. The Central Valley Wye alternatives would be in compliance with state and federal safety regulations; therefore, local safety requirements for plans in emergency operations including access to firefighting equipment and evacuation routes would not be required.	Through SS-IAMF#2, the Authority would follow safety system program plans designed to protect the safety and security of construction workers and users of the HSR, and implement construction safety and health plans to establish minimum safety and health guidelines for contractors of, and visitors to, construction projects, including the implementation of fire/life safety programs and creation of evacuation routes.	The Authority is mandated to identify and assess safety and security hazards that directly or indirectly affect the safety of passengers, employees, rolling stock, and facilities of the HSR system.

Applicable Local and Regional Plan / Law	Inconsistency	Reconciliation	Rationale
<p>Policy PS 6.1: Provide for efficient and cost-effective fire and emergency medical service to minimize potential injury, loss, or destruction to persons or property.</p>	<p>Inconsistent. The Central Valley Wye alternatives would be in compliance with state and federal safety regulations; therefore, local safety requirements for plans in fire and emergency medical services would not be required.</p>	<p>Through SS-IAMF#2, the Authority would follow safety system program plans designed to protect the safety and security of construction workers and users of the HSR, and implement construction safety and health plans to establish minimum safety and health guidelines for contractors of, and visitors to, construction projects, including the implementation of fire/life safety programs and creation of evacuation routes.</p>	<p>The Authority is mandated to identify and assess safety and security hazards that directly or indirectly affect the safety of passengers, employees, rolling stock, and facilities of the HSR system.</p>
<p>Policy PS 10.2: The City of Chowchilla shall require as a component of the environmental review process, a hazardous material inventory for project sites, including an assessment of materials and operations for any development applications. Particular attention shall be paid to land that previously contained agricultural uses.</p>	<p>Inconsistent The Central Valley Wye alternatives would be in compliance with state and federal safety regulations; therefore, local safety requirements for the environmental review process, including a hazardous materials inventory would not be required.</p>	<p>Through SS-IAMF#2, the Authority would follow safety system program plans designed to protect the safety and security of construction workers and users of the HSR, and implement construction safety and health plans to establish minimum safety and health guidelines for contractors of, and visitors to, construction projects.</p>	<p>The Authority is mandated to identify and assess safety and security hazards that directly or indirectly affect the safety of passengers, employees, rolling stock, and facilities of the HSR system. Rail systems must comply with FRA requirements for tracks, equipment, railroad operating rules, and practices.</p>
<p>Policy PS 10.7: The City of Chowchilla shall require that all new habitable structures be setback at least 85 feet from the nearest railroad track. These setback areas shall be measured from the edge of the outermost railroad track.</p>	<p>Inconsistent The Central Valley Wye alternatives would be in compliance with state and federal safety regulations; therefore, local safety requirements for plans in emergency operations including setback areas would not be required.</p>	<p>Through SS-IAMF#2, the Authority would follow safety system program plans designed to protect the safety and security of construction workers and users of the HSR, and implement construction safety and health plans to establish minimum safety and health guidelines for contractors of, and visitors to, construction projects.</p>	<p>The Authority is mandated to identify and assess safety and security hazards that directly or indirectly affect the safety of passengers, employees, rolling stock, and facilities of the HSR system. Rail systems must comply with FRA requirements for tracks, equipment, railroad operating rules, and practices.</p>

Applicable Local and Regional Plan / Law	Inconsistency	Reconciliation	Rationale
<p>Policy PS 14.1: Enhance and maintain pedestrian safety through the inclusion of well-designed streets, sidewalks, crosswalks, traffic control devices, and school routes throughout the City.</p>	<p>Inconsistent. The Central Valley Wye alternatives would be in compliance with state and federal safety regulations; therefore, local safety requirements for plans in emergency operations would not be required.</p>	<p>Through SS-IAMF#2, the Authority would follow safety system program plans designed to protect the safety and security of construction workers and users of the HSR, and implement construction safety and health plans to establish minimum safety and health guidelines for contractors of, and visitors to, construction projects.</p>	<p>The Authority is mandated to identify and assess safety and security hazards that directly or indirectly affect the safety of passengers, employees, rolling stock, and facilities of the HSR system.</p>
<p><b>City of Chowchilla Municipal Code (2012)</b></p>			
<p>Chapter 2.28: Emergency Services Act, provides for the preparation and carrying out of plans for the protection of persons and property within this city in the event of a disaster; to provide for the coordination of civil defense and disaster functions of this city with all other public agencies, private persons, corporations and organizations in the compliance with the state of California's Standardized Emergency Management System. Any expenditures made in connection with such civil defense or disaster activities, including mutual ad activities, shall be deemed conclusively to be the benefit of the inhabitants and the property of the city.</p>	<p>Inconsistent. The Central Valley Wye alternatives would be in compliance with state and federal safety regulations; therefore, local safety requirements for plans in fire and emergency medical services would not be required.</p>	<p>Through SS-IAMF#2, the Authority would follow safety system program plans designed to protect the safety and security of construction workers and users of the HSR, and implement construction safety and health plans to establish minimum safety and health guidelines for contractors of, and visitors to, construction projects, including the implementation of fire/life safety programs and creation of evacuation routes.</p>	<p>The Authority is mandated to identify and assess safety and security hazards that directly or indirectly affect the safety of passengers, employees, rolling stock, and facilities of the HSR system.</p>

Applicable Local and Regional Plan / Law	Inconsistency	Reconciliation	Rationale
<b>Fresno County General Plan (2003)</b>			
<p>Policy HS-D.3 The County shall require that a soils engineering and geologic-seismic analysis be prepared by a California-registered engineer or engineering geologist prior to permitting development, including public infrastructure projects, in areas prone to geologic or seismic hazards (i.e., fault rupture, groundshaking, lateral spreading, lurchcracking, fault creep, liquefaction, subsidence, settlement, landslides, mudslides, unstable slopes, or avalanche).</p>	<p>Consistent</p>	<p>N/A</p>	<p>N/A</p>
<b>Fresno County Multi-Hazard Mitigation Plan (2009)</b>			
<p>Goal/Policy: This plan documents Fresno County's hazard mitigation planning process and identifies relevant hazards and vulnerabilities and strategies the County and participating jurisdictions will use to decrease vulnerability and increase resiliency and sustainability in Fresno County.</p>	<p>Consistent</p>	<p>N/A</p>	<p>N/A</p>

Applicable Local and Regional Plan / Law	Inconsistency	Reconciliation	Rationale
<b>Stanislaus County Airport Land Use Compatibility Plan (2016)</b>			
Goal/Policy: The <i>Stanislaus County Airport Land Use Compatibility Plan (ALUCP)</i> contains the individual Compatibility Plan for three airports in Stanislaus County: the Modesto City-County Airport, the Oakdale Municipal Airport, and the former Crows Landing Air Facility. As adopted by the Stanislaus County Airport Land Use Commission, the basic function of the plan is to promote compatibility between these airports and the land uses surrounding them to the extent that these areas have not already been devoted to incompatible uses. The plan accomplishes this function through establishment of a set of compatibility criteria applicable to new development around each airport.	Consistent	N/A	N/A
<b>Stanislaus County Emergency Operations Plan (2015)</b>			
Goal/Policy: The Emergency Operations Plan (EOP) addresses the planned response to extraordinary emergency situations associated with natural or human-caused disasters, technological incidents, and national security emergencies in or affecting the County of Stanislaus. The EOP serves as the basis for response as well as recovery efforts and activities within the County.	Consistent	N/A	N/A

Applicable Local and Regional Plan / Law	Inconsistency	Reconciliation	Rationale
<b>Stanislaus County Local Hazard Mitigation Plan (2016)</b>			
Goal/Policy: The Stanislaus County Local Hazard Mitigation Plan identifies risks posed by disasters, and identifies ways to minimize damage from those disasters.	Consistent	N/A	N/A
<b>Oakdale Municipal Airport Master Plan (1996)</b>			
Goal/Policy: The Oakdale Municipal Airport Master Plan defines primary, approach, transitional, horizontal, and conical surfaces	Consistent	N/A	N/A
<b>Waterford Vision 2025 General Plan (2006)</b>			
Policy S-2.2 Encourage the improvement of all public facilities and infrastructure such as natural gas, fuel, sewer, water, electricity, and railroad lines and equipment with up-to-date seismic safety features.	Consistent	N/A	N/A
<b>City of Waterford Local Hazard Mitigation Plan (2011a)</b>			
Goal/Policy: The EOP is a preparedness document and is designed to be read, understood, and exercised prior to an emergency. The EOP was developed in accordance with the Standardized Emergency Management System (SEMS) and the National Incident Management System (NIMS).	Consistent	N/A	N/A

Applicable Local and Regional Plan / Law	Inconsistency	Reconciliation	Rationale
<b>City of Waterford Emergency Operations Plan (2011b)</b>			
Goal/Policy: The purpose of City of Waterford Emergency Operations Plan (EOP) is to establish a comprehensive approach to various identified natural, man-made and technological disasters. The EOP provides an overview of operational concepts; identifies the components of the City's Emergency Management Organization; and describes overall responsibilities of federal, state and local agencies.	Consistent	N/A	N/A

Sources: Merced County, 2013a; Merced County, 2013b; Merced County, 2013c; City of Merced, 2015a; City of Merced, 2015b; Madera County, 1989; Madera County, 1995; Madera County, 2010; Madera County, 2013; City of Chowchilla, 2011; City of Chowchilla, 2012; Fresno County, 2003; Fresno County, 2009; Stanislaus County Airport Land Use Commission, 2016; Stanislaus County, 2015; Stanislaus County, 2016; City of Oakdale, 1996; City of Waterford, 2006; City of Waterford, 2011a; City of Waterford, 2011b

FRA = Federal Railroad Administration

IAMF = impact avoidance and minimization feature

SS = Safety and Security

Authority = California High-Speed Rail Authority

N/A = Reconciliation nor the rationale behind it are provided as it has been determined that the Central Valley Wye alternatives are consistent with requirements and reconciliation will therefore not be required.

## References

- City of Chowchilla. 2011. *Chowchilla 2040 General Plan Update*.  
[http://www.ci.chowchilla.ca.us/comdev/com\\_econ\\_development.htm#reports](http://www.ci.chowchilla.ca.us/comdev/com_econ_development.htm#reports) (accessed: June 9, 2016).
- . 2012. *Chowchilla Municipal Code, Chapter 2.28, Emergency Services Act*.  
<http://library.municode.com/index.aspx?clientId=16268> (accessed March 21, 2014).
- City of Merced. 2015a. *Merced Vision 2030 General Plan*. Chapter 11, Safety. Adopted January 3, 2012; reflects amendments through August 21, 2015.  
[https://www.cityofmerced.org/depts/cd/planning/merced\\_vision\\_2030\\_general\\_plan.asp](https://www.cityofmerced.org/depts/cd/planning/merced_vision_2030_general_plan.asp) (accessed September 26, 2016).
- . 2015b. *City of Merced Draft Local Hazard Mitigation Plan*. Adopted March 16, 2015.  
[https://www.cityofmerced.org/depts/cd/planning/draft\\_local\\_hazard\\_mitigation\\_plan/draft\\_documents.asp](https://www.cityofmerced.org/depts/cd/planning/draft_local_hazard_mitigation_plan/draft_documents.asp) (accessed September 26, 2016).
- City of Oakdale. 1996. *Oakdale Municipal Airport Master Plan 1995-2015*.  
[http://media.wix.com/ugd/49e361\\_9c9892626a934832817b3a9eb1f920d8.pdf](http://media.wix.com/ugd/49e361_9c9892626a934832817b3a9eb1f920d8.pdf) (accessed September 27, 2016).
- City of Waterford. 2006. *Waterford Vision 2025 General Plan*. Adopted October 26, 2006.  
<http://cityofwaterford.org/departments/planning/general-plan/> (accessed September 27, 2016).
- . 2011a. *Draft Local Hazard Mitigation Plan*.  
<http://cityofwaterford.org/wp-content/uploads/2010/09/HMP-Policy-draft.pdf> (accessed September 26, 2016).
- . 2011b. *City of Waterford Emergency Operations Plan*.  
<http://50.87.249.78/~cityofw9/wp-content/uploads/2011/11/EOP-Final-Combined-11-7-11-2.pdf> (accessed September 26, 2016).
- Federal Railroad Administration (FRA). 2007. *Collision Hazard Analysis Guide: Commuter and Intercity Passenger Service*. October 2007.
- . 2009. *Highway-Rail Grade Crossing Guideline for High-Speed Passenger Rail*. Version 1.0. November 2009.
- Fresno County. 2003. *Fresno County General Plan*. Adopted October 3, 2000; reflects amendments through March 25, 2003.  
<http://www.co.fresno.ca.us/DepartmentPage.aspx?id=68048> (accessed September 26, 2016).
- . 2009. *Fresno County Multi-Hazard Mitigation Plan*.  
[http://hazardmitigation.calema.ca.gov/docs/approved\\_lhmps\\_under\\_2008\\_fema\\_guidance/Fresno\\_MHMP.pdf](http://hazardmitigation.calema.ca.gov/docs/approved_lhmps_under_2008_fema_guidance/Fresno_MHMP.pdf) (accessed September 26, 2016).
- Madera County. 1989. *Madera County Code Municipal Code, Chapter 18.88.040: Public Utilities*.  
[https://www.municode.com/library/ca/madera\\_county/codes/code\\_of\\_ordinances?nodeId=TIT18ZO\\_CH18.88LAUSRE\\_18.88.040PUUT](https://www.municode.com/library/ca/madera_county/codes/code_of_ordinances?nodeId=TIT18ZO_CH18.88LAUSRE_18.88.040PUUT) (accessed October 20, 2016).
- . 1995. *Madera County General Plan*. Adopted October 24, 1995. Madera, CA.  
[www.madera-county.com/rma/planningdept/planning\\_dept\\_docs.html](http://www.madera-county.com/rma/planningdept/planning_dept_docs.html) (accessed July 2010).
- . 2010. *Operational Area Emergency Operations Plan*.  
[www.madera-county.com/index.php/emergency-operations-plan](http://www.madera-county.com/index.php/emergency-operations-plan) (accessed June 18, 2013).
- . 2013. *Madera County Code Municipal Code, Title 2.78: Emergency Services and Disaster*.  
<https://library.municode.com/index.aspx?clientId=16466> (accessed March 21, 2014).

- Merced County. 2013a. *2030 Merced County General Plan*. Merced, CA. Adopted December 10, 2013.
- . 2013b. *County of Merced Emergency Operations Plan*. [www.co.merced.ca.us/BoardAgenda/2013/MG189171/AS189204/AS189214/AI189266/D0188949/all\\_pages.pdf](http://www.co.merced.ca.us/BoardAgenda/2013/MG189171/AS189204/AS189214/AI189266/D0188949/all_pages.pdf) (accessed June 13, 2016).
- . 2013c. *Merced County Municipal Code, Title 2 Administration, Chapter 2.72, Office of Emergency Services and Operational Area Council*. [www.qcode.us/codes/mercedcounty/](http://www.qcode.us/codes/mercedcounty/) (accessed March 21, 2014).
- Stanislaus County Airport Land Use Commission. 2016. *Stanislaus Airport Land Use Compatibility Plan*. Adopted October 6. [https://www.stancounty.com/planning/agenda-aluc/Draft\\_ALUCP.pdf](https://www.stancounty.com/planning/agenda-aluc/Draft_ALUCP.pdf) (accessed November 10, 2016).
- Stanislaus County 2015. *Stanislaus County Emergency Operations Plan*. <http://www.stanoes.com/pdf/sc-eop.pdf> (accessed September 26, 2016).
- . 2016. *Draft Local Hazard Mitigation Plan*. Adopted January 12, 2006; reflects amendments through September 2016. <http://www.stanoes.com/pdf/lhmp/LocalHazardMitigationPlan.pdf> (accessed September 26, 2016).