



ARNOLD SCHWARZENEGGER
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



CYNTHIA BRYANT
DIRECTOR

Notice of Preparation

August 20, 2008

To: Reviewing Agencies
Re: Auto Club Speedway Event Center
SCH# 2008081077

RECEIVED
AUG 25 2008
LAND USE SERVICES DEPT.
ADVANCE PLANNING DIVISION

Attached for your review and comment is the Notice of Preparation (NOP) for the Auto Club Speedway Event Center draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Doug Feremenga
San Bernardino County Land Use Services Development
385 N. Arrowhead Avenue, 1st Floor
San Bernardino, CA 92415-0182

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Assistant Deputy Director & Senior Planner, State Clearinghouse

Attachments
cc: Lead Agency

Document Details Report
State Clearinghouse Data Base

SCH# 2008081077
Project Title Auto Club Speedway Event Center
Lead Agency San Bernardino County

Type NOP Notice of Preparation

Description The proposed project entails modifications to the noise standards for all Auto Club (formerly California) Speedway Event Center (project) facility operations on a 550-acre site within the City of Fontana's sphere of influence in unincorporated San Bernardino County. The Speedway accommodates a two (2)-mile D-shaped oval track 75 feet in width with a 15-foot apron. The track encircles suites and associated facilities, the pit, and access ways. Also the facility hosts an interior American Motorcyclist Association (AMA) motorcycle track, an exterior cart track and a National Hot Rod Association (NHRA) drag strip. A grandstand lies south of the track with more than 92,000 seats. A midway with restaurants and food service, entertainment, and vendor display facilities lies south of the grandstand. Parking is located inside the track and in lots around the periphery of the site, accommodating more than 31,000 spaces. The Speedway has been in operation since in 1997. The maximum attendance is based on available parking and is currently is capped at 110,000.

Lead Agency Contact

Name Doug Feremenga
Agency San Bernardino County Land Use Services Development
Phone (909) 387-0236 **Fax**
email
Address 385 N. Arrowhead Avenue, 1st Floor
City San Bernardino **State** CA **Zip** 92415-0182

Project Location

County San Bernardino
City Fontana
Region
Cross Streets West of Cherry Avenue/North of San Bernardino Avenue
Lat / Long
Parcel No. 0231-011-09-0000
Township 1S **Range** 6W **Section** 15SE **Base** SBB&M

Proximity to:

Highways
Airports
Railways Kaiser Spur
Waterways
Schools Elementary; Redwood and Almond; Sequoia Middle
Land Use SD-COM (Special Development - Commercial)

Project Issues Noise

Reviewing Agencies Resources Agency; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Game, Region 6; Native American Heritage Commission; Caltrans, District 8; Regional Water Quality Control Board, Region 8

Date Received 08/20/2008 **Start of Review** 08/20/2008 **End of Review** 09/18/2008

Resources Agency

Resources Agency
Nadell Gayou

Dept. of Boating & Waterways
David Johnson

California Coastal Commission
Elizabeth A. Fuchs

Colorado River Board
Gerald R. Zimmerman

Dept. of Conservation
Sharon Howell

California Energy Commission
Dale Edwards

Cal Fire
Allen Robertson

Office of Historic Preservation
Wayne Donaldson

Dept of Parks & Recreation
Environmental Stewardship Section

Central Valley Flood Protection Board
Mark Herald

S.F. Bay Conservation & Dev't. Comm.
Steve McAdam

Dept. of Water Resources
Resources Agency
Nadell Gayou

Conservancy

Fish and Game

Dept. of Fish & Game
Scott Flint
Environmental Services Division

Fish & Game Region 1
Donald Koch

Fish & Game Region 1E
Laurie Harnsberger

Fish & Game Region 2
Jeff Drongesen

Fish & Game Region 3
Robert Fioerke

Fish & Game Region 4
Julie Vance

Fish & Game Region 5
Don Chadwick
Habitat Conservation Program

Fish & Game Region 6
Gabrina Gatchel
Habitat Conservation Program

Fish & Game Region 6 IM
Gabrina Getchel
Inyo/Mono, Habitat Conservation Program

Dept. of Fish & Game M
George Isaac
Marine Region

Other Departments

Food & Agriculture
Steve Shaffer
Dept. of Food and Agriculture

Dept. of General Services
Public School Construction

Dept. of General Services
Anna Garbelf
Environmental Services Section

Dept. of Public Health
Veronica Malloy
Dept. of Health/Drinking Water

Independent Commissions, Boards

Delta Protection Commission
Debbie Eddy

Office of Emergency Services
Dennis Castrillo

Governor's Office of Planning & Research
State Clearinghouse

Native American Heritage Comm.
Debbie Treadway

Public Utilities Commission
Ken Lewis

Santa Monica Bay Restoration
Guangyu Wang

State Lands Commission
Marina Brand

Tahoe Regional Planning Agency (TRPA)
Cherry Jacques

Business, Trans. & Housing

Caltrans - Division of Aeronautics
Sandy Hesnard

Caltrans - Planning
Terri Pencovic

California Highway Patrol
Shirley Kelly
Office of Special Projects

Housing & Community Development
CEQA Coordinator
Housing Policy Division

Dept. of Transportation

Caltrans, District 1
Rex Jackman

Caltrans, District 2
Marcelino Gonzalez

Caltrans, District 3
Bruce de Terra

Caltrans, District 4
Lisa Carboni

Caltrans, District 5
David Murray

Caltrans, District 6
Michael Navarro

Caltrans, District 7
Elmer Alvarez

Caltrans, District 8
Dan Kopulsky

Caltrans, District 9
Gayle Rosander

Caltrans, District 10
Tom Dumas

Caltrans, District 11
Jacob Armstrong

Caltrans, District 12
Ryan P. Chamberlain

Cal EPA

Air Resources Board
Airport Projects
Jim Leiner

Transportation Projects
Ravi Ramalingam

Industrial Projects
Mike Tollstrup

California Integrated Waste Management Board
Sue O'Leary

State Water Resources Control Board
Regional Programs Unit
Division of Financial Assistance

State Water Resources Control Board
Student Intern, 401 Water Quality Certification Unit
Division of Water Quality

State Water Resources Control Board
Steven Herrera
Division of Water Rights

Dept. of Toxic Substances Control
CEQA Tracking Center

Department of Pesticide Regulation
CEQA Coordinator

Regional Water Quality Control Board (RWQCB)

RWQCB 1
Cathleen Hudson
North Coast Region (1)

RWQCB 2
Environmental Document Coordinator
San Francisco Bay Region (2)

RWQCB 3
Central Coast Region (3)

RWQCB 4
Teresa Rodgers
Los Angeles Region (4)

RWQCB 5S
Central Valley Region (5)

RWQCB 5F
Central Valley Region (5)
Fresno Branch Office

RWQCB 5R
Central Valley Region (5)
Redding Branch Office

RWQCB 6
Lahontan Region (6)

RWQCB 6V
Lahontan Region (6)
Victorville Branch Office

RWQCB 7
Colorado River Basin Region (7)

RWQCB 8
Santa Ana Region (8)

RWQCB 9
San Diego Region (9)

Other

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5390
www.nahc.ca.gov
ds_nahc@pacbell.net

2008 SEP 15 AM 11:06



September 9, 2008

Mr. Doug Feremenga

San Bernardino County Land Use Services Department

385 N. Arrowhead Avenue, 1st Floor
San Bernardino, CA 92415-0182

Re: SCH# 2008081077: CEQA Notice of Preparation (NOP) draft Environmental Impact Report (DEIR) for Auto Club Speedway Event Center, located within the City of Fontana's Sphere of Influence, San Bernardino County, California

Dear Mr. Feremenga:

Thank you for the opportunity to comment on the above-referenced document. The Native American Heritage Commission is the state agency designated for the protection of California's Native American cultural resources. The California Environmental Quality Act (CEQA) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR per the California Code of Regulations § 15064.5(b)(c) (CEQA Guidelines). In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE),' and if so, to mitigate that effect. To adequately assess the project-related impacts on historical resources, the Commission recommends the following action:

- √ Contact the appropriate California Historic Resources Information Center (CHRIS). Contact information for the 'Information Center' nearest you is available from the State Office of Historic Preservation in Sacramento (916/653-7278). The record search will determine:
 - If a part or the entire (APE) has been previously surveyed for cultural resources.
 - If any known cultural resources have already been recorded in or adjacent to the APE.
 - If the probability is low, moderate, or high that cultural resources are located in the APE.
 - If a survey is required to determine whether previously unrecorded cultural resources are present.
- √ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
 - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
- √ Contact the Native American Heritage Commission (NAHC) for:
 - * A Sacred Lands File (SLF) search of the project area and information on tribal contacts in the project vicinity who may have information on cultural resources in or near the APE. Please provide us site identification as follows: USGS 7.5-minute quadrangle citation with name, township, range and section. This will assist us with the SLF.
 - Also, we recommend that you contact the Native American contacts on the attached list to get their input on the effect of potential project (e.g. APE) impact. In many cases a culturally-affiliated Native American tribe or person will be the only source of information about the existence of a cultural resource.
- √ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
 - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5 (f) of the California Code of Regulations (CEQA Guidelines). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, is recommended should monitor all ground-disturbing activities.
 - Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.

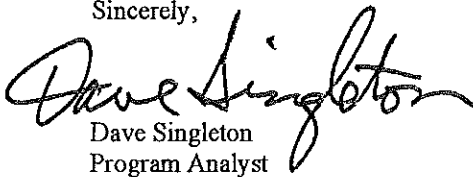
0/ Lead agencies should include provisions for discovery of Native American human remains or unmarked cemeteries in their mitigations plans.

- CEQA Guidelines §15064.5(d) requires the lead agency to work with the Native Americans identified by this Commission if the Initial Study identifies the presence or likely presence of Native American human remains within the APE. CEQA Guidelines provide for agreements with Native American groups, identified by the NAHE, to ensure the appropriate and dignified treatment of Native American human remains and any associated grave goods.
- Health and Safety Code §7050.5, Public Resources Code §5097.98 and CEQA Guidelines §15064.5(d) mandate procedures to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

√ Lead agencies should consider avoidance, as defined in CEQA Guidelines §15370 when significant cultural resources are discovered during the course of project planning or execution.

Please feel free to contact me at (916) 653-6251 if you have any questions.

Sincerely,

A handwritten signature in cursive script that reads "Dave Singleton". The signature is written in black ink and is positioned above the printed name and title.

Dave Singleton
Program Analyst

Attachment: Native American Contact List.

Cc: State Clearinghouse

San Bernardino County
September 9, 2008

Pechanga Band of Mission Indians
Paul Macarro, Cultural Resource Center
P.O. Box 1477 Luiseno
Temecula , CA 92593
(951) 308-9295 Ext 8106
(951) 676-2768
(951) 506-9491 Fax

Ramona Band of Cahuilla Mission Indians
Joseph Hamilton, Chairman
P.O. Box 391670 Cahuilla
Anza , CA 92539
admin@ramonatribe.com
(951) 763-4105
(951) 763-4325 Fax

San Manuel Band of Mission Indians
James Ramos, Chairperson
26569 Community Center Drive Serrano
Highland , CA 92346
(909) 864-8933
(909) 864-3724 - FAX
(909) 864-3370 Fax

Ti'At Society
Cindi Alvitre
6515 E. Seaside Walk, #C Gabriellino
Long Beach , CA 90803
calvitre@yahoo.com
(714) 504-2468 Cell

Gabrielino/Tongva San Gabriel Band of Mission
Anthony Morales, Chairperson
PO Box 693 Gabriellino Tongva
San Gabriel , CA 91778
ChiefRBwife@aol.com
(626) 286-1632
(626) 286-1758 - Home
(626) 286-1262 Fax

Gabrielino/Tongva Council / Gabrielino Tongva Nation
Sam Dunlap, Tribal Secretary
761 Terminal Street; Bldg 1, 2nd floor Gabriellino Tongva
Los Angeles , CA 90021
office @tongvatribes.net
(213) 489-5001 - Office
(909) 262-9351 - cell
(213) 489-5002 Fax

Morongo Band of Mission Indians
Michael Contreras, Cultural Heritage Prog. Manager
13000 Fields Road Cahuilla
Banning , CA 92220 Serrano
(951) 755-5025
(951) 201-1866 - cell
(951) 922-0105 Fax

San Manuel Band of Mission Indians
Ann Brierty, Environmental Department
101 Pure Water Lane Serrano
Highland , CA 92346
abrierty@sanmanuel-nsn.gov
(909) 863-5899 EXT-4321

(909) 862-5152 Fax

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2008081077; CEQA NOP; DEIR for Auto Club Speedway; located within the City of Fontan Sphere of Influence; San Bernardino County, California.

~~Native American Contacts~~
San Bernardino County
September 9, 2008

Serrano Nation of Indians
Goldie Walker
6588 Valaria Drive Serrano
Highland , CA 92346
(909) 862-9883

Soboba Band of Luiseno Indians
Erica Helms, Cultural Resources Manager
P.O. Box 487 Luiseno
San Jacinto , CA 92581
dhill@soboba-nsn.gov
(951) 654-2765
FAX: (951) 654-4198

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2008081077; CEQA NOP; DEIR for Auto Club Speedway; located within the City of Fontan Sphere of Influence; San Bernardino County, California.

2ep-15-08

2008 SEP 16 AM 9:03

att # ① Doug Feremenga

Re: Notice of Preparation of A
Draft Supplement (EIR) For the
Auto Club Speedway Event Center

From: Salvador and Elizabeth Lopez

FAX pages ⑦ including cover page.

FAX to 387-3223

LAND USE SERVICES DEPARTMENT

385 North Arrowhead Avenue • San Bernardino, CA 92415-0182
(909) 387-4141 • Fax (909) 387-4228
<http://www.sbcounty.gov/landuseservices>



COUNTY OF SAN BERNARDINO
PUBLIC AND SUPPORT
SERVICES GROUP

JULIE BYNERSON ROCK
Director

SEP 19 2008

LAND USE SERVICES DEPT.
ADVANCE PLANNING DIVISION

NOTICE OF PREPARATION OF A DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT FOR THE AUTO CLUB (FORMERLY CALIFORNIA) SPEEDWAY EVENT CENTER

The San Bernardino County Land Use Services Department will prepare a Supplemental Environmental Impact Report (EIR) for the proposed modification to the noise standards for all Auto Club (formerly California) Speedway Event Center (project) facility operations. The project is located on a 550-acre site west of Cherry Avenue and to the north of San Bernardino Avenue within the City of Fontana's sphere of influence in unincorporated San Bernardino County.

The Speedway accommodates a two (2)-mile D-shaped oval track 75 feet in width with a 15-foot apron. The track encircles suites and associated facilities, the pit, and access ways. Also the facility hosts an interior American Motorcyclist Association (AMA) motorcycle track, an exterior cart track and a National Hot Rod Association (NHRA) drag strip. A grandstand lies south of the track with more than 92,000 seats. A midway with restaurants and food service, entertainment, and vendor display facilities lies south of the grandstand. Parking is located inside the track and in lots around the periphery of the site, accommodating more than 31,000 spaces. The Speedway has been in operation since 1997. The maximum attendance is based on available parking and is currently is capped at 110,000.

This notice is a request for environmental information that you or your organization believes should be addressed in the SEIR. Due to time limits, as defined by the California Environmental Quality Act (CEQA), your response should be sent at the earliest possible date, but no later than September 19, 2008. Comments and questions may be directed to Doug Feremenga, Senior Planner, 385 North Arrowhead Avenue, First Floor, San Bernardino, CA 92415-0182.

The text of the Initial Study is posted on the County Land Use Services Department web page at www.sbcounty.gov/landuseservices. Click on "Public Notices," and then "Environmental Documents Public Notices."

A copy of the Initial Study may be viewed at the San Bernardino County Library, Fontana Branch, 8437 Sierra Avenue, Fontana, CA 92335

See Attachments:

contact us if you have any questions.

*Salvador and Elizabeth Lopez
13932 Whittram Ave. Fontana, CA 92335*

(909) 428-2921

MARK UFFER
County Administrative Officer

NORMAN A. KANOLD
Assistant County Administrator
Public and Support Services
Group

BRAD MITZELFELT
PAUL E. FINE, Chair

Board of Supervisors
First District
Second District
JOSEL SCHZARFS

DENNIS HANSBERGER
GARY C. OVITT, Vice Chair
Fifth District

Third District
Fourth District

Sep. 14, 2008

Land Use Services Department
Doug Feremenga, Senior Planner
385 North Arrowhead Ave. Firth Floor
San Bernardino, CA. 92410-0182

Salvador and Elizabeth Lopez
13932 Whittram Ave.
Fontana, CA. 92335
909-428-2921

Dear Mr. Feremenga,

God had a good plan laid out for each one of us long before we made our appearances on this earth. It is not a plan of failure, misery, poverty, sickness, disaster, and disease. God's plan is a good plan, a plan for life and health, happiness, hope and fulfillment. We are greatly comforted that the EIR will be entrusted in you to restore and provide protection of the citizens and override the planned modification the noise standards for the well being for the people of Fontana and San Bernardino County.

The area north of the California Speedway property between the Whittram Avenue and to the east of Redwood Avenue is designated single residential with a maximum density of 4 units per acre and consists of a mixture of residential homes used for residential use and agricultural uses. The closest residences to the project are located approximately 570 feet from the start line of the Dragstrip site (page 4.3.-4 land use DEIR).

The AAA Auto Club Speedway Event Center facility is proposing the modification of noise and air standards simply because they are out of compliance with the noise standards for nearby sensitive receptors, such as single family residences, as well as many schools and churches in the area. The new Event Center facility includes an American Motorcyclist Association motorcycle track, exterior cart track, and NHRA drag strip. An analysis of these new sporting events were not included in the EIR previously prepared for the California Speedway and now need to be analyzed. The noise from the drag strip has been recorded at levels of 130 dba's and above at our residents, which is located 570 feet from the starting line of the drag strip.

The noise levels from the AAA Auto Club Speedway are required to be maintained at or below County standards (Development Code Section 87.905 b.) except during the six premier racing events, including the NASCAR Winston Cup and CART Indy Car events. On page 4.6-9 of the Draft Environmental Impact Report for the California Speedway dated January 1995 (SCH

#94082080) the Short Term Noise Measurement Data Table 4.6-4 shows noise levels that were record during racing time to be 51 dba Leq and the weighted maximum noise level was at 68 dba Lmax. Measurements were taking at Turn 3, noise monitoring date shows that the greatest influence on noise impacts is the **specific class** of car being raced. "The noise levels experienced during the race was stated at levels in the high 80's. Page 4.6-14 Noise". This EIR was for the six major auto races for AAA Auto Club Speedway is only, NASCAR Winston Cup, CART Indy Car and other premier racing events only (page 3 -4 Summary), for the months of April to October. This study did not analyze the noise impacts of drag racing with the drag strip located at the north side of the California Speedway property.

So that brings me to this point: **Title 24** of the California Administrative Code governs interior noise levels for detached single family residential units in California. It requires that accountability studies be prepared prior to construction that exceeds 60 dbas. Studies are required to establish mitigation measures that will ensure that noise levels are kept to 45 dbas in any inhabitable room.

San Bernardino County needs to offer mitigation measures to reduce or avoid any significant noise impacts to the residents, schools, churches and animals that are being significantly impacted by the noise from drag racing. Noise levels from drag racing exceed allowable limits and is severely impacting our health. The County must require set backs for the drag strip from surrounding properties to allow it to operate safely without impacting the neighboring properties. There are many residential property surrounding the Speedway that need to be taken into consideration when proposing set backs to the speedway, such as was done at Irwindale Speedway. The Irwindale Speedway maintains their noise levels at not louder than 84 dB at their property line and the nearest resident is more than a quarter mile away. It is unreasonable for the County to expect residents at properties surrounding the Speedway (most of whom purchased their property before the Speedway was constructed) to put up with such high levels of noise. Like Irwindale, the California Speedway should be required to maintain its noise inside its own property.

Federal, State, local laws, including but not limited to ordinances and regulation, must be reviewed before considering the modification of noise for the Speedway to avoid violating the rights of the neighboring properties. This has been an oversight on previous approvals, which resulted in residents being denied our right to the quiet and peaceful enjoyment of our property. Also, it is my understanding that the operation of the Speedway is in conflict with state law which does not permit this type of operation with in a quarter mile from any School due to pollution and noise that exceeds legal standards. The proposed noise modification should not conflict with this State directive. Other analysis, studies, reports and conditions

from beginning of the project to date should also be reviewed, including but not limited to EIR's and Planned Development Reports, to ensure conflicts with this State law are not allowed.

The Speedway has failed to properly provide notice to Local, State and Federal agencies prior to making significant changes to the operations of its facility. For example, the Speedway relocated the drag strip that was approved for Street legal racing only at the south property line to the north property line of the speedway. After relocating the drag strip, the Speedway began allowing non-street legal vehicles to race. These non-street legal vehicles produce much higher noise levels than the street legal dragsters. As a result, the Speedway often violates the existing noise level standards. We have measured noise levels over 110 dB at our property. The Speedway is currently only allowed to race dragsters that run on gas only, however we have witness many vehicles that use various other fuel including be not limit to nitro, methanol, alcohol and other prohibited fuels. The Speedway is currently not complying with the conditions placed upon it and the lead agencies are not enforcing the conditions. We have provided notice of these violations to many agencies including but not limited to County Code Enforcement, AQMD, EHS, Planning Department, SCAG and the Board of Supervisors, but all of these agencies have turned a deaf ear to our complaints. There needs to have adequate enforcement of the existing conditions and ordinances before modification of any sort may take place.

The dragsters aren't identified in the EIR **dated January 1995** as being racing events that are allowed to use relaxed noise level standards. On page 1-1 introduction of draft EIR report it states the Speedway would host NASCAR Winston CUP, CART INDY and other premier racing events three to 6 times per year. These are the only races that are allowed to use the relaxed noise standards.

The dragsters generate high noise levels and are a nuisance to residents, school, churches and animals and other sensitive receptors in the areas. There needs to be an Alternative site for the dragsters to be able to use at a different location and the drag strip needs to go back south side of the property, where the dragway was approved for street legal racing only.

Federal

The US Department of Housing and Urban development (HUD) lists an Ldn of 45 dba as its goal for interior noise in residence built with HUD funding. The California Speedway clearly violates HUD's goal.

State of California

In order to limit population exposure to physically and or physiologically damaging noise levels, the State of California and San Bernardino County (and most municipalities in the State) have

established standards and ordinances to control noise. The County has failed to enforce the existing standards on the Speedway and the Speedway's lack of compliance with the existing standards cannot be used as a justification for a relaxation of those standards.

San Bernardino County

The man-made elements in the San Bernardino County General Plan has several **goals** and **policies** which protect the citizens of the country from **harmful** and **annoying** exposures to excessive noise. The exterior noise standard for residential uses is intended to reduce interference with sleep, speech and health. Residential areas are considered to be noise – impacted if exposed to existing or projected noise levels above 60 dba. It is a violation for noise generating activities on private property to cause noise levels measures on another property to exceed noise standards.

CEQA

CEQA prohibits the approval of a project that would have significant and unavoidable impacts if there are any alternatives or mitigation measures that would reduce those significant impacts. The operation of the drag strip on the north side of the Speedway currently has significant noise impacts that have not been mitigated. These impacts should have been studied in an EIR so that measures to reduce or avoid any significant impacts could be identified.

Section 15123 of the CEQA guidelines requires the EIR summary to identify areas of **controversy** known to the lead agency including issues raised by others and the public. There are issues of concern that we are expressing to you and you need to address before granting this permit to the AAA Auto Club Speedway. As discussed above, the proposed revisions to the noise standards would have significant noise impacts to the many sensitive receptors living, working and going to school and church near the Speedway property.

Additionally, the burning of fossil fuels results in the accumulation of “greenhouse gases” such as carbon dioxide, methane and nitrous oxide in the atmosphere. It is that accumulation of gases which results in climate change. In California, the state government has acknowledged the global ramifications of greenhouse gas emission. On June 1, 2005, Governor Schwarzenegger issued Executive Order S-3-05, which notes that “California is particularly vulnerable to the impacts of climate change.” This Executive Order also details the significant impacts increased greenhouse gas emissions will have on the state including threats to the Sierra snowpack, an exacerbation of existing air quality problems, human health impacts from increase heat stress, rising sea level and threats to the state's water supply. The California legislature concurred in this recognition of the significant impacts of greenhouse gas emissions in its enacting of Health and Safety Code section 43018.5, which requires the Air Resource Board to “adopt regulations that achieve the maximum feasible and cost-effective reduction of

greenhouse gas emissions from motor vehicles." The County must study the impact of greenhouse gas emissions from the Speedway.

Thank you.



Salvador and Elizabeth Lopez



09-15-08

Cc: Amy Minter

9/19/2008

Land Use Services Department
Doug Feremenga, Senior Planner
385 North Arrowhead Ave. Fifth Floor
San Bernardino, CA. 92410-0182

Re: NOTICE OF PREPARATION OF A DRAFT SUPPLEMENT ENVIRONMENTAL IMPACT REPORT FOR
THE AUTO CLUB (Formerly California) SPEEDWAY EVENT CENTER

Dear Mr. Feremenga

We are opposing to the modification of the Noise to 100 dB. The Auto Club Speedway Event Center operates 300 to 360 racing days in a year. The relocation of the Dragstrip is now operating on an un-approved location. In lieu to this, the fact is the Auto Club is operating out of compliance to the lead agencies' conditions.

Do to these operations moving with out a New EIR prepared; this is a violation of the TUP, CUP, Federal, State and County ordinance. The relocation of the drag way is to close to resident and schools. Redwood Elementary school is ¼ mile or less away. The EIR needs to consult with of the Department of Toxic Substances Control and the State Department of Education .

The Dragway operates on school days and also weekends. These events and activity's generates high levels of noise, pollution and emits hazardous air pollution exposure. We have been requesting that a EIR be completed before this Dragstrip continues to operate. Although doing a noise modification there needs to be a complete EIR done including but not limited to (noise, pollution, and traffic). With more noise it will bring more traffic that is, severly impacting our community. The Speedway is misunderstanding thier (CUP) permit to operating their motor sport facility. they of been approved to operate in certain areas of their properties, such as the oval track , motor cycle track, street legal drag strip on south side of the speedway. The speedway thinks they can operate their events and activities anywhere on their property ,including but limit to the parking lot on the north property line. This speedway was designed for premier events only 3-6 times a year and not 300-360 days a year. A premier event in my understanding brings (positive economic impact to the community) and would fill the stands. Street legal drag racing is not a premier event. Yet these dragsters exceed noise standards of a premier event. These noise levels are over 110 db at our residential development. This is not a

premier event and we have these events almost every week of the year Thursday to Sunday and sometimes Monday through Sunday. The pollution that the dragsters creator every week is enormous especially during the tire burn outs and the take off, big clouds of smog are created from 8 am to 8 pm, 400-600 competitors compete at most of the events until eliminated. Which was bring to another point, the racing fuels (see attachment) Material Safety data Sheet. The Racing fuels that are being used are prohibited and need to be included in the EIR study. The over size R.V campers run thier generators all day and maybe night.

This also creates more pollution. My understanding, the R.V camping is only aloud in the infield of the oval track. It seems like there's a lot of misconduct and disorganization at the Speedway (do what you want when you want). It appears that the speedway thinks they are above the law and it could be due to the fact that the leading agencies know about it but don't take any action. It is a crime being committed and reported but the authorities chose to turn a deaf ear and a blind eye to the crime. It seems that county laws and ordinances do not pertain to the Speedway. Although this is not a premier event the speedway is creating more traffic from arrivals and departures of the competitors and spectators as they are coming in to compete and are being eliminated.

We have to cover our windows with tin foil in the bedrooms to keep the light out at night, as the speedway added four more light towers on the north property line. Further more the Speedway needs to be audited for permits, because they have been adding and changing the design from the development which was approved. Roger Pensky promised that they would never build a drag strip at the Speedway. Maybe this was said only to approve the oval track. It is a good time to re-assess the noise from the oval track if this Dragstrip continues to operate on the north property line. Please give this matter the attention it disserves. We are building to the future together and you are our bricks to great things.

In conclusion the speedway needs to cease and decrease this event on the north side of the property line. Until an EIR is completed on but not limited to The noise, pollution, lighting glair, traffic, ground vibration, agriculture, water quality, habitat, schools, churches, gas emitting order, and ways of mitigating the same.

Respectfully your

Ruben Lopez



Elizabeth Lopez

Monica Lopez , Diana Lopez, Ruben Lopez, Crystal Lopez , Victor Lopez, Gloria Moctezuma, Kim Moctezuma, Emmanuel Ponce and Martha Ponce

13932 Whittram Ave.
Fontana Ca. 92335
(909) 428-2921

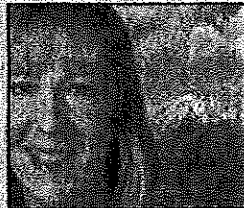
ATTACHMENTS:

- 1.) Press Enterprise August 8-08
- 2.) Material Safety Data Sheet
- 3.) Photos of illegal drasters
- 4.) Press release
- 5.) Petitions (80 total)



69 Keep Medicare solvent

Mike Leavitt, secretary of the Department of Health and Human Services, warns that Medicare needs an overhaul now.



CASSIE MACDUFF

★ **FUMING AT DRAG STRIP**

Weekends at Sal and Elizabeth Lopez's home in Fontana changed drastically in 2006, when Auto Club Speedway moved its drag strip from the south side of the oval to the north property line, 570 feet from their home.

Now the family is treated to roaring engines and squealing tires, and clouds of tire smoke and exhaust fumes — 15 times an hour, from dawn to dusk Saturdays and Sundays, sometimes Fridays, too.

No more backyard barbecues, no more kids running around outside. The Lopezes say they've been deprived of the enjoyment of the home where they've lived since 1992.

They've pleaded with county planning commissioners to revoke the drag-racing track permit, or at least move it back to the south side of the speedway.

They've asked the redevelopment agency to buy their home so they can move somewhere quieter. Short of that, they'd like a sound wall between their home and the drag strip, and dual-pane windows to muffle the noise.

On Tuesday, they'll ask the Board of Supervisors to overturn the Planning Commission's permit allowing the speedway to build the drag strip so close to their home.

Their lawyer, Amy Minter, alleges the county should have

Attorneys pl

'DEAD PRESIDENTS' CASE: The defense tries to elicit sympathy and keep the murderers off death row.

BY RICHARD BROOKS
THE PRESS-ENTERPRISE

SAN BERNARDINO — Two convicted quadruple murderers are not the "worst of the worst" and deserve to be imprisoned for life, not executed, their lawyers argued shortly before jury deliberations began Thursday.

"Lorenzo Arias is in your hands now," defense attorney

Julian Ducre told the jury. "I'm urging you not to send him to his death. Please."

On behalf of Luis Mendez attorney Richard Crouter said the jury is legally entitled to base its verdict solely on sympathy and mercy.

Both defendants stand convicted of the July 2000 bloodbath that prosecutors say was the result of a power play for control of two San Bernardino gang cliques and became known as the "dead president" killings.

Slain were brothers Gilbe



port wasn't necessary because county supervisors knew the speedway would affect noise, air quality and traffic when they approved it in 1995. The supervisors decided the benefit to the local economy outweighed those harmful impacts.

NASCAR weekends bring in an estimated \$200 million a year, as thousands of race fans stay in local hotels, patronize local restaurants and gas up at local service stations.

Speedway officials aren't terribly sympathetic to the Lopez family. Spokesman Otis Greer said the area already is noisy because of trucking businesses and railroad tracks nearby.

Noise consultants "found the ambient noise in our area is constantly high because it's an industrial area," he said, adding that drag racing takes place only 86 days a year.

The speedway is authorized to operate 24/7/365, county planner John P. McGuckian said.

Greer said the operators maximize its use with car, truck and ambulance-driving schools in the 30,000-space parking lots, a go-cart track, drag strip and other events.

Street-legal drag racing was started at the speedway in 2001 by AAA to help curb illegal street racing, Greer said.

It's a laudable goal. But shifting the track closer to homes doesn't seem, well, neighborly.

The Lopezes aren't the only ones who've complained. A petition signed by dozens of neighbors was submitted. And the noise disturbs children at Redwood and Live Oak elementary schools, said Redwood Principal Sergio Chavez.

NASCAR race noise exceeds allowable levels, so the speedway is applying to raise the limit from 85 decibels to 100 decibels.

Now, the county will require an environmental impact report, planner McGuckian said.

The speedway could be asked to install the sound wall and noise-proofing the Lopezes and their neighbors deserve.

Speedway owners would be smart to invest in such a simple goodwill gesture.

Cassie MacDuff can be reached at 909-700-3068 or cmacduff@PE.com

Jonathan Watson, 24, left, of Highland, works with Brent Se San Bernardino. Watson was among a small group, handpic

ALL A

Partnership helps fill dis,

BY ZEKE MINAYA
THE PRESS-ENTERPRISE

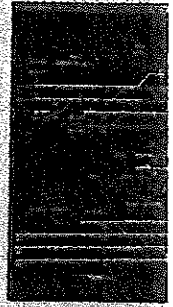
To the layman, the bank of computer monitors might as well be flashing hieroglyphics. Red, green and white lines shoot off in various directions.

Jonathan Watson sees more in the patterns.

Through the various hues and blinking lights he tracks mile-and-a-half-long trains hauling 9,000 tons of freight across Southern California at upward of 60 mph.

"It's only stressful if you let it be stressful," Watson said of his job as a dispatcher with BNSF Railway. "You got to run the job, not let the job run you."

His managers are confident that Watson, 24, can handle the pressure. The



This monitor at dispatch center which is shown i

Highland resid group, handpic applicants, to u

Yucaipa ready to mak

BY MICHAEL PERRAULT
THE PRESS-ENTERPRISE

YUCAIPA—Public Works Director Ray Casey is on track to become Yucaipa's new city manager, replacing longtime City Manager John Tooker.

The Yucaipa City Council will discuss the matter and present a contract to Casey at its Monday meeting, said Tooker, who plans to retire Oct. 3.

Tooker started as city manager Oct. 3, 1991.

In Calimesa, the City Council met Thursday in closed session to interview three city manager candidates, one of whom could be named interim city manager as early as next week, said Mayor Pro Tem Jim Hyatt.

"We're probably not going to come to some decision until study session scheduled for

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VP RACING FUELS PRODUCT NAME

Leaded Racing Fuel



PRODUCT CODE(S)

003A

Manufacturer

VP Racing Fuels, Inc.

7124 Richter Road
 Elmendorf, Texas 78112
 1-210-635-7744 (product information)
www.VPRacingFuels.com

Emergency Phone Number (24 Hours)

1-800-424-9300 (Chemtrec)

Date Prepared

3/28/2005

Supersedes

None

MSDS Number

003A

Section 1. PRODUCT IDENTIFICATION: Leaded Racing Fuel

Leaded racing fuel is a complex mixture of petroleum hydrocarbons. This product is sold for non-highway use in racing motor vehicles only. The Leaded Racing Fuels do not meet the ASTM D4814 Specs for Motor Gasoline and do not contain deposit control additives required by EPA for street or highway purposes. Purchaser is responsible for notifying VP Racing Fuels in writing at the time of the purchase if the fuels will be used for purposes other than as a motor fuel in racing motor vehicles in sanctioned racing events. Purchaser may be subject to additional excise taxes and possible civil penalties for failure to comply with the requirements for using the leaded racing fuels "off road".

Chemical Name(s) of Primary Component(s)

CAS Number(s)

Petroleum Distillates
 Lead

Mixture
 7439-92-1

Section 2. INGREDIENTS/SUMMARY OF HAZARDS

<u>Ingredient(s)</u>	<u>CAS Number(s)</u>	<u>OSHA Hazardous (H) /</u>		<u>Percent</u>
		<u>Non-Hazardous (NH)</u>		
Benzene	71-43-2	H		<10%
Toluene	108-88-3	H		<10%
Dimethylbenzene (xylene)	1330-20-7	H		<10%
Ethylbenzene	100-41-4	H		<10%
Styrene (ethenyl benzene)	100-42-5	H		<10%
1,3-Butadiene	106-99-0	H		<5%
Isoprene	78-79-5	H		<10%
N-Hexane	110-54-3	H		<2%
Pentane/pentadiene	109-66-0	H		<10%
Cyclopentadiene	542-92-7	H		<10%
Lead	7439-92-1	H		<10%

SARA Title III Hazard Classification:

- | | |
|---|--|
| <input checked="" type="checkbox"/> Immediate (Acute) Health Hazard | <input type="checkbox"/> Sudden Release of Pressure Hazard |
| <input checked="" type="checkbox"/> Delayed (Chronic) Health Hazard | <input type="checkbox"/> Reactive Hazard |
| <input checked="" type="checkbox"/> Fire Hazard | |

VP RACING FUELS PRODUCT NAME

Leaded Racing Fuel

WARNING STATEMENTS:

EXTREMELY FLAMMABLE LIQUID/VAPOR. EYE/SKIN/RESPIRATORY IRRITANT AND MAY CAUSE DRYING/DEFATTING OF SKIN. MAY CAUSE CNS EFFECTS INCLUDING DROWSINESS, DISORIENTATION, COUGHING AND NAUSEA. ASPIRATION HAZARD. IF ASPIRATED, MAY CAUSE SEVERE INJURY OR DEATH. MAY BE CARCINOGENIC, NEUROTOXIC OR CAUSE BIRTH DEFECTS.

Section 3. PHYSICAL DATA

<u>Freezing Point (°F):</u>	-80°F (-62°C)
<u>Boiling Point (°F):</u>	90-400°F (overpoint-endpoint)
<u>Vapor Pressure:</u>	11 PSIA (max) @ 100°F
<u>Vapor Density (air = 1):</u>	2.8
<u>Solubility in Water:</u>	Insoluble; soluble in hydrocarbon solvents
<u>Specific Gravity (water = 1):</u>	0.825-0.880
<u>Density (g/cm³):</u>	0.825-0.880
<u>Evaporation Rate (butyl acetate = 1):</u>	3.9
<u>pH:</u>	Not applicable
<u>Appearance/Odor:</u>	Amber liquid with olefinic odor
<u>Viscosity:</u>	0.9 CST @40°C; 1.2 CST @°C
<u>Percent Volatile:</u>	99% @ 182°C

Section 4. FIRE AND EXPLOSION HAZARD DATA

Flash Point (°F)/Method: -12°F (>-11°C)/TCCFlammable Limits: LFL 1.3% in air UFL 7.5%

Extinguishing Media: (X) Water Fog (X) Foam
(X) Dry Chemical (X) CO₂
(X) Other (specify): Use water to cool fire exposed containers. If a leak or spill has not ignited; use water fog to disperse the vapors and provide protection to personnel attempting to stop leak.

Extinguishing Media to Avoid:

Do not use water jet for safety reasons.

Special Firefighting Procedures:

Use extreme caution due to explosion/flashback hazard. Ensure available escape path. Vapors are heavier than air and may travel a considerable distance to a source of

VP RACING FUELS PRODUCT NAME

Leaded Racing Fuel

Section 4. FIRE AND EXPLOSION HAZARD DATA (continued)

ignition and flash back. Flowing racing fuel can generate static electricity and cause a fire explosion if a spark occurs in a flammable vapor-air atmosphere.

Special Protective Equipment for Fire Fighters:

The nature of the special protective equipment will depend on the size of the fire, the degree of confinement of the fire and the natural ventilation available. However, a NIOSH/MSHA approved self-contained breathing apparatus and full protective clothing are recommended. Cool containers exposed to fire with water.

Unusual Fire and Explosion Hazards: EXTREME FIRE AND EXPLOSION HAZARD. May flash back. Flowing racing fuel may be ignited by a spark occurring in a flammable vapor atmosphere. Liquid quickly evaporates forming fumes (vapors) which can catch fire and burn with explosive violence. Invisible vapor spreads easily and can be set on fire by many sources such as pilot lights, welding equipment, electrical motors, switches, lighting or lit cigarettes. Cellular telephones should be turned off when using racing fuel and may be a source of static electricity.

Section 5. REACTIVITY DATA

Stability: Unstable Stable
Conditions to avoid: Sources of ignition (naked flames, sparks, static electricity and hot surfaces). Can react with strong oxidizing agents such as chlorates, nitrates and peroxides.

Incompatibility (materials to avoid):

Water Strong acids Strong bases
 Reducing agents Strong oxidizing materials Combustible materials
 Other (specify): heat, sparks, flame or other potential sources of ignition

Hazardous Decomposition Products or Byproducts: Combustion can generate carbon monoxide, carbon dioxide, aldehydes and ketones.

Hazardous polymerization: May occur Will not occur

Section 6. HEALTH HAZARD DATA/FIRST AID PROCEDURES

EXPOSURE LIMITS: No exposure limits have been set for this product, but exposure limits have been established for certain components of this product which are:

<u>Chemical Name(s)</u>	<u>ACGIH/OSHA</u>
Benzene	0.5 ppm ACGIH TWA 2.5 ppm ACGIH STEL 1.0 ppm OSHA PEL 5.0 ppm OSHA Ceiling
Toluene	50 ppm ACGIH TWA 200 ppm OSHA PEL 300 ppm OSHA Ceiling
Xylene	100 ppm ACGIH TWA 150 ppm ACGIH STEL 100 ppm OSHA PEL
Ethyl benzene	100 ppm ACGIH TWA 125 ppm ACGIH STEL 100 ppm OSHA PEL

VP RACING FUELS PRODUCT NAME

Leaded Racing Fuel

Section 6. HEALTH HAZARD DATA/FIRST AID PROCEDURES (continued)

EXPOSURE LIMITS: No exposure limits have been set for this product, but exposure limits have been established for certain components of this product which are:

<u>Chemical Name(s)</u>	<u>ACGIH/OSHA</u>
Ethanyl benzene	20 ppm ACGIH TWA
	40 ppm ACGIH STEL (see OSHA Table Z-2)
1,3-Butadiene	2 ppm, A2 ACGIH TWA
	1 ppm OSHA PEL
n-Hexane	50 ppm ACGIH TWA
	50 ppm OSHA PEL
1,3-Cyclopentadiene	75 ppm ACGIH TWA
Lead	0.1 mg Pb/m ³ TWA (NIOSH) Lead concentration in air to be maintained so that lead concentration in worker's blood remains less than or equal to 0.060 mg/100 g of whole blood.
Lead	OSHA PEL: See 1910.1025
Lead	0.05 mg/m ³ TWA; animal carcinogen

EFFECTS OF SINGLE OVEREXPOSURE

<u>Swallowing:</u>	Aspiration Hazard. Harmful or fatal if swallowed. Can enter lungs and cause damage. Irritating to the gastrointestinal tract. Can cause drowsiness, disorientation, coughing, nausea and vomiting (which may cause material to enter lungs and result in death).
<u>Skin Absorption:</u>	May cause drying or defatting of the skin and irritation. Protection of skin to avoid skin irritation (dermatitis) will also preclude absorption.
<u>Inhalation:</u>	Respiratory irritant. Can cause drowsiness, disorientation, coughing and nausea and other Central Nervous System effects. Persons with pre-existing respiratory problems such as asthma or allergies may be at increased risk from exposure to this product.
<u>Skin Contact:</u>	Skin irritant (dermatitis) and/or drying or defatting of the skin may result from skin contact. Persons with "sensitive" skin, skin rashes or broken skin or scabs may be at increased risk from exposure to this product.
<u>Eye Contact:</u>	Eye irritant in humans. Avoid any use of this product that may result in splashing into eyes. Do not rub or touch eyes or face when using this product. Persons with pre-existing eye diseases may be at increased risk from exposure.

EFFECTS OF REPEATED OVEREXPOSURE:

May cause cancer or birth defects. Contains benzene which has been associated with aplastic anemia/anemia in humans. Lead may cause kidney and nervous system effects. Repeated or prolonged exposures should be kept to a minimum.

VP RACING FUELS PRODUCT NAME

Leaded Racing Fuel

Section 6. HEALTH HAZARD DATA/FIRST AID PROCEDURES (continued)

CARCINOGENICITY:

Racing fuel has been shown to be carcinogenic in studies of rats and mice and should be regarded as possibly carcinogenic in humans. Components of this product have been designated by IARC, NTP, ACGIH and/or OSHA as a probable human carcinogen (see section on regulatory information on this MSDS for more information).

SIGNIFICANT LABORATORY DATA WITH POSSIBLE RELEVANCE TO MAN:

Animal studies of racing fuel have resulted in carcinogenic effects and birth defects. Considerable controversy exists in the scientific community about the possible relevance of these studies to humans. This product contains benzene and lead which are generally considered to cause adverse effects in humans (including anemia and neurotoxicity). However, because of the possibility of these effects, exposure should be minimized.

MEDICAL CONDITIONS POSSIBLY AGGRAVATED BY OVEREXPOSURE:

Skin/eye diseases, broken skin, sores or skin rashes

TARGET ORGANS:

Liver, kidneys, blood system, nervous system, inner ear

FIRST AID PROCEDURES

EYES:

In case of contact, immediately flush eyes with plenty of water for at least 15 minutes. Lift upper and lower lids and rinse well under them. Get medical attention if irritation persists.

SKIN:

In case of contact, immediately wash with plenty of soap and water for at least 5 minutes. Remove contaminated clothing and shoes. Thoroughly clean contaminated clothing and shoes before reuse. Get medical attention if redness or irritation occurs.

INHALATION:

Remove from area of exposure. If not breathing, give artificial respiration. If breathing is difficult, give oxygen. GET IMMEDIATE MEDICAL ATTENTION.

INGESTION:

DO NOT INDUCE VOMITING. If victim is conscious and alert, give 2-3 glasses of water to drink. GET IMMEDIATE MEDICAL ATTENTION.

VP RACING FUELS PRODUCT NAME

Leaded Racing Fuel

Section 6. HEALTH HAZARD DATA/FIRST AID PROCEDURES (continued)

NOTE TO PHYSICIAN:

Racing fuel is a serious aspiration hazard, especially in children. Aspiration may occur during swallowing or vomiting, resulting in lung damage that may be fatal. If evacuation of stomach contents is considered necessary, use method least likely to cause aspiration, such as gastric lavage after endotracheal intubation.

Section 7. PRECAUTIONS FOR SAFE HANDLING AND USE

STEPS TO BE TAKEN IF MATERIAL IS RELEASED OR SPILLED:

Product represents an extreme fire hazard. Eliminate all ignition sources including internal combustion engines and power tools. Ventilate area. Keep people away. Stay upwind and warn of possible downwind explosion hazard. Avoid breathing vapor. Use self-contained breathing apparatus or supplied air mask for large spills or confined areas. Avoid contact with skin, eyes and clothing. Contain spill if possible. Remove with inert absorbent. Prevent entry into sewers or waterways.

WASTE DISPOSAL METHOD:

Waste disposal methods should consider that this product is an extreme fire and explosion hazard. Materials contaminated with this product should also be considered highly flammable. Dispose of in accordance with Local, State and Federal regulations. The information offered here is for the product as shipped. Use and/or alterations to the product such as mixing with other materials may significantly change the characteristics of the material and alter the RCRA classification and the proper disposal method.

HANDLING AND STORAGE:

EXTREME FIRE HAZARD. Use sparkproof tools. Material may be at elevated temperatures or pressures. Exercise care when opening bleeders and sampling ports. Avoid spillage into hot exhausts and engine parts during refueling. Store in approved racing fuel storage containers away from children or animals. Do not store where product may freeze or in a high temperature atmosphere. Use or store only in a well-ventilated place. Do not breathe vapors or fumes and avoid conditions that may cause splashing. Avoid contact with skin, eyes and clothing. Remove contaminated clothing and shoes and launder thoroughly before reuse. Wash hands thoroughly after handling. Do not rub eyes with soiled hands. Do not taste or swallow. Never siphon racing fuel by mouth. Do not eat, drink or smoke while using this product. Do not pour product into unlabelled containers or in containers that are used for or resemble drinking glasses or bottles. Do not store near heat, sparks or open flames. Container is not designed to contain pressure. Do not use pressure to empty container or it may rupture with explosive force. Empty containers retain product residue (solid, liquid and or vapor) and can be dangerous. Do not pressurize, cut, weld, braze, solder, drill, grind or expose such containers to heat, flames, sparks, static electricity or other sources of ignition as they may explode causing injury or death. Empty container should be completely drained and properly closed. Drums should be promptly returned to a drum reconditioner or properly disposed of in accordance with all laws and regulations.

VP RACING FUELS PRODUCT NAME

Leaded Racing Fuel

Section 7. PRECAUTIONS FOR SAFE HANDLING AND USE (continued)

Electrostatic charge may accumulate and create a hazardous condition when handling this material. To minimize this hazard, bonding and grounding may be necessary, but may be sufficient by themselves. Review all operations that have the potential to generate or accumulate electrostatic charge and/or flammable atmosphere (including tank and container filling, splash filling, tank cleaning, sampling, gauging, filtering, mixing, switch loading, agitation, and vacuum truck operations, etc.). For more information, refer to OSHA Standard 29 CFR 1910.106, "Flammable and Combustible Liquids," National Fire Protection Association (NFPA) 77, "Recommended Practice on Static Electricity" and/or the American Petroleum Institute (API) Recommended Practice 2003, "Protection Against Ignitions Arising Out of Static, Lightning and Stray Currents."

Avoid work practices that may release volatile components into the atmosphere. Local air pollution regulations should be consulted to determine if the release of volatile compounds is regulated or restricted in the area in which this material is used. Avoid contaminating soil or releasing this material into sewage, drainage systems, groundwater or surface bodies of water.

OTHER PRECAUTIONS:

Ground or bond shipping container, transfer line and receiving container. Protect containers against static electricity, lightning, flame, heat, sparks and physical damage.

Section 8. CONTROL MEASURES AND WORKER PROTECTION INFORMATION**Respiratory Protection (specify type):**

Seek professional advice prior to respiratory selection and use. Follow OSHA respirator regulations (29 CFR 1910.134) and, if necessary, wear a MSHA/NIOSH approved respirator. For emergency or non-routine operations (cleaning spills, reactor vessels or storage tanks or other confined spaces), wear SCBA. Warning! Air-purifying respirators do not protect workers in oxygen deficient atmospheres which must be at least 20% oxygen in confined spaces.

Ventilation:

Use with adequate ventilation. Process enclosures, local exhaust ventilation or other engineering controls may also be used to maintain airborne levels so that they do not fall below recommended exposure limits.

Protective Clothing:

Wear protective clothing if engineering controls or work practices are not adequate to prevent skin contact. Selection of protective clothing may include chemically protective gloves, boots, complete facial protection and aprons to prevent skin and eye contact. Suggested material for protective gloves may include: Teflon®, Viton®, 4H®, Silver Shield®. Persons who are known to have "sensitive" skin or those with pre-existing skin rashes, cuts or sores are advised not to use this product unless wearing impermeable gloves and using all above precautions to minimize the possibility of skin contact.

VP RACING FUELS PRODUCT NAME

Leaded Racing Fuel

Section 8. CONTROL MEASURES AND WORKER PROTECTION INFORMATION (continued):

Eye Protection:

Wear protective eyeglasses or chemical safety goggles, per OSHA eye and face protection regulations (29 CFR 1910.133), if work practices are not adequate to prevent contact. Contact lenses are not eye protective devices. Full face shield recommended for conditions where liquid contact is possible. Contact lens should not be worn when working with this chemical.

Other Protective Equipment:

Make emergency eyewash stations and washing facilities available in work area. Separate contaminated work clothes from street clothes. Launder or dryclean before reuse. Drycleaning is sometimes more effective in removal of racing fuel from clothing.

Section 9. REGULATORY STATUS

TSCA Inventory Status:

Listed on the TSCA Inventory.

Inventory Status in Other Countries:

This substance appears on the following inventory lists: EINECS, Australian AICS, Korean Existing Chemical List (ECL), Canadian DSL, and the Philippine (PICCS).

EEC Classification, Packaging and Labeling of Dangerous Substances:

EEC Classification, Packaging and Labeling of Dangerous Substances. Official Journal of the European Communities, No. L 381 (31 Dec 1994). EEC No. 232-349-1, Index No.: 649-261-00-8, Nota(s): H and P, Listed Names: Racing fuel, natural, low boiling point naphtha, Classification: Carc. Cat. 2, R 45; Xn, R 65, Danger Symbol: T, Risk Phrase: R: 45-65, Safety Phrase: S: 53-45, Concentration Limits: C>=10%; T, R 45-65 0, 1% <= C < 10%; T, R45, Nota: 4. Subject to EC Carcinogens Directive 90/394/EEC

Transportation Status:

US DOT Proper Shipping Name: Petroleum Distillates, NOS
US DOT Hazard Class: 3, Flammable Liquid
US DOT ID Number: UN1268
US DOT Packing Group: II
NA Emergency Response Guide: 131
IMO, IMDG Class: 3
IMO Symbol: Flammable Liquid
Marine Pollutant: No

Reportable Quantity (RQ), under U.S. EPA CERCLA:

CERCLA section 101(14), known as the "petroleum exclusion" section, covers crude oil and the crude oil constituents that are indigenous to the petroleum (e.g., xylene), or

VP RACING FUELS PRODUCT NAME

Leaded Racing Fuel

Section 9. REGULATORY STATUS (continued)

that are normally mixed with or added to crude oil or crude oil fractions during the refining process (e.g., tetraethyl lead). On August 12, 1983, EPA's Office of General Counsel (OGC) issued a memorandum indicating that racing fuel blended during the refining process is within the scope of the petroleum exclusion.

Specifically Listed under SARA Title III:

- () Section 302 Extremely Hazardous Substances
- () Section 313 Toxic Chemicals
- () Not listed
- (X) Not applicable under the petroleum exclusion section

Canadian Environmental Protection Act - Domestic Substances List (DSL)

This material is on the DSL. Lead, a component of this racing fuel, falls under other Canadian regulations (see Canada Gazette, Part II, Nov. 7, 2001, Canada Gazette, Part I, 131, #14:1064, April 5, 1997, Canada Gazette, Part I, 130#7:512, February 17, 1996)

Workplace Hazardous Material Information System (WHMIS) Ingredient List - Canada

WHMIS:

WHMIS Ingredient List (Canada), Canada Gazette, Part II, 122(2) (01 Jan 88)

California Proposition 65 (Safe Drinking Water Act and Toxic Enforcement Act of 1986)

This material is known to the State of California to cause cancer, birth defects or other reproductive harm, at levels that would require a warning under the statute.

California Hazardous Substances List

Exempt when used as a fuel.

Pennsylvania (Worker and Community Right-to-Know Act)

This material is subject to the Worker and Community Right-to-Know Act at levels that would require identification on the MSDS.

Massachusetts (Hazardous Substances Disclosure by Employers)

This material appears on the Massachusetts Substances List.

California South Coast Air Quality Management District Rule 443.1 (Labeling of Materials Containing Organic Solvents)

This product is exempt from these requirements when the primary intended use is as a fuel.

State of New Jersey Right-to-Know

This material appears on the Hazardous Substance List.

VP RACING FUELS PRODUCT NAME

Leaded Racing Fuel

Section 9: REGULATORY STATUS (continued)

State of Illinois Right-to-Know

This material is listed on the Toxic Substances List.

Other State or Federal Regulations

Racing fuel is a complex petroleum hydrocarbon mixture consisting mainly of ethyl benzene, ethenyl benzene, butadiene, toluene, n-hexane, dimethylbenzene, cyclopentadiene, benzene and isoprene. Ethyl benzene is listed under the following: SARA 313, Mass RTK, IARC Group 2B, PA RTK, NJ RTK, CERCLA 302.4, MN RTK, Canadian WHMIS and TSCA Section 8(d). Ethenyl benzene is listed under the following: SARA 313, Mass RTK, IARC Group 2B, PA RTK, NJ RTK, CERCLA 302.4, MN RTK, Canadian WHMIS. Butadiene is listed under the following: SARA 313, Mass RTK, NTP Carcinogen, CA Prop 65 Carcinogen, IARC Group 2A, PA RTK, NJ RTK, CERCLA 302.4, MN RTK, EPA Carcinogen and Canadian WHMIS. Toluene is listed under the following: SARA 313, Mass RTK, CA Prop 65 Reproductive Toxin, PA RTK, NJ RTK, CERCLA 302.4, MN RTK, TSCA Section 8(d) and Canadian WHMIS. N-Hexane is listed under the following: SARA 313, Mass RTK, PA RTK, NJ RTK, CERCLA 302.4, MN RTK, TSCA Section 4(a) and Canadian WHMIS. Dimethylbenzene is listed under the following: SARA 313, Mass RTK, PA RTK, NJ RTK, CERCLA 302.4 and MN RTK. 1,3 Cyclopentadiene is listed under the following: Mass RTK, PA RTK, NJ RTK, MN RTK and Canadian WHMIS. Benzene is listed under the following: SARA 313, Mass RTK, NTP Carcinogen, CA Prop 65 Carcinogen, IARC Group 1, PA RTK, NJ RTK, CERCLA 302.4, MN RTK, EPA Carcinogen and Canadian WHMIS. Isoprene is listed under the following: Mass RTK, NTP Carcinogen, CA Prop 65 Carcinogen, IARC Group 2B, PA RTK, NJ RTK, CERCLA 302.4 and Canadian WHMIS. Lead is listed under California Prop 65 as a reproductive toxin with the maximum allowable daily level of 0.5 mg/day. Lead is also listed under the following: Illinois RTK, MA RTK, Michigan Critical Materials Register, NJ RTK (special hazard,

Other State or Federal Regulations (continued)

code: TE (teratogen), PA RTK (environmental hazard).

Note: This section provides selected regulatory information on this product including its components. This is not intended to include all regulations. It is the responsibility of the user to know and comply with all applicable rules, regulations and laws pertaining to the product being used.

Section 10. ECOLOGICAL INFORMATION:

Spillages may penetrate the soil causing groundwater contamination. Harmful to aquatic organisms. Considered to have low potential for bioaccumulation and/or persistence in the environment.

Section 11. OTHER INFORMATION:

There may be additional information available on this product including Technical Bulletins, sales or marketing information. If available, it may be obtained by calling the main number at 210-635-7744.

VP RACING FUELS PRODUCT NAME

Leaded Racing Fuel

Section 12. REFERENCES:

1. American National Standard for Hazardous Industrial Chemicals—Precautionary Labeling. Draft Z129.1-1999, Revision of ANSI Z129.1-1994. American National Standards Institute, 11 West 42nd Street, New York, New York 10036. Draft June 24, 1999.
2. Material Safety Data sheets from component suppliers.

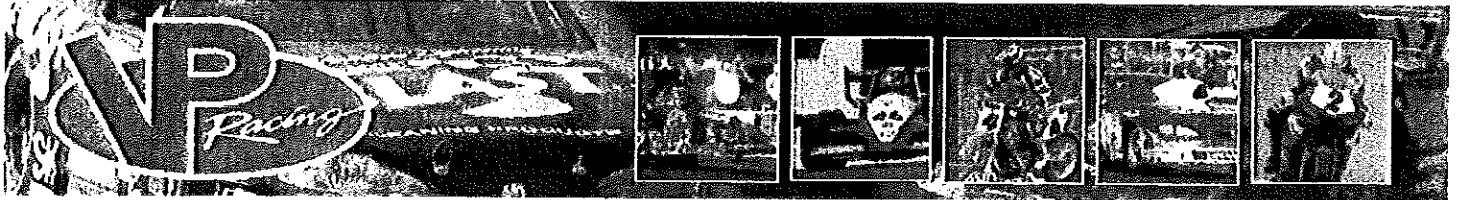
The information herein is given in good faith
but no warranty, expressed or implied, is made.

.....

END OF MSDS DOCUMENT

VP RACING FUELS PRODUCT NAME

Leaded Racing Fuel



Spec Sheets/Technical Bulletins

2-BBL [MSDS](#) [Tech Bulletin](#)

110 [MSDS](#)

A5 [MSDS](#)

AIR RACE [MSDS](#)

C 10 [MSDS](#) [Tech Bulletin](#)

C 11 [MSDS](#) [Tech Bulletin](#)

C 12 [MSDS](#) [Tech Bulletin](#)

C 14 [MSDS](#)

C 14 plus [MSDS](#)

C 15 [MSDS](#)

C 16 [MSDS](#) [Tech Bulletin](#)

C 18 [MSDS](#)

C 19 [MSDS](#)

C 21 [MSDS](#)

C 23 [MSDS](#) [Tech Bulletin](#)

C 23+ [MSDS](#)

C 25 [MSDS](#)

C 44 [MSDS](#)

C 46 [MSDS](#)

C 921 RT [MSDS](#)

CMP [MSDS](#)

CSP [MSDS](#)

DRT [MSDS](#)

Import [MSDS](#) [Tech Bulletin](#)

Jet-X [MSDS](#)

Late Model [MSDS](#)

Late Model Plus [MSDS](#)

M 1 Methanol

M 8-1 [MSDS](#)

M 8-2 [MSDS](#)

Marine [MSDS](#)

MR 1 [MSDS](#) [Tech Bulletin](#)

MR 2 [MSDS](#)

MR 3 [MSDS](#)

MR 4 [MSDS](#)

MR 6 [MSDS](#)

MR 8 [MSDS](#) [Tech Bulletin](#)

MR 9 [MSDS](#) [Tech Bulletin](#)

MRX01 [MSDS](#) [Tech Bulletin](#)

MR PRO-2 [MSDS](#) [Tech Bulletin](#)

MR PRO-4 [MSDS](#) [Tech Bulletin](#)

MS 93 [MSDS](#)

MS 98L [MSDS](#)

MS100 [MSDS](#)

MS 101 [MSDS](#)

MS 103 [MSDS](#) [Tech Bulletin](#)

MS 105L [MSDS](#)

MS 109 [MSDS](#) [Tech Bulletin](#)

Nitro

NO2 [MSDS](#) [Tech Bulletin](#)

PWC-B [MSDS](#)

Red [MSDS](#) [Tech Bulletin](#)

Roo-98 [MSDS](#)

SR1 [MSDS](#)

Stock/SuperStock [MSDS](#)

StreetBlaze 100 [MSDS](#) [Tech Bulletin](#)

StreetBlaze 101 [MSDS](#) [Tech Bulletin](#)

StreetBlaze 103 [MSDS](#) [Tech Bulletin](#)

SV-O5 [MSDS](#)

TBX [MSDS](#)

Trans Am [MSDS](#)

U2 [MSDS](#) [Tech Bulletin](#)

U2e [MSDS](#)

U4 [MSDS](#) [Tech Bulletin](#)

U4e [MSDS](#)

VP 006 [MSDS](#)

VP RACING FUELS PRODUCT NAME

Leaded Racing Fuel

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The California Speedway's Noise and Pollution Impacts Surrounding Communities but the County Refuses to Adequately Address the Problem

The California Speedway (one of the largest sources of revenue for San Bernardino County) has repeatedly violated laws and standards put in place to protect the health and safety of neighboring communities. The low income and minority communities to the north of the Speedway property have been hit particularly hard by the Speedway's cavalier attitude towards compliance with environmental laws and community standards. The Speedway relocated its drag strip to an area that impacts thousands of residents without any notice or environmental review. More than a year after the relocation of the drag strip was discovered, environmental review of this project was finally prepared. Unfortunately, the environmental review that was prepared is significantly inadequate and fails to provide any real protections to the nearby residents, business owners, churches and schools. Drag races generate noise of over 100 decibels at nearby properties. Such extreme noise levels can cause hearing loss. But the County has turned a blind eye to serious legal violations and a deaf ear to those residents who complain. Instead, the County has recently proposed to increase the allowable maximum noise levels from the Speedway to 100 decibels.

In May of 2006, the California Speedway relocated its ¼ mile long drag strip from the south end of its 550 acre property all the way to the northern boundary of its property without studying the environmental impacts of the relocation and without obtaining any permits or even informing the County of the relocation. Area residents did not find out about the relocation until the drag strip began operating and they were subjected to excessively loud noise levels, their houses shook from the vibrations, and the neighborhood was engulfed in large clouds of smoke smelling of burned oil, rubber and fuel. Residents living across the street from the relocated drag strip contacted the Speedway to ask what was going on and request that noise levels be reduced, but the Speedway claimed that they were operating legally and that no changes would be made.

After being rebuffed by the Speedway, these residents then reported the relocation of the drag strip to the San Bernardino County Planning Department. While they were originally informed by the County that the Speedway was operating in violation of the law and would not be allowed to continue, the operation of the drag strip was never halted and less than a month later the Speedway was granted a Temporary Use Permit (TUP) to operate the relocated drag strip. The County did not perform any environmental review to support the approval of the TUP, despite a clear requirement to do so under the California Environmental Quality Act (CEQA). When the TUP expired the following year in June of 2007, the County issued a revision to the Final Development Plan for the Speedway. Neighbors of the project site appealed the plan revision to Planning

Commission. These appellants and their attorney sent several Public Records Act requests to the County for all documents regarding the relocation of the drag strip, but the County failed to provide them with a copy of a mitigated negative declaration (MND) that the County claims was prepared in July of 2007 to study the environmental effects of the relocation. Appellants and their attorney did not receive any evidence that an MND existed until the staff report was released for the hearing on the appeal of the relocation, just a few days before the hearing.

In addition to preparing the MND a year later than required, and failing to provide this document to members of the public that had requested it, the County's MND for the relocation is substantially inadequate in its analysis and mitigation of the significant noise, air quality and other impacts experienced by residents, business owners, churches and schools located near the relocated drag strip. A majority of the analysis of noise impacts refers to a completely different project and is irrelevant to the relocation of the drag strip. Additionally, the limited analysis of the noise impacts that is specific to the relocated drag strip relies on the implementation of a condition of approval that only allows gasoline-powered vehicles and prohibits nitro, methanol, alcohol, jet and rocket powered vehicles. However, the California Speedway continues to violate this condition of approval. The 2008 schedule for the drag strip shows events that include nitro, funny cars, and top fuel will be and have been held in violation of this condition. Residents have contacted code enforcement numerous times regarding these violations, but no changes have been made.

During drag strip events noise levels have often reached levels of 100 decibels and higher at the home located across the street from the Speedway, which is a significant violation of the existing 85 decibel noise standards. The emergency alarm at the nearby Redwood elementary school has been triggered by the vibrations from the drag strip and car alarms are often activated during drag racing events. Drag strip events are held all day Friday through Sunday most weekends throughout the year with some additional weekday events as well. The frequent noise standard violations have also been reported to the County, but did not result in any enforcement action against the Speedway. The Speedway has not been required to provide any other mitigation for the drag strip noise, besides the fuel restrictions that are routinely ignored. The County required the Speedway to install a sound wall to protect the business on the south side of the Speedway property but no such mitigation measure was required to protect the residents on the north side.

Area residents are also worried about air pollution from dragsters fumes. During racing events residents have experienced headaches and dizziness caused by the fumes from the drag strip. The County did not require any mitigation measures to reduce the impact of these fumes during drag racing events. Fontana

has the highest risk of cancer from air pollution in the state of California and by moving the drag strip significantly closer to thousands of residents, the Speedway is making a bad situation much worse.

Despite all of the evidence provided to the Planning Commission regarding the inadequacy of the MND and the severe impacts the drags trip is having on residents, on April 10, 2008 the Planning Commission voted unanimously to allow the relocation of the drag strip without mitigation for the impacted community. Residents then appealed the project to the Board of Supervisors and are awaiting a hearing on this project currently scheduled for August 12, 2008.

The Speedway has also recently requested changes to the noise standards for the Speedway. The County's noise standards have already been relaxed for the Speedway (the Speedway is currently allowed to produce 10 decibel louder noise levels at residences, schools and churches than other activities in the County), but the Speedway is now requesting that this already lenient standard be gutted further to increase allowable maximum noise levels from 85 decibels to 100 decibels. The Speedway claims this change is needed to "reflect the commercial and industrial nature of the area, while still protecting the public health and safety." This justification fails to acknowledge that there are numerous residents living within a short distance of the Speedway that would be subject to these increased noise levels. Additionally, physical damage to human hearing begins at prolonged exposure to noise levels higher than 85 decibels. Exposure to high noise levels affects the entire system, thereby affection blood pressure and functions of the heart and the nervous system. Periods of noise exposure above 90 decibels will result in permanent cell damage. Increasing the allowable noise levels to 100 decibels does not serve to protect the community's health and safety. The County is in the process of preparing an environmental impact report to determine the impacts of this 15 decibel increase in noise standards. However, the conclusions of the initial study for the project provide little hope that the County will protect the health and safety of the community and reject these excessive noise increases.

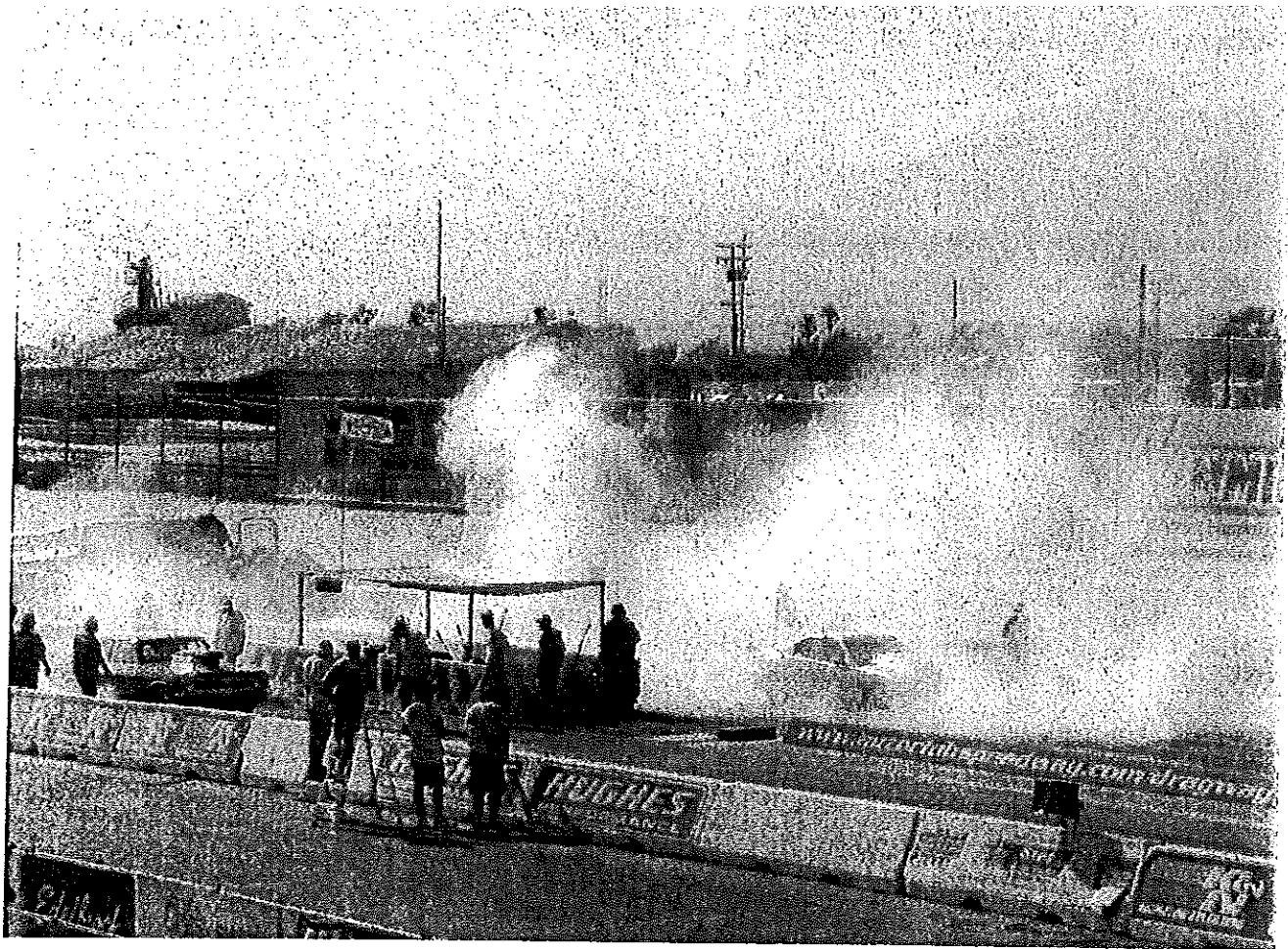
Community members have experienced difficulty in participating in the County's consideration of projects at the Speedway. The County refuses to prepare notices regarding this project in Spanish although they have repeatedly been requested to do so because a large portion of the residents in the impacted communities are Spanish speakers who lack proficiency in English. Additionally, the notices that have been provided have sometimes failed to contain adequate information regarding projects at the Speedway to provide the public with real notice of what actions are being proposed. For instance, the County's notice regarding the significant increase in allowable noise levels referred to the project as simply a modification of the noise standards with no indication that this "modification" would be an increase in allowable noise levels, let alone a 15

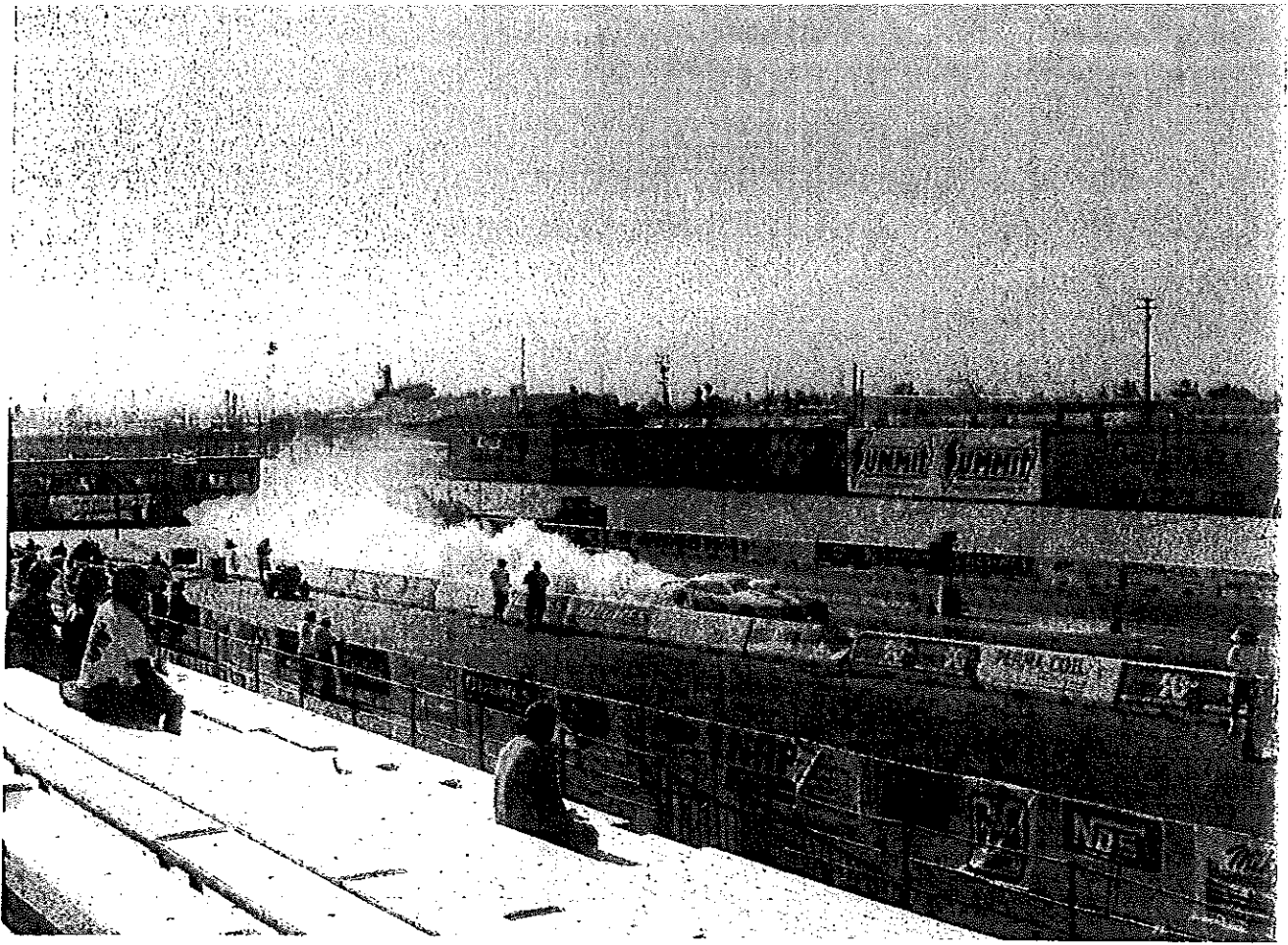
decibel increase. The County also has financial barriers that limit the participation of area residents. To appeal a decision of the Planning Department to the Planning Commission, it costs \$1050. It then costs another \$1750 to appeal a decision of the Planning Commission to the Board of Supervisors. The Board of Supervisors has refused to grant a request that these large fees be waived in the appeal of the relocation of the drag strip.

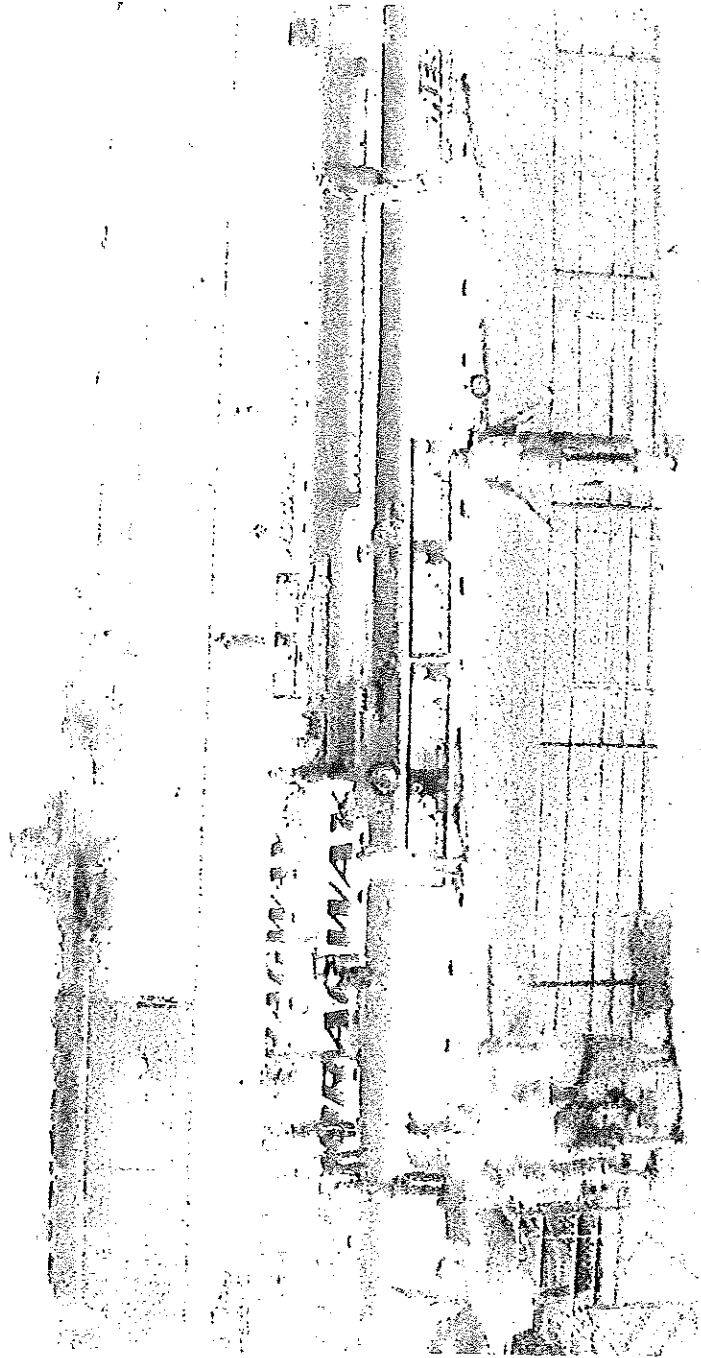
Despite the barriers to participation, there has been much community opposition to the project. Over 250 residents have signed a petition objecting to the excessive noise levels at the California Speedway. Additionally, residents living across the street from the relocated drag strip have become active in opposing new projects at the Speedway that will further impact the surrounding community, and have alerted area residents to the health risks the community is being required to bear. Unfortunately, they have thus far been unsuccessful in their attempts to reduce the harmful effects of Speedway operations on the community. But with additional support, public awareness and perseverance, they hope that the County will begin putting the community interests above those of the Speedway.

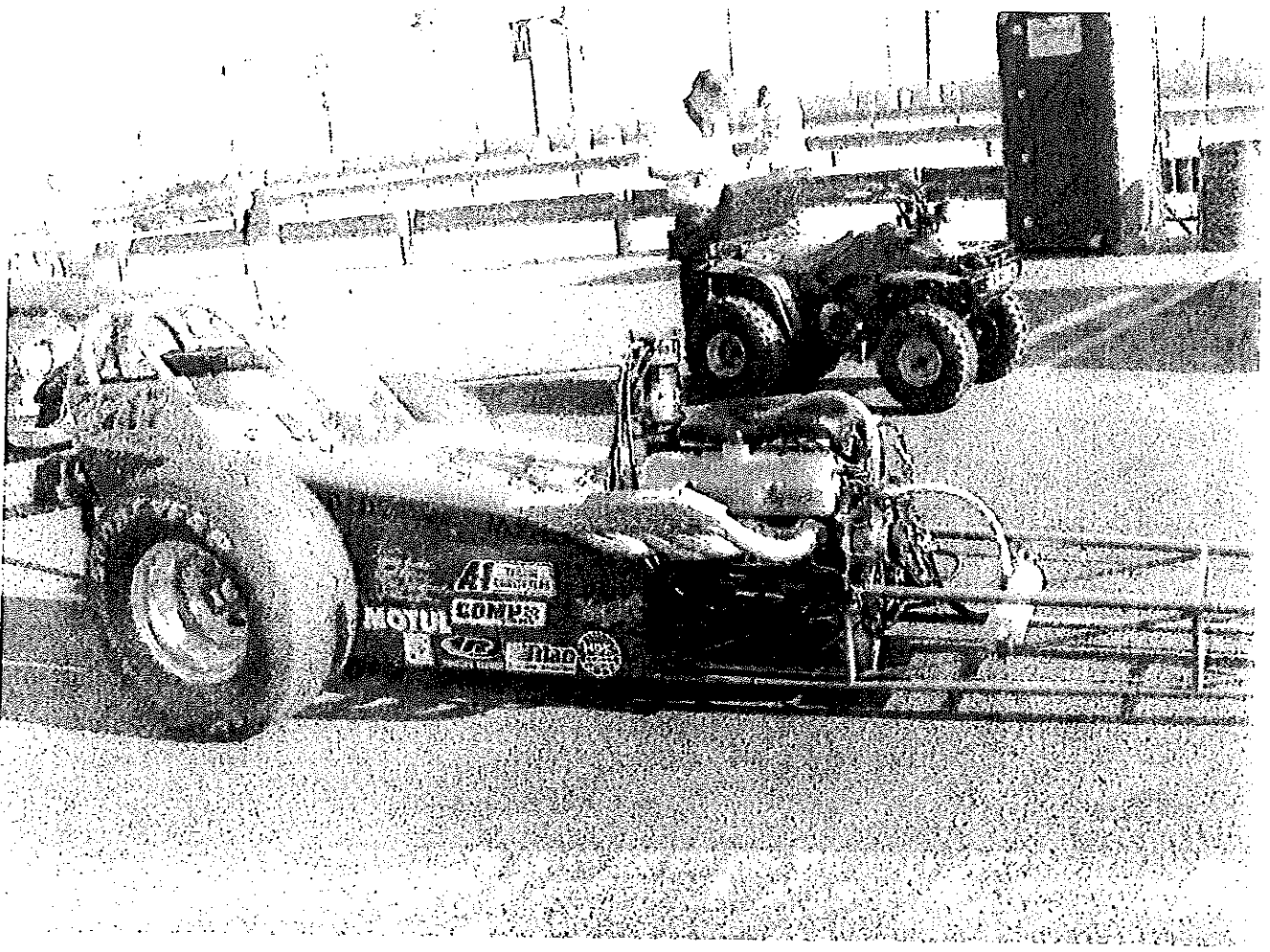
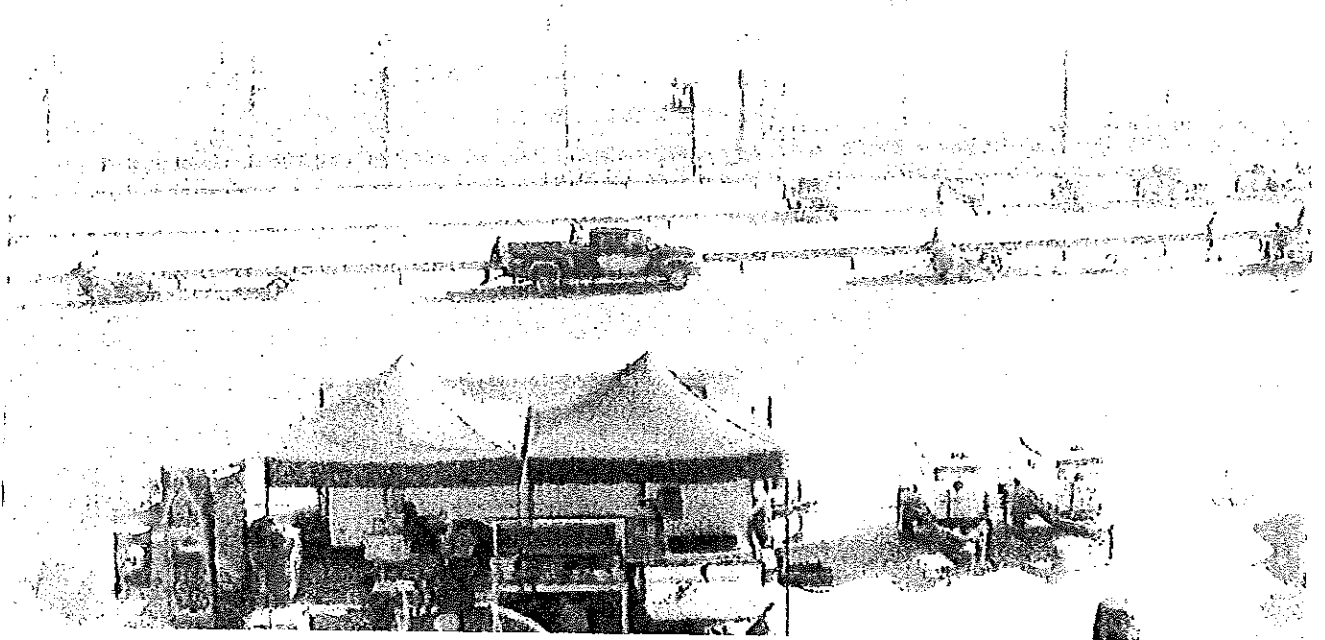
For more information contact:

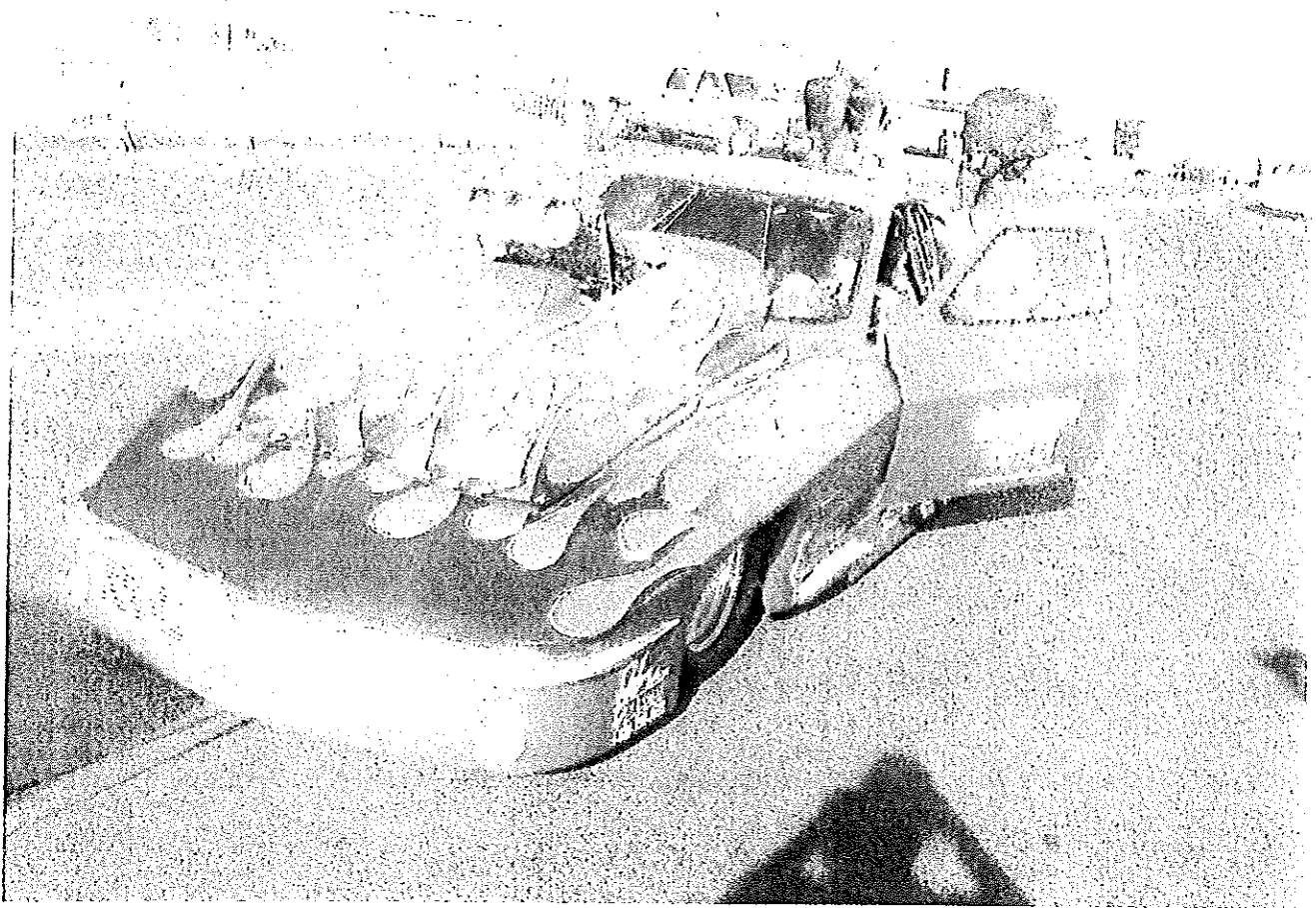
Attorney Amy Minter, Chatten-Brown & Carstens, (310) 314-8040, ext 3
Residents Salvador and Elizabeth Lopez, (909) 202-7676











Tablero de Supervisores (Board of Supervisors)
Condado de San Bernardino
385 N. Avenida de la punta de flecha. 5th piso
San Bernardino, CA 92415-0130

Re: Relocalización del carretera de California de la tira de la fricción
Supervisores honorables:

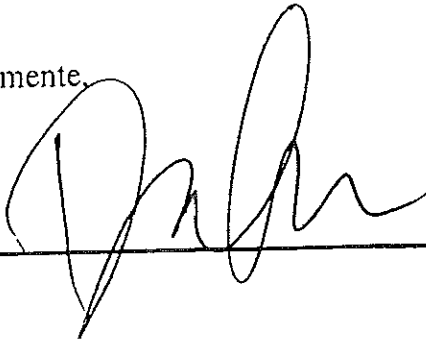
Me Opongo a la operación continuada de la tira de la fricción (dragway) en el lado del norte de la característica dela California Speedway sin la mitigación adicional para la comunidad. Los acontecimientos de la tira de la fricción (dragstrip) ocurren todo el día, la mayoría de los fines de semana. Soy referido profundamente por niveles excesivos del ruido generados por la tira vuelta a poner de la fricción. El ruido y las vibraciones de la tira de la fricción niegan a residentes del área el disfrute reservado de sus hogares y crean un peligro para la salud para los residentes, los operadores del negocio, y éstos que atienden a las escuelas y a las iglesias próximas. La California Speedway no ha ofrecido mitigación para estos impactos del ruido; que se han requerido para construir una pared de los sonidos, hogares afectados prueba de los sonidos, ni se han puesto en lugar ninguna otra medidas de la reducción del nivel de ruidos.

También me refiero sobre los impactos de la contaminación atmosférica de la tira de la fricción. Hay nubes grandes de humo olor, del aceite, del auto y del combustible y llantas quemados durante acontecimientos que compiten con la fricción. Me refiero qué estos humos impactana mi salud. La operación de la tira vuelta a poner de la fricción también ha aumentado perceptiblemente niveles del tráfico en el norte residencial de las áreas de la característica del carretera.

Pido que usted protéga por favor a nuestras comunidades y rechaze la aprobación de una revisión al plan de desarrollo de la California Speedway permitiendo la relocalización de la tira de la fricción a la porción norteña de la California Speedway

Sinceramente,

Firma

A handwritten signature in black ink, appearing to be 'D. L. ...', written over a horizontal line.

Tablero de Supervisores (Board of Supervisors)
Condado de San Bernardino
385 N. Avenida de la punta de flecha. 5th piso
San Bernardino, CA 92415-0130

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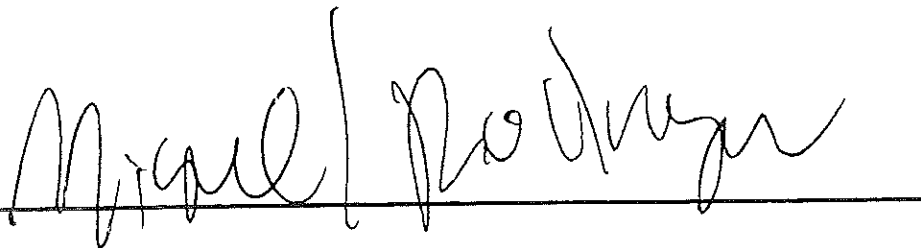
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Sinceramente,

Firma

A handwritten signature in black ink, appearing to read "Miguel Rodriguez", is written over a horizontal line. The signature is cursive and somewhat stylized.

Tablero de Supervisores (Board of Supervisores)
Condado de San Bernardino
385 N. Avenida de la punta de flecha. 5th piso
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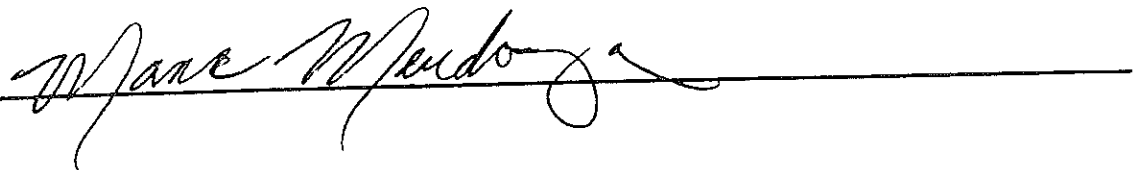
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Sinceramente,

Firma

A handwritten signature in cursive script, appearing to read "Jane Mendez", is written over a solid horizontal line. The signature is fluid and extends slightly beyond the line on both sides.

Tablero de Supervisores (Board of Supervisors)
Condado de San Bernardino
385 N. Avenida de la punta de flecha. 5th piso
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Sinceramente,

Firma Paola Alevta

Tablero de Supervisores (Board of Supervisors)
Condado de San Bernardino
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Sinceramente,

Firma Stella Sandoval

Tablero de Supervisores (Board of Supervisors)
Condado de San Bernardino
385 N. Avenida de la punta de flecha. 5th piso
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También me refiero sobre los impactos de la contaminación atmosférica de la tira de la fricción. Hay nubes grandes de humo olor, del aceite, del auto y del combustible y llantas quemados durante acontecimientos que compiten con la fricción. Me refiero que estos humos impactana mi salud. La operación de la tira vuelta a poner de la fricción también ha aumentado perceptiblemente niveles del tráfico en el norte residencial de las áreas de la característica del carretera.

Pido que usted protéga por favor a nuestras comunidades y rechaze la aprobación de una revisión al plan de desarrollo de la California Speedway permitiendo la relocalización de la tira de la fricción a la porción norteña de la California Speedway

Sinceramente,

Firma Maria Martínez 8215 Heather ave Fontana Ca 92333

Tablero de Supervisores (Board of Supervisors)
Condado de San Bernardino
385 N. Avenida de la punta de flecha. 5th piso
San Bernardino, CA 92415-0130

Re: Relocalización del carretera de California de la tira de la fricción
Supervisores honorables:

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Sinceramente,

Firma Maria Orzgon 14920 Whittram ave

Tablero de Supervisores (Board of Supervisors)
Condado de San Bernardino
385 N. Avenida de la punta de flecha. 5th piso
San Bernardino, CA 92415-0130

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Sinceramente,

Firma

Manuel Barrios

Arrow highway
Estudiante en Redwood

Tablero de Supervisores (Board of Supervisors)
Condado de San Bernardino
385 N. Avenida de la punta de flecha. 5th piso
San Bernardino, CA 92415-0130

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Sinceramente,

Firma YALI ALCOXER

14985 SPRING ST. FONTANA CA. 92335

Tablero de Supervisores (Board of Supervisors)
Condado de San Bernardino
385 N. Avenida de la punta de flecha. 5th piso
San Bernardino, CA 92415-0130

Re: Relocalización del carretera de California de la tira de la fricción
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Sinceramente,

Firma Mariateresa Gonzalez 8542 Beech ave

Tablero de Supervisores (Board of Supervisors)
Condado de San Bernardino
385 N. Avenida de la punta de flecha. 5th piso
San Bernardino, CA 92415-0130

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Sinceramente,

Firma Marina C. Lopez 8362 Redwood Ave 911 Fontana CA 92335

Tablero de Supervisores (Board of Supervisors)
Condado de San Bernardino
385 N. Avenida de la punta de flecha. 5th piso
San Bernardino, CA 92415-0130

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Sinceramente,

Firma FABIO A ALVAREZ
8362 REDWOOD AV. #29 FONTANA

Tablero de Supervisores (Board of Supervisors)
Condado de San Bernardino
385 N. Avenida de la punta de flecha. 5th piso
San Bernardino, CA 92415-0130

Re: Relocalización del carretera de California de la tira de la fricción
Supervisores honorables:

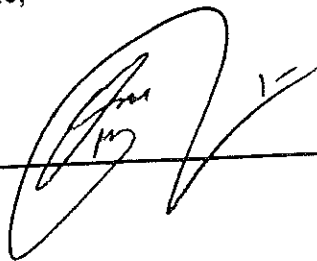
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Sinceramente,

Firma

A handwritten signature in black ink, appearing to be 'Ana', written over a horizontal line. The signature is stylized and includes a large loop.

Tablero de Supervisores (Board of Supervisors)
Condado de San Bernardino
385 N. Avenida de la punta de flecha. 5th piso
San Bernardino, CA 92415-0130

Re: Relocalización del carretera de California de la tira de la fricción
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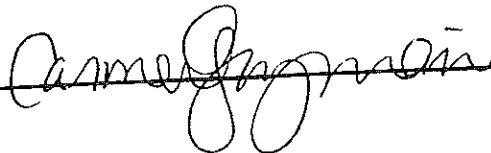
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Firma



Tablero de Supervisores (Board of Supervisors)
Condado de San Bernardino
385 N. Avenida de la punta de flecha. 5th piso
San Bernardino, CA 92415-0130

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Sinceramente,

Firma Maria Arias 909) 743-83-02
14900 ARROW BLV PH 11

Tablero de Supervisores (Board of Supervisors)
Condado de San Bernardino
385 N. Avenida de la punta de flecha. 5th piso
San Bernardino, CA 92415-0130

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Pido que usted protéga por favor a nuestras comunidades y rechaze la aprobación de una revisión al plan de desarrollo de la California Speedway permitiendo la relocalización de la tira de la fricción a la porción norteña de la California Speedway

Sinceramente,

Firma Mariana Amenta.

Tablero de Supervisores (Board of Supervisores)
Condado de San Bernardino
385 N. Avenida de la punta de flecha. 5th piso
San Bernardino, CA 92415-0130

Re: Relocalización del carretera de California de la tira de la fricción
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Sinceramente,

Firma FERNANDO GONZALEZ

14665 UPIANO AV.

Board of Supervisors
County of San Bernardino
385 N. Arrowhead Ave.
5th floor
San Bernardino, CA 92415-0130

Re: California Speedway Relocation of Drag Strip

Honorable Supervisors:

I oppose the continued operation of the drag strip on the north side of the California Speedway's property without further mitigation for the community. Drag strip events occur all day, most weekends. I am deeply concerned by the excessive levels of noise generated by the relocated drag strip. The noise and vibrations from the drag strip deny area residents the quiet enjoyment of their homes and creates a health hazard for residents, business operators, and those attending the nearby schools and churches. The California Speedway has offered no mitigation for these noise impacts; they have not been required to construct a sound wall, sound proof impacted homes, or put in place any other noise reduction measures.

I am also concerned about the air pollution impacts from the drag strip. There are large clouds of smoke smelling of burned oil, rubber and fuel during drag racing events. I am concerned what impact these fumes have on my health. The operation of the relocated drag strip has also significantly increased traffic levels in the residential areas north of the Speedway property.

I ask that you please protect our communities and reject the approval of a revision to the California Speedway Development Plan allowing the relocation of the drag strip to the northern portion of the Speedway property.

Sincerely,

Carlos A Lora 951-727-2357

Tablero de Supervisores (Board of Supervisors)
Condado de San Bernardino
385 N. Avenida de la punta de flecha. 5th piso
San Bernardino, CA 92415-0130

Re: Relocalización del carretera de California de la tira de la fricción
Supervisores honorables:

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Sinceramente,

Firma Nancy Lee
8389 Redwood Ave
Fontana CA 92335

Tablero de Supervisores (Board of Supervisors)
Condado de San Bernardino
385 N. Avenida de la punta de flecha. 5th piso
San Bernardino, CA 92415-0130

Re: Relocalización del carretera de California de la tira de la fricción
Supervisores honorables:

Me Opongo a la operación continuada de la tira de la fricción (dragway) en el lado del norte de la característica de la California Speedway sin la mitigación adicional para la comunidad. Los acontecimientos de la tira de la fricción (dragstrip) ocurren todo el día, la mayoría de los fines de semana. Soy referido profundamente por niveles excesivos del ruido generados por la tira vuelta a poner de la fricción. El ruido y las vibraciones de la tira de la fricción niegan a residentes del área el disfrute reservado de sus hogares y crean un peligro para la salud para los residentes, los operadores del negocio, y éstos que atienden a las escuelas y a las iglesias próximas. La California Speedway no ha ofrecido mitigación para estos impactos del ruido; que se han requerido para construir una pared de los sonidos, hogares afectados prueba de los sonidos, ni se han puesto en lugar ninguna otra medidas de la reducción del nivel de ruidos.

También me refiero sobre los impactos de la contaminación atmosférica de la tira de la fricción. Hay nubes grandes de humo olor, del aceite, del auto y del combustible y llantas quemados durante acontecimientos que compiten con la fricción. Me refiero que estos humos impactana mi salud. La operación de la tira vuelta a poner de la fricción también ha aumentado perceptiblemente niveles del tráfico en el norte residencial de las áreas de la característica del carretera.

Pido que usted protéga por favor a nuestras comunidades y rechaze la aprobación de una revisión al plan de desarrollo de la California Speedway permitiendo la relocalización de la tira de la fricción a la porción noroeste de la California Speedway

Sinceramente,

Firma Susana Uribe

Madre de niño de Redwood

Tablero de Supervisores (Board of Supervisors)
Condado de San Bernardino
385 N. Avenida de la punta de flecha. 5th piso
San Bernardino, CA 92415-0130

Re: Relocalización del carretera de California de la tira de la fricción
Supervisores honorables:

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Pido que usted protéga por favor a nuestras comunidades y rechaze la aprobación de una revisión al plan de desarrollo de la California Speedway permitiendo la relocalización de la tira de la fricción a la porción norteña de la California Speedway

Sinceramente,

Firma Silvia Cortez

Board of Supervisors
County of San Bernardino
385 N. Arrowhead Ave.
5th floor
San Bernardino, CA 92415-0130

Re: California Speedway Relocation of Drag Strip

Honorable Supervisors:

I oppose the continued operation of the drag strip on the north side of the California Speedway's property without further mitigation for the community. Drag strip events occur all day, most weekends. I am deeply concerned by the excessive levels of noise generated by the relocated drag strip. The noise and vibrations from the drag strip deny area residents the quiet enjoyment of their homes and creates a health hazard for residents, business operators, and those attending the nearby schools and churches. The California Speedway has offered no mitigation for these noise impacts; they have not been required to construct a sound wall, sound proof impacted homes, or put in place any other noise reduction measures.

I am also concerned about the air pollution impacts from the drag strip. There are large clouds of smoke smelling of burned oil, rubber and fuel during drag racing events. I am concerned what impact these fumes have on my health. The operation of the relocated drag strip has also significantly increased traffic levels in the residential areas north of the Speedway property.

I ask that you please protect our communities and reject the approval of a revision to the California Speedway Development Plan allowing the relocation of the drag strip to the northern portion of the Speedway property.

Sincerely,



1033. N Forest

Rialto Ca 92374

Board of Supervisors
County of San Bernardino
385 N. Arrowhead Ave.
5th floor
San Bernardino, CA 92415-0130

Re: California Speedway Relocation of Drag Strip

Honorable Supervisors:

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I ask that you please protect our communities and reject the approval of a revision to the California Speedway Development Plan allowing the relocation of the drag strip to the northern portion of the Speedway property.

Sincerely,

Lorena Barbosa
15164 Upland Ave
Fontana Ca. 92335

Board of Supervisors
County of San Bernardino
385 N. Arrowhead Ave.
5th floor
San Bernardino, CA 92415-0130

Re: California Speedway Relocation of Drag Strip

Honorable Supervisors:

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I ask that you please protect our communities and reject the approval of a revision to the California Speedway Development Plan allowing the relocation of the drag strip to the northern portion of the Speedway property.

Sincerely,

Juan Carlos Lopez
14885 Ivy Av
Fontana CA 92335

Board of Supervisors
County of San Bernardino
385 N. Arrowhead Ave.
5th floor
San Bernardino, CA 92415-0130

Re: California Speedway Relocation of Drag Strip

Honorable Supervisors:

I oppose the continued operation of the drag strip on the north side of the California Speedway's property without further mitigation for the community. Drag strip events occur all day, most weekends. I am deeply concerned by the excessive levels of noise generated by the relocated drag strip. The noise and vibrations from the drag strip deny area residents the quiet enjoyment of their homes and creates a health hazard for residents, business operators, and those attending the nearby schools and churches. The California Speedway has offered no mitigation for these noise impacts; they have not been required to construct a sound wall, sound proof impacted homes, or put in place any other noise reduction measures.

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I ask that you please protect our communities and reject the approval of a revision to the California Speedway Development Plan allowing the relocation of the drag strip to the northern portion of the Speedway property.

Sincerely,

Maria Gonzalez
mama de estudiante
de Redwood

Board of Supervisors
County of San Bernardino
385 N. Arrowhead Ave.
5th floor
San Bernardino, CA 92415-0130

Re: California Speedway Relocation of Drag Strip

Honorable Supervisors:

I oppose the continued operation of the drag strip on the north side of the California Speedway's property without further mitigation for the community. Drag strip events occur all day, most weekends. I am deeply concerned by the excessive levels of noise generated by the relocated drag strip. The noise and vibrations from the drag strip deny area residents the quiet enjoyment of their homes and creates a health hazard for residents, business operators, and those attending the nearby schools and churches. The California Speedway has offered no mitigation for these noise impacts; they have not been required to construct a sound wall, sound proof impacted homes, or put in place any other noise reduction measures.

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I ask that you please protect our communities and reject the approval of a revision to the California Speedway Development Plan allowing the relocation of the drag strip to the northern portion of the Speedway property.

Sincerely,

Nuria Mateo

14585 ARROW RT
FONTANA CA 92335

Board of Supervisors
County of San Bernardino
385 N. Arrowhead Ave.
5th floor
San Bernardino, CA 92415-0130

Re: California Speedway Relocation of Drag Strip

Honorable Supervisors:

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I ask that you please protect our communities and reject the approval of a revision to the California Speedway Development Plan allowing the relocation of the drag strip to the northern portion of the Speedway property.

Sincerely,

[Handwritten Signature]
14396 Arrow BLVD
Fontana ca 92335

Board of Supervisors
County of San Bernardino
385 N. Arrowhead Ave.
5th floor
San Bernardino, CA 92415-0130

Re: California Speedway Relocation of Drag Strip

Honorable Supervisors:

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I ask that you please protect our communities and reject the approval of a revision to the California Speedway Development Plan allowing the relocation of the drag strip to the northern portion of the Speedway property.

Sincerely,

Eva Patiño
8362 Redwood
Fontana CA 92335

Board of Supervisors
County of San Bernardino
385 N. Arrowhead Ave.
5th floor
San Bernardino, CA 92415-0130

Re: California Speedway Relocation of Drag Strip

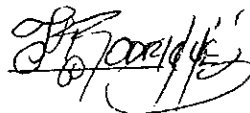
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I ask that you please protect our communities and reject the approval of a revision to the California Speedway Development Plan allowing the relocation of the drag strip to the northern portion of the Speedway property.

Sincerely,



8705 Calabash Ave CA
Fontana 92335

Tablero de Supervisores (Board of Supervisores)
Condado de San Bernardino
385 N. Avenida de la punta de flecha. 5th piso
San Bernardino, CA 92415-0130

Re: Relocalización del carretera de California de la tira de la fricción
Supervisores honorables:

Me Opongo a la operación continuada de la tira de la fricción (dragway) en el lado del norte de la característica dela California Speedway sin la mitigación adicional para la comunidad. Los acontecimientos de la tira de la fricción (dragstrip) ocurren todo el día, la mayoría de los fines de semana. Soy referido profundamente por niveles excesivos del ruido generados por la tira vuelta a poner de la fricción. El ruido y las vibraciones de la tira de la fricción niegan a residentes del área el disfrute reservado de sus hogares y crean un peligro para la salud para los residentes, los operadores del negocio, y éstos que atienden a las escuelas y a las iglesias próximas. La California Speedway no ha ofrecido mitigación para estos impactos del ruido; que se han requerido para construir una pared de los sonidos, hogares afectados prueba de los sonidos, ni se han puesto en lugar ninguna otra medidas de la reducción del nivel de ruidos.

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Pido que usted protéga por favor a nuestras comunidades y rechaze la aprobación de una revisión al plan de desarrollo de la California Speedway permitiendo la relocalización de la tira de la fricción a la porción norteña de la California Speedway

Sinceramente,

Firma Rana Lopez. 12915 Sella AV, 92335 Fontana

Tablero de Supervisores (Board of Supervisores)
Condado de San Bernardino
385 N. Avenida de la punta de flecha. 5th piso
San Bernardino, CA 92415-0130

Re: Relocalización del carretera de California de la tira de la fricción
Supervisores honorables:

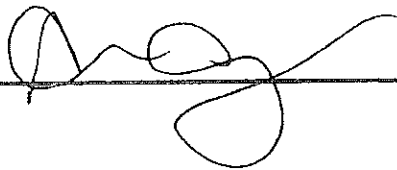
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Sinceramente,

Firma

A handwritten signature in black ink, consisting of several loops and a long horizontal stroke extending to the right, positioned above a solid horizontal line.

Board of Supervisors
County of San Bernardino
385 N. Arrowstreet
5th floor
San Bernardino, CA 92410-1130

Re: California Speedway Relocation of Drag Strip

Honorable Supervisor

I oppose the continued operation of the drag strip on the north side of the California Speedway property without further mitigation for the community. Drag strip events occur all day, not just weekends. I am deeply concerned by the excessive levels of noise generated by the relocated drag strip. The noise and vibrations from the drag strip deny area residents the quiet enjoyment of their homes and creates a health hazard for residents, business operators, and those attending the nearby schools and churches. The California Speedway has offered no mitigation for these noise impacts; they have not been required to construct a sound wall, sound proof impacted homes, or put in place any other noise reduction measures.

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I ask that you please protect our communities and reject the approval of a revision to the California Speedway Development Plan allowing the relocation of the drag strip to the northern portion of the Speedway property.

Sincerely,

Monica Lopez 13932 Whittram Ave, Fontana, Ca 92335

Monica Lopez

Tablero de Supervisores (Board of Supervisores)
Condado de San Bernardino
385 N. Avenida de la punta de flecha. 5th piso
San Bernardino, CA 92415-0130

Re: Relocalización del carretera de California de la tira de la fricción
Supervisores honorables:

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Sinceramente,

Firma



452 W Cornell de
Rialto Ca 92374

Tablero de Supervisores (Board of Supervisors)
Condado de San Bernardino
385 N. Avenida de la punta de flecha. 5th piso
San Bernardino, CA 92415-0130

Re: Relocalización del carretera de California de la tira de la fricción
Supervisores honorables:

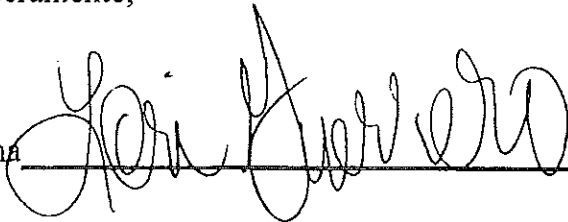
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Sinceramente,

Firma

A handwritten signature in black ink, appearing to read "John J. Rivera", is written over a horizontal line. The signature is cursive and somewhat stylized.

Tablero de Supervisores (Board of Supervisors)
Condado de San Bernardino
385 N. Avenida de la punta de flecha. 5th piso
San Bernardino, CA 92415-0130

Re: Relocalización del carretera de California de la tira de la fricción
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Sinceramente,

Firma Liliana Llanes madre estudiante

909 232 2694

Board of Supervisors
County of San Bernardino
385 N. Arrowhead Ave.
5th floor
San Bernardino, CA 92415-0130

Re: California Speedway Relocation of Drag Strip

Honorable Supervisors:

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Sincerely,

David J. [Signature]
13217 Arrow Pk
R. Cucamonga, Ca 91739

Tablero de Supervisores (Board of Supervisors)
Condado de San Bernardino
385 N. Avenida de la Montaña de flecha. 5th piso
San Bernardino, CA 92415-0130

Re: Relocalización del carretera de California de la tira de la fricción
Supervisores honorables:

Me Opongo a la operación continuada de la tira de la fricción (dragway) en el lado del norte de la característica de la California Speedway sin la mitigación adicional para la comunidad. Los acontecimientos de la tira de la fricción (dragstrip) ocurren todo el día, la mayoría de los días de semana. Soy referido profundamente por niveles excesivos del ruido generados por la tira vuelta a poner de la fricción. El ruido y las vibraciones de la tira de la fricción niegan a residentes del área el disfrute reservado de sus hogares y crean un peligro para la salud para los residentes, los operadores del negocio, y éstos que atienden a las escuelas y a las iglesias próximas. La California Speedway no ha ofrecido mitigación para estos impactos del ruido; que se han requerido para construir una pared de los sonidos. hogares afectados prueba de los sonidos, ni se han puesto en lugar ninguna otra medidas de la reducción del nivel de ruidos.

También me refiero sobre los impactos de la contaminación atmosférica de la tira de la fricción. Hay nubes grandes de humo olor, del aceite, del auto y del combustible y llantas quemados durante acontecimientos que compiten con la fricción. Me refiero que estos humos impactana mi salud. La operación de la tira vuelta a poner de la fricción también ha aumentado perceptiblemente niveles del tráfico en el norte residencial de las áreas de la característica del carretera.

Pido que usted protéga por favor a nuestras comunidades y rechaze la aprobación de una revisión al plan de desarrollo de la California Speedway permitiendo la relocalización de la tira de la fricción a la porción norteña de la California Speedway

Sinceramente,

Firma Carmin Jimenez
146 33 Uoland
Fontana 92335

Board of Supervisors
County of San Bernardino
385 N. Arrowhead
5th floor
San Bernardino, CA 92415-1130

Re: California Speedway Relocation of Drag Strip

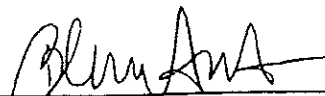
Honorable Supervisor

I oppose the relocated operation of the drag strip on the north side of the California Speedway property without further mitigation for the community. Drag strip events occur all day on weekends. I am deeply concerned by the excessive levels of noise generated by the relocated drag strip. The noise and vibrations from the drag strip deny area residents the quiet enjoyment of their homes and creates a health hazard for residents, business owners, and those attending the nearby schools and churches. The California Speedway has offered no mitigation for these noise impacts; they have not been required to construct a sound wall, sound proof impacted homes, or put in place any other noise reduction measures.

I am also concerned about the air pollution impacts from the drag strip. There are large clouds of smoke and fumes from the burning of burned oil, rubber and fuel during drag racing events. I am concerned about the health impacts these fumes have on my health. The operation of the relocated drag strip has also significantly increased traffic levels in the residential areas north of the Speedway property.

I ask that you please protect our communities and reject the approval of a revision to the California Speedway Development Plan allowing the relocation of the drag strip to the northern portion of the Speedway property.

Sincerely,



Mom from Redwood
909 200-0693

Board of Supervisors
County of San Bernardino
385 N. Arrowhead
5th floor
San Bernardino, CA 92410

Re: California State Fair Relocation of Drag Strip

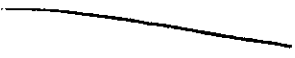
Honorable Supervisor

I oppose the relocation and operation of the drag strip on the north side of the California State Fair property without further mitigation for the community. Drag strip events occur on the weekends. I am deeply concerned by the excessive levels of noise generated by the relocated drag strip. The noise and vibrations from the drag strip deny area residents the enjoyment of their homes and creates a health hazard for residents, businesses, and those attending the nearby schools and churches. The California State Fair offered no mitigation for these noise impacts; they have not been required to build a sound wall, sound proof impacted homes, or put in place any other noise reduction measures.

I am also concerned about the air pollution impacts from the drag strip. There are large clouds of smoke and fumes of burned oil, rubber and fuel during drag racing events. I am concerned about the health impacts these fumes have on my health. The operation of the relocated drag strip has significantly increased traffic levels in the residential areas north of the State Fair property.

I ask that you protect our communities and reject the approval of a revision to the California State Fair Development Plan allowing the relocation of the drag strip to the northern portion of the State Fair Speedway property.

Sincerely,


parent of a redwood student.

Board of Supervisors
County of San Bernardino
385 N. Arrowhead
5th floor
San Bernardino, CA 91730

Re: California Speedway Relocation of Drag Strip

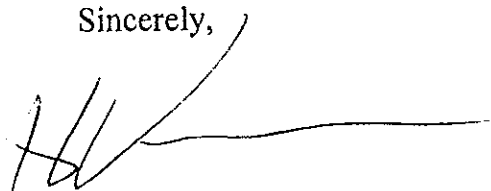
Honorable Supervisor

I oppose the proposed operation of the drag strip on the north side of the California Speedway property without further mitigation for the community. Drag strip events occur all day on weekends. I am deeply concerned by the excessive levels of noise generated by the relocated drag strip. The noise and vibrations from the drag strip deny area residents the enjoyment of their homes and creates a health hazard for residents, businesses, and those attending the nearby schools and churches. The California Speedway has offered no mitigation for these noise impacts; they have not been required to construct a sound wall, sound proof impacted homes, or put in place any other noise reduction measures.

I am also concerned about the air pollution impacts from the drag strip. There are large clouds of smoke and fumes of burned oil, rubber and fuel during drag racing events. I am concerned about the health impacts these fumes have on my health. The operation of the relocated drag strip has also significantly increased traffic levels in the residential areas north of the Speedway property.

I ask that you please protect our communities and reject the approval of a revision to the California Speedway Development Plan allowing the relocation of the drag strip to the northern portion of the Speedway property.

Sincerely,



PARENT OF REDWOODS STUDENT

Board of Superior Judges
County of San Bernardino
385 N. Arrowhead
5th floor
San Bernardino, CA 92410-3000

Re: California State Fair Relocation of Drag Strip

Honorable Superior Judge

I oppose the relocation of the operation of the drag strip on the north side of the California State Fair property without further mitigation for the community. Drag strip events occur on the weekends. I am deeply concerned by the excessive levels of noise generated by the relocated drag strip. The noise and vibrations from the drag strip deny area residents the enjoyment of their homes and creates a health hazard for residents, businesses, and those attending the nearby schools and churches. The California State Fair has offered no mitigation for these noise impacts; they have not been required to build a sound wall, sound proof impacted homes, or put in place any other noise reduction measures.

I am also concerned about the air pollution impacts from the drag strip. There are large clouds of smoke and fumes from the burning of burned oil, rubber and fuel during drag racing events. I am concerned about the health impacts these fumes have on my health. The operation of the relocated drag strip has significantly increased traffic levels in the residential areas north of the State Fair property.

I ask that you please protect our communities and reject the approval of a revision to the California State Fair Development Plan allowing the relocation of the drag strip to the northern portion of the State Fair Speedway property.

Sincerely,

Guadalupe Leizaola
Guadalupe Leizaola

Board of Supervisors
County of San Bernardino
385 N. Arrowhead Ave.
5th floor
San Bernardino, CA 92415-0130

Re: California Speedway Relocation of Drag Strip

Honorable Supervisors:

I oppose the continued operation of the drag strip on the north side of the California Speedway's property without further mitigation for the community. Drag strip events occur all day, most weekends. I am deeply concerned by the excessive levels of noise generated by the relocated drag strip. The noise and vibrations from the drag strip deny area residents the quiet enjoyment of their homes and creates a health hazard for residents, business operators, and those attending the nearby schools and churches. The California Speedway has offered no mitigation for these noise impacts; they have not been required to construct a sound wall, sound proof impacted homes, or put in place any other noise reduction measures.

I am also concerned about the air pollution impacts from the drag strip. There are large clouds of smoke smelling of burned oil, rubber and fuel during drag racing events. I am concerned what impact these fumes have on my health. The operation of the relocated drag strip has also significantly increased traffic levels in the residential areas north of the Speedway property.

I ask that you please protect our communities and reject the approval of a revision to the California Speedway Development Plan allowing the relocation of the drag strip to the northern portion of the Speedway property.

Sincerely,

Suzanne Orty
14787 Valencia Ave
San Antonio CA 92335

Board of Supervisors
County of San Bernardino
385 N. Arrowhead Ave.
5th floor
San Bernardino, CA 92415-0130

Re: California Speedway Relocation of Drag Strip

Honorable Supervisors:

I oppose the continued operation of the drag strip on the north side of the California Speedway's property without further mitigation for the community. Drag strip events occur all day, most weekends. I am deeply concerned by the excessive levels of noise generated by the relocated drag strip. The noise and vibrations from the drag strip deny area residents the quiet enjoyment of their homes and creates a health hazard for residents, business operators, and those attending the nearby schools and churches. The California Speedway has offered no mitigation for these noise impacts; they have not been required to construct a sound wall, sound proof impacted homes, or put in place any other noise reduction measures.

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I ask that you please protect our communities and reject the approval of a revision to the California Speedway Development Plan allowing the relocation of the drag strip to the northern portion of the Speedway property.

Sincerely,

Stacey Amezala
14935 Spring St
Fontana CA 92336

Board of Supervisors
County of San Bernardino
385 N. Arrowhead Ave.
5th floor
San Bernardino, CA 92415-0130

Re: California Speedway Relocation of Drag Strip


Honorable Supervisors:

I oppose the continued operation of the drag strip on the north side of the California Speedway's property without further mitigation for the community. Drag strip events occur all day, most weekends. I am deeply concerned by the excessive levels of noise generated by the relocated drag strip. The noise and vibrations from the drag strip deny area residents the quiet enjoyment of their homes and creates a health hazard for residents, business operators, and those attending the nearby schools and churches. The California Speedway has offered no mitigation for these noise impacts; they have not been required to construct a sound wall, sound proof impacted homes, or put in place any other noise reduction measures.

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I ask that you please protect our communities and reject the approval of a revision to the California Speedway Development Plan allowing the relocation of the drag strip to the northern portion of the Speedway property.

Sincerely,


909-822-4162

Board of Supervisors
County of San Bernardino
385 N. Arrowhead Ave.
5th floor
San Bernardino, CA 92415-0130

Re: California Speedway Relocation of Drag Strip

Honorable Supervisors:

I oppose the continued operation of the drag strip on the north side of the California Speedway's property without further mitigation for the community. Drag strip events occur all day, most weekends. I am deeply concerned by the excessive levels of noise generated by the relocated drag strip. The noise and vibrations from the drag strip deny area residents the quiet enjoyment of their homes and creates a health hazard for residents, business operators, and those attending the nearby schools and churches. The California Speedway has offered no mitigation for these noise impacts; they have not been required to construct a sound wall, sound proof impacted homes, or put in place any other noise reduction measures.

I am also concerned about the air pollution impacts from the drag strip. There are large clouds of smoke smelling of burned oil, rubber and fuel during drag racing events. I am concerned what impact these fumes have on my health. The operation of the relocated drag strip has also significantly increased traffic levels in the residential areas north of the Speedway property.

I ask that you please protect our communities and reject the approval of a revision to the California Speedway Development Plan allowing the relocation of the drag strip to the northern portion of the Speedway property.

Sincerely,

Anuth M. Saree
9685 Kiwi Ave.
Fontana, CA. 92335

Board of Supervisors
County of San Bernardino
385 N. Arrowhead Ave.
5th floor
San Bernardino, CA 92415-0130

Re: California Speedway Relocation of Drag Strip

Honorable Supervisors:

I oppose the continued operation of the drag strip on the north side of the California Speedway's property without further mitigation for the community. Drag strip events occur all day, most weekends. I am deeply concerned by the excessive levels of noise generated by the relocated drag strip. The noise and vibrations from the drag strip deny area residents the quiet enjoyment of their homes and creates a health hazard for residents, business operators, and those attending the nearby schools and churches. The California Speedway has offered no mitigation for these noise impacts; they have not been required to construct a sound wall, sound proof impacted homes, or put in place any other noise reduction measures.

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I ask that you please protect our communities and reject the approval of a revision to the California Speedway Development Plan allowing the relocation of the drag strip to the northern portion of the Speedway property.

Sincerely,

Cesar
Francisco

8375 Pampas
LN

Board of Supervisors
County of San Bernardino
385 N. Arrowhead Ave.
5th floor
San Bernardino, CA 92415-0130

Re: California Speedway Relocation of Drag Strip

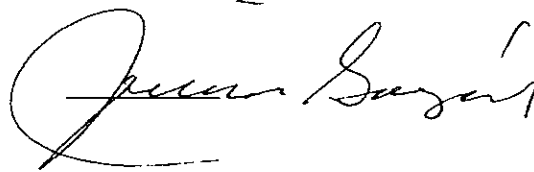
Honorable Supervisors:

I oppose the continued operation of the drag strip on the north side of the California Speedway's property without further mitigation for the community. Drag strip events occur all day, most weekends. I am deeply concerned by the excessive levels of noise generated by the relocated drag strip. The noise and vibrations from the drag strip deny area residents the quiet enjoyment of their homes and creates a health hazard for residents, business operators, and those attending the nearby schools and churches. The California Speedway has offered no mitigation for these noise impacts; they have not been required to construct a sound wall, sound proof impacted homes, or put in place any other noise reduction measures.

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I ask that you please protect our communities and reject the approval of a revision to the California Speedway Development Plan allowing the relocation of the drag strip to the northern portion of the Speedway property.

Sincerely,



8433 Roseda Ad.
Fontana CA, 92331

Board of Supervisors
County of San Bernardino
385 N. Arrowhead Ave.
5th floor
San Bernardino, CA 92415-0130

Re: California Speedway Relocation of Drag Strip

Honorable Supervisors:

I oppose the continued operation of the drag strip on the north side of the California Speedway's property without further mitigation for the community. Drag strip events occur all day, most weekends. I am deeply concerned by the excessive levels of noise generated by the relocated drag strip. The noise and vibrations from the drag strip deny area residents the quiet enjoyment of their homes and creates a health hazard for residents, business operators, and those attending the nearby schools and churches. The California Speedway has offered no mitigation for these noise impacts; they have not been required to construct a sound wall, sound proof impacted homes, or put in place any other noise reduction measures.

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I ask that you please protect our communities and reject the approval of a revision to the California Speedway Development Plan allowing the relocation of the drag strip to the northern portion of the Speedway property.

Sincerely,

13555 Arrow Bl
Fontana CA 92335
Laura Cebrian

Board of Supervisors
County of San Bernardino
385 N. Arrowhead Ave.
5th floor
San Bernardino, CA 92415-0130

Re: California Speedway Relocation of Drag Strip

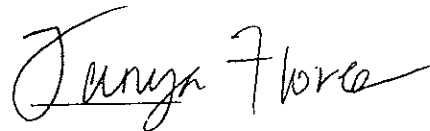
Honorable Supervisors:

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I ask that you please protect our communities and reject the approval of a revision to the California Speedway Development Plan allowing the relocation of the drag strip to the northern portion of the Speedway property.

Sincerely,

A handwritten signature in cursive script that reads "Tanya Flores". The signature is written in black ink and is positioned below the word "Sincerely,".

Board of Supervisors
County of San Bernardino
385 N. Arrowhead Ave.
5th floor
San Bernardino, CA 92415-0130

Re: California Speedway Relocation of Drag Strip

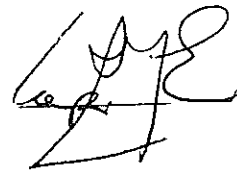
Honorable Supervisors:

I oppose the continued operation of the drag strip on the north side of the California Speedway's property without further mitigation for the community. Drag strip events occur all day, most weekends. I am deeply concerned by the excessive levels of noise generated by the relocated drag strip. The noise and vibrations from the drag strip deny area residents the quiet enjoyment of their homes and creates a health hazard for residents, business operators, and those attending the nearby schools and churches. The California Speedway has offered no mitigation for these noise impacts; they have not been required to construct a sound wall, sound proof impacted homes, or put in place any other noise reduction measures.

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I ask that you please protect our communities and reject the approval of a revision to the California Speedway Development Plan allowing the relocation of the drag strip to the northern portion of the Speedway property.

Sincerely,

A handwritten signature in black ink, appearing to be "L. J. R.", written over a horizontal line.

Board of Supervisors
County of San Bernardino
385 N. Arrowhead Ave.
5th floor
San Bernardino, CA 92415-0130

Re: California Speedway Relocation of Drag Strip

Honorable Supervisors:

I oppose the continued operation of the drag strip on the north side of the California Speedway's property without further mitigation for the community. Drag strip events occur all day, most weekends. I am deeply concerned by the excessive levels of noise generated by the relocated drag strip. The noise and vibrations from the drag strip deny area residents the quiet enjoyment of their homes and creates a health hazard for residents, business operators, and those attending the nearby schools and churches. The California Speedway has offered no mitigation for these noise impacts; they have not been required to construct a sound wall, sound proof impacted homes, or put in place any other noise reduction measures.

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I ask that you please protect our communities and reject the approval of a revision to the California Speedway Development Plan allowing the relocation of the drag strip to the northern portion of the Speedway property.

Sincerely,

Manny P. Nee

13932 Whittram Ave.
Fontana, CA. 92335

Board of Supervisors
County of San Bernardino
385 N. Arrowhead Ave.
5th floor
San Bernardino, CA 92415-0130

Re: California Speedway Relocation of Drag Strip

Honorable Supervisors:

I oppose the continued operation of the drag strip on the north side of the California Speedway's property without further mitigation for the community. Drag strip events occur all day, most weekends. I am deeply concerned by the excessive levels of noise generated by the relocated drag strip. The noise and vibrations from the drag strip deny area residents the quiet enjoyment of their homes and creates a health hazard for residents, business operators, and those attending the nearby schools and churches. The California Speedway has offered no mitigation for these noise impacts; they have not been required to construct a sound wall, sound proof impacted homes, or put in place any other noise reduction measures.

I am also concerned about the air pollution impacts from the drag strip. There are large clouds of smoke smelling of burned oil, rubber and fuel during drag racing events. I am concerned what impact these fumes have on my health. The operation of the relocated drag strip has also significantly increased traffic levels in the residential areas north of the Speedway property.

I ask that you please protect our communities and reject the approval of a revision to the California Speedway Development Plan allowing the relocation of the drag strip to the northern portion of the Speedway property.

Sincerely,



13932 Whittram Ave
Fontana, CA 92335

Board of Supervisors
County of San Bernardino
385 N. Arrowhead Ave.
5th floor
San Bernardino, CA 92415-0130

Re: California Speedway Relocation of Drag Strip

Honorable Supervisors:

I oppose the continued operation of the drag strip on the north side of the California Speedway's property without further mitigation for the community. Drag strip events occur all day, most weekends. I am deeply concerned by the excessive levels of noise generated by the relocated drag strip. The noise and vibrations from the drag strip deny area residents the quiet enjoyment of their homes and creates a health hazard for residents, business operators, and those attending the nearby schools and churches. The California Speedway has offered no mitigation for these noise impacts; they have not been required to construct a sound wall, sound proof impacted homes, or put in place any other noise reduction measures.

I am also concerned about the air pollution impacts from the drag strip. There are large clouds of smoke smelling of burned oil, rubber and fuel during drag racing events. I am concerned what impact these fumes have on my health. The operation of the relocated drag strip has also significantly increased traffic levels in the residential areas north of the Speedway property.

I ask that you please protect our communities and reject the approval of a revision to the California Speedway Development Plan allowing the relocation of the drag strip to the northern portion of the Speedway property.

Sincerely,

1
 8/11/08

13932 Whittram Ave
Fontana, CA 92335

Tablero de Supervisores (Board of Supervisors)
Condado de San Bernardino
385 N. Avenida de la Flecha, 5th piso
San Bernardino, CA 92401-1330

Re: Operación de la tira de la fricción de la carretera de California
Supervisores de San Bernardino

Me opongo a la operación en continuada de la tira de la fricción (dragway) en el lado del norte de la carretera de California Speedway sin la mitigación adicional para la comunidad. Los ruidos de los eventos de la tira de la fricción (dragstrip) ocurren todo el día, la mayoría de los días de la semana. Soy referido profundamente por niveles excesivos del ruido generados por la vuelta a poner de la fricción. El ruido y las vibraciones de la tira de la fricción niegan a los residentes del área el disfrute reservado de sus hogares y crean un peligro para la salud de los residentes, los operadores del negocio, y éstos que atienden a las personas en las iglesias próximas. La California Speedway no ha ofrecido mitigación para reducir los niveles del ruido; que se han requerido para construir una pared de los sonidos. Los mapas de los sonidos prueba de los sonidos, ni se han puesto en lugar ninguna otra medida para la reducción del nivel de ruidos.

También me refiero sobre los impactos de la contaminación atmosférica de la tira de la fricción. Hay muchos grandes de humo olor, del aceite, del auto y del combustible y llantas quemados durante los acontecimientos que compiten con la fricción. Me refiero que estos humos impactan a la salud. La operación de la tira vuelta a poner de la fricción también ha aumentado perceptiblemente niveles del tráfico en el norte residencial de las áreas de la característica del carretera.

Pido que usted protéga por favor a nuestras comunidades y rechaze la aprobación de una revisión al plan de desarrollo de la California Speedway permitiendo la relocalización de la tira de la fricción a la porción norteña de la California Speedway

Sinceramente,

Firma Quinn Morawitz
8211 Avenida de la Flecha
Fontana CA 92335

Tablero de Supervisores
Condado de Santa Clara
385 N. Avenida
San Bernardino

(Board of Supervisors)

Caja. 5th piso

Re: Relocalización de la tira de la fricción
Supervisores miembros

Me opongo a la relocalización de la tira de la fricción (dragway) en el lado del norte de la carretera de la California Speedway sin la mitigación adicional para la comunidad. Los impactos de la tira de la fricción (dragstrip) ocurren todo el día, la mayoría de los fines de semana. Soy referido profundamente por niveles excesivos del ruido generados por la tira de la fricción. El ruido y las vibraciones de la tira de la fricción niegan a los residentes del área el disfrute reservado de sus hogares y crean un peligro para los residentes, los operadores del negocio, y éstos que atienden a las iglesias próximas. La California Speedway no ha ofrecido mitigación para estos impactos del ruido; que se han requerido para construir una pared de los sonidos, logar pruebas de los sonidos, ni se han puesto en lugar ninguna otra medida para la reducción del nivel de ruidos.

También me opongo a los impactos de la contaminación atmosférica de la tira de la fricción. Hay niveles grandes de humo olor, del aceite, del auto y del combustible y llantas quemadas que contribuyen a los acontecimientos que compiten con la fricción. Me refiero qué estos humos impactan la salud. La operación de la tira vuelta a poner de la fricción también ha incrementado perceptiblemente niveles del tráfico en el norte residencial de las áreas de la carretera de la California.

Pido que usted venga por favor a nuestras comunidades y rechaze la aprobación de una revisión al plan de desarrollo de la California Speedway permitiendo la relocalización de la tira de la fricción a la porción norteña de la California Speedway

Sinceramente,

Firma Maria A. [Signature] (909) 829-1732 8-8-08

Board of Supervisors
County of San Bernardino
385 N. Arrowhead Ave.
5th floor
San Bernardino, CA 92415-0130

Re: California Speedway Relocation of Drag Strip

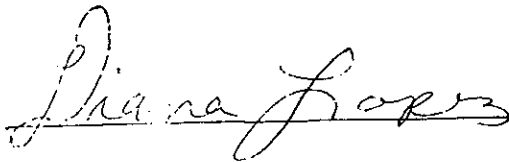
Honorable Supervisors:

I oppose the continued operation of the drag strip on the north side of the California Speedway's property without further mitigation for the community. Drag strip events occur all day, most weekends. I am deeply concerned by the excessive levels of noise generated by the relocated drag strip. The noise and vibrations from the drag strip deny area residents the quiet enjoyment of their homes and creates a health hazard for residents, business operators, and those attending the nearby schools and churches. The California Speedway has offered no mitigation for these noise impacts; they have not been required to construct a sound wall, sound proof impacted homes, or put in place any other noise reduction measures.

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I ask that you please protect our communities and reject the approval of a revision to the California Speedway Development Plan allowing the relocation of the drag strip to the northern portion of the Speedway property.

Sincerely,



8-11-08

13932 Whittram Ave
Fontana, CA. 92335

Board of Supervisors
County of San Bernardino
385 N. Arrowhead Ave.
5th floor
San Bernardino, CA 92415-0130

Re: California Speedway Relocation of Drag Strip


Honorable Supervisors:

I oppose the continued operation of the drag strip on the north side of the California Speedway's property without further mitigation for the community. Drag strip events occur all day, most weekends. I am deeply concerned by the excessive levels of noise generated by the relocated drag strip. The noise and vibrations from the drag strip deny area residents the quiet enjoyment of their homes and creates a health hazard for residents, business operators, and those attending the nearby schools and churches. The California Speedway has offered no mitigation for these noise impacts; they have not been required to construct a sound wall, sound proof impacted homes, or put in place any other noise reduction measures.

I am also concerned about the air pollution impacts from the drag strip. There are large clouds of smoke smelling of burned oil, rubber and fuel during drag racing events. I am concerned what impact these fumes have on my health. The operation of the relocated drag strip has also significantly increased traffic levels in the residential areas north of the Speedway property.

I ask that you please protect our communities and reject the approval of a revision to the California Speedway Development Plan allowing the relocation of the drag strip to the northern portion of the Speedway property.

Sincerely,



14955 YUCCA AVE
Fontana Ca 92335

Board of Supervisors
County of San Bernardino
385 N. Arrowhead Ave.
5th floor
San Bernardino, CA 92415-0130

Re: California Speedway Relocation of Drag Strip

Honorable Supervisors:

I oppose the continued operation of the drag strip on the north side of the California Speedway's property without further mitigation for the community. Drag strip events occur all day, most weekends. I am deeply concerned by the excessive levels of noise generated by the relocated drag strip. The noise and vibrations from the drag strip deny area residents the quiet enjoyment of their homes and creates a health hazard for residents, business operators, and those attending the nearby schools and churches. The California Speedway has offered no mitigation for these noise impacts; they have not been required to construct a sound wall, sound proof impacted homes, or put in place any other noise reduction measures.

I am also concerned about the air pollution impacts from the drag strip. There are large clouds of smoke smelling of burned oil, rubber and fuel during drag racing events. I am concerned what impact these fumes have on my health. The operation of the relocated drag strip has also significantly increased traffic levels in the residential areas north of the Speedway property.

I ask that you please protect our communities and reject the approval of a revision to the California Speedway Development Plan allowing the relocation of the drag strip to the northern portion of the Speedway property.

Sincerely,

Guadalupe Lopez

*14955 YUCCA AVE
Fontana ca 92335*

Board of
County of
385 N. A
5th floor
San Bern:

Re: Relocation of Drag Strip

Honorabl

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Sincerely,



8246 CAROL ST Fontana CA 92335

Board of
County of
385 N. /
5th floor
San Bern

Re: Relocation of Drag Strip

Honorable

I am writing to you regarding the relocation of the drag strip on the north side of the California State Fairgrounds. Drag strip racing events generate excessive noise levels that deny area residents the quiet enjoyment of their homes. California residents have been required to install other noise

mitigation measures to reduce the air pollution impacts from the drag strip. There are large clouds of exhaust, burned oil, rubber and fuel during drag racing events. I am concerned about the health impacts that these fumes have on my health. The operation of the relocated drag strip has significantly increased traffic levels in the residential areas north of the fairgrounds.

I am writing to you regarding the relocation of the drag strip on the north side of the California State Fairgrounds. Drag strip racing events generate excessive noise levels that deny area residents the quiet enjoyment of their homes. California residents have been required to install other noise

mitigation measures to reduce the air pollution impacts from the drag strip. There are large clouds of exhaust, burned oil, rubber and fuel during drag racing events. I am concerned about the health impacts that these fumes have on my health. The operation of the relocated drag strip has significantly increased traffic levels in the residential areas north of the fairgrounds.

I am writing to you regarding the relocation of the drag strip on the north side of the California State Fairgrounds. Drag strip racing events generate excessive noise levels that deny area residents the quiet enjoyment of their homes. California residents have been required to install other noise

I am writing to you regarding the relocation of the drag strip on the north side of the California State Fairgrounds. Drag strip racing events generate excessive noise levels that deny area residents the quiet enjoyment of their homes. California residents have been required to install other noise

Sincerely,

Jose

149771vi

Board of
County of
385 N. A
5th floor
San Bern

Re: Relocation of Drag Strip

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Sincerely,

Victor C

358458

Board of
County of
385 N. A
5th floor
San Bern

Re: Relocation of Drag Strip

Honorable

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property.

Sincerely,

~~XXXX~~
Susan Vaca
15692 Citron Ave.
Fontana Ca 92335

Board of
County of
385 N. A
5th floor
San Bern

Re: Relocation of Drag Strip

Honorab

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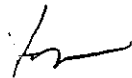
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dway property.

Sincerely,



rdcrest Dr
ca, CA
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Board of
County of
385 N. A
5th floor
San Bern

Re: Relocation of Drag Strip

Honorable

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ect our communities and reject the approval of a revision
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Sincerely,

Shirley

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MOTHER at Redwood

Board of
County of
385 N. A
5th floor
San Bern.

Re: Relocation of Drag Strip

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ect our communities and **reject** the approval of a revision
elopment Plan allowing the relocation of the drag strip to
way property.

Sincerely,

Jane Amour
(909)357-5740

Board of Supervisors
County of San Bernardino
385 N. Arrowhead
5th floor
San Bernardino, CA

Re: California

Relocation of Drag Strip

Honorable Supervisor

I oppose the relocation of the California Speed Strip. Drag racing events occur all over the county and the noise generated denies area residents, business owners, and California Speed Strip residents the right to be free from noise. California Speed Strip has not been required to take any other noise reduction

I am also concerned about the large clouds of dust and smoke that are emitted during drag racing events. I am concerned about the health impacts of the relocated drag strip on the north side of the Speed Strip.

I ask that you oppose the relocation of the drag strip to the California Speed Strip and protect the northern portion of the county.

relocation of the drag strip on the north side of the Speed Strip without further mitigation for the community. Drag strip racing is a noisy activity and I am deeply concerned by the excessive levels of noise generated by the drag strip. The noise and vibrations from the drag strip are a health hazard for the residents of the area attending the nearby schools and churches. The relocation of the drag strip without mitigation for these noise impacts; they have not installed sound proof impacted homes, or put in place any

mitigation for the air pollution impacts from the drag strip. There are health impacts from the burned oil, rubber and fuel during drag racing events. I am concerned about the health impacts of the relocated drag strip on the north side of the Speed Strip. The operation of the drag strip has caused a significant increase in traffic levels in the residential areas

of our communities and reject the approval of a revision to the California Speed Strip Relocation Plan allowing the relocation of the drag strip to any property.

Sincerely,

Karla Hernandez
13597 Arrow Rd
Fontana Ca. 92535

Board of Supervisors
County of San Bernardino
385 N. Arrowhead
5th floor
San Bernardino, CA 92415

Re: California State Development Plan - Relocation of Drag Strip


Honorable State Senator

I oppose the relocation of the drag strip on the north side of the California State Development Plan without further mitigation for the community. Drag strip racing events occur frequently and generate excessive noise and vibrations that deny area residents, businesses, and churches the right to quiet enjoyment of their homes and creates a health hazard for those attending the nearby schools and churches. The California State Development Plan does not require any mitigation for these noise impacts; they have not been required to build a sound wall, sound proof impacted homes, or put in place any other noise reduction measures.

I am also concerned about the air pollution impacts from the drag strip. There are large clouds of smoke and fumes from the burning of burned oil, rubber and fuel during drag racing events. I am concerned about the health impacts these fumes have on my health. The operation of the relocated drag strip has caused significantly increased traffic levels in the residential areas north of the drag strip.

I ask you to protect our communities and reject the approval of a revision to the California State Development Plan allowing the relocation of the drag strip to the northern side of the drag strip on the highway property.

Sincerely,

 Mark G. Ivy 14736

Board of Superintendents
County of San Bernardino
385 N. Arrow
5th floor
San Bernardino, CA 92401

Re: California State Development Plan
Relocation of Drag Strip

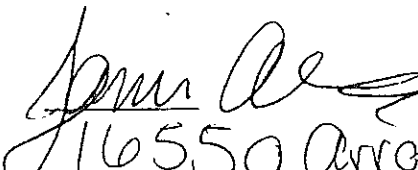
Honorable State Board of Superintendents

I oppose the relocation of the drag strip on the north side of the California State Development Plan. Drag strip racing events occur in the area and generate excessive noise that deny area residents, but the California State Board of Superintendents has not been required to take any other noise reduction

I am a resident of the area and am concerned about the air pollution impacts from the drag strip. There are large clouds of smoke and fumes of burned oil, rubber and fuel during drag racing events. I am concerned about the health impacts of these fumes on my health. The operation of the relocated drag strip has significantly increased traffic levels in the residential areas north of the drag strip.

I ask that you protect our communities and reject the approval of a revision to the California State Development Plan allowing the relocation of the drag strip to the northern side of the drag strip property.

Sincerely,


116550 Arrow #15
Fontana, CA 92335

Board of Supervisors
County of San Bernardino
385 N. Arrow
5th floor
San Bernardino, CA 92410

Re: California State Fair Relocation of Drag Strip

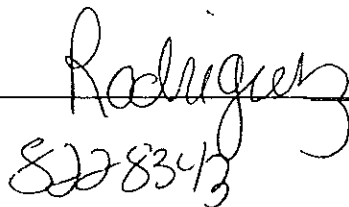
Honorable Supervisor

I oppose the relocation and operation of the drag strip on the north side of the California State Fair property without further mitigation for the community. Drag strip events occurring at the relocated drag strip. I am deeply concerned by the excessive levels of noise generated from the relocated drag strip. The noise and vibrations from the drag strip deny area residents the enjoyment of their homes and creates a health hazard for residents, businesses, and those attending the nearby schools and churches. The California State Fair has provided no mitigation for these noise impacts; they have not been required to build a sound wall, sound proof impacted homes, or put in place any other noise reduction measures.

I am also concerned about the air pollution impacts from the drag strip. There are large clouds of smoke and fumes of burned oil, rubber and fuel during drag racing events. I am concerned about the health impacts these fumes have on my health. The operation of the relocated drag strip has significantly increased traffic levels in the residential areas north of the fair property.

I ask you to please protect our communities and reject the approval of a revision to the California State Fair Development Plan allowing the relocation of the drag strip to the northern portion of the fair speedway property.

Sincerely,


8228343

Board of Supervisors
County of San Bernardino
385 N. Arrowhead Ave.
5th floor
San Bernardino, CA 92415-0130

Re: California Speedway Relocation of Drag Strip

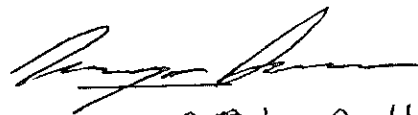
Honorable Supervisors:

I oppose the continued operation of the drag strip on the north side of the California Speedway's property without further mitigation for the community. Drag strip events occur all day, most weekends. I am deeply concerned by the excessive levels of noise generated by the relocated drag strip. The noise and vibrations from the drag strip deny area residents the quiet enjoyment of their homes and creates a health hazard for residents, business operators, and those attending the nearby schools and churches. The California Speedway has offered no mitigation for these noise impacts; they have not been required to construct a sound wall, sound proof impacted homes, or put in place any other noise reduction measures.

I am also concerned about the air pollution impacts from the drag strip. There are large clouds of smoke smelling of burned oil, rubber and fuel during drag racing events. I am concerned what impact these fumes have on my health. The operation of the relocated drag strip has also significantly increased traffic levels in the residential areas north of the Speedway property.

I ask that you please protect our communities and reject the approval of a revision to the California Speedway Development Plan allowing the relocation of the drag strip to the northern portion of the Speedway property.

Sincerely,



951-244-0132

Board of Supervisors
County of San Bernardino
385 N. Arrowhead Ave.
5th floor
San Bernardino, CA 92415-0130

Re: California Speedway Relocation of Drag Strip

Honorable Supervisors:

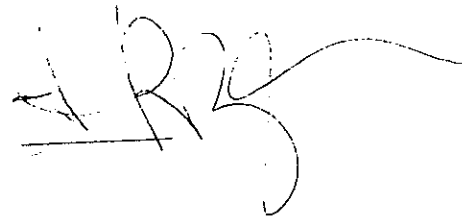
I oppose the continued operation of the drag strip on the north side of the California Speedway's property without further mitigation for the community. Drag strip events occur all day, most weekends. I am deeply concerned by the excessive levels of noise generated by the relocated drag strip. The noise and vibrations from the drag strip deny area residents the quiet enjoyment of their homes and creates a health hazard for residents, business operators, and those attending the nearby schools and churches. The California Speedway has offered no mitigation for these noise impacts; they have not been required to construct a sound wall, sound proof impacted homes, or put in place any other noise reduction measures.

I am also concerned about the air pollution impacts from the drag strip. There are large clouds of smoke smelling of burned oil, rubber and fuel during drag racing events. I am concerned what impact these fumes have on my health. The operation of the relocated drag strip has also significantly increased traffic levels in the residential areas north of the Speedway property.

I ask that you please protect our communities and reject the approval of a revision to the California Speedway Development Plan allowing the relocation of the drag strip to the northern portion of the Speedway property.

Sincerely,

8278 LIVE
Fontana Ca 92335

A handwritten signature in black ink, appearing to be 'A. R. G.', written over a horizontal line.

Board of Supervisors
County of San Bernardino
385 N. Arrowhead Ave.
5th floor
San Bernardino, CA 92415-0130

Re: California Speedway Relocation of Drag Strip

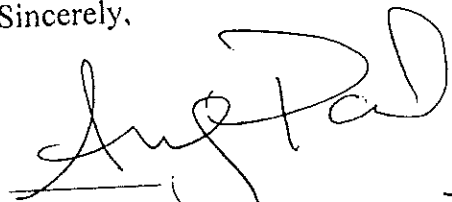
Honorable Supervisors:

I oppose the continued operation of the drag strip on the north side of the California Speedway's property without further mitigation for the community. Drag strip events occur all day, most weekends. I am deeply concerned by the excessive levels of noise generated by the relocated drag strip. The noise and vibrations from the drag strip deny area residents the quiet enjoyment of their homes and creates a health hazard for residents, business operators, and those attending the nearby schools and churches. The California Speedway has offered no mitigation for these noise impacts; they have not been required to construct a sound wall, sound proof impacted homes, or put in place any other noise reduction measures.

I am also concerned about the air pollution impacts from the drag strip. There are large clouds of smoke smelling of burned oil, rubber and fuel during drag racing events. I am concerned what impact these fumes have on my health. The operation of the relocated drag strip has also significantly increased traffic levels in the residential areas north of the Speedway property.

I ask that you please protect our communities and reject the approval of a revision to the California Speedway Development Plan allowing the relocation of the drag strip to the northern portion of the Speedway property.

Sincerely,


14815 Country Ln
Fontana Ca
92335

Tablero de Supervisores (Board of Supervisors)
Condado de San Bernardino
385 N. Avenida de la punta de flecha. 5th piso
San Bernardino, CA 92415-0130

Re: Relocalización del carretera de California de la tira de la fricción
Supervisores honorables:

Me Opongo a la operación continuada de la tira de la fricción (dragway) en el lado del norte de la característica dela California Speedway sin la mitigación adicional para la comunidad. Los acontecimientos de la tira de la fricción (dragstrip) ocurren todo el día, la mayoría de los fines de semana. Soy referido profundamente por niveles excesivos del ruido generados por la tira vuelta a poner de la fricción. El ruido y las vibraciones de la tira de la fricción niegan a residentes del área el disfrute reservado de sus hogares y crean un peligro para la salud para los residentes, los operadores del negocio, y éstos que atienden a las escuelas y a las iglesias próximas. La California Speedway no ha ofrecido mitigación para estos impactos del ruido; que se han requerido para construir una pared de los sonidos, hogares afectados prueba de los sonidos, ni se han puesto en lugar ninguna otra medidas de la reducción del nivel de ruidos.

También me refiero sobre los impactos de la contaminación atmosférica de la tira de la fricción. Hay nubes grandes de humo olor, del aceite, del auto y del combustible y llantas quemados durante acontecimientos que compiten con la fricción. Me refiero qué estos humos impactana mi salud. La operación de la tira vuelta a poner de la fricción también ha aumentado perceptiblemente niveles del tráfico en el norte residencial de las áreas de la característica del carretera.

Pido que usted protéga por favor a nuestras comunidades y rechaze la aprobación de una revisión al plan de desarrollo de la California Speedway permitiendo la relocalización de la tira de la fricción a la porción norteña de la California Speedway

Sinceramente,

Firma Rosalia dela Cruz

Tablero de Supervisores (Board of Supervisores)
Condado de San Bernardino
385 N. Avenida de la punta de flecha. 5th piso
San Bernardino, CA 92415-0130

Re: Relocalización del carretera de California de la tira de la fricción
Supervisores honorables:

Me Opongo a la operación continuada de la tira de la fricción (dragway) en el lado del norte de la característica dela California Speedway sin la mitigación adicional para la comunidad. Los acontecimientos de la tira de la fricción (dragstrip) ocurren todo el día, la mayoría de los fines de semana. Soy referido profundamente por niveles excesivos del ruido generados por la tira vuelta a poner de la fricción. El ruido y las vibraciones de la tira de la fricción niegan a residentes del área el disfrute reservado de sus hogares y crean un peligro para la salud para los residentes, los operadores del negocio, y éstos que atienden a las escuelas y a las iglesias próximas. La California Speedway no ha ofrecido mitigación para estos impactos del ruido; que se han requerido para construir una pared de los sonidos, hogares afectados prueba de los sonidos, ni se han puesto en lugar ninguna otra medidas de la reducción del nivel de ruidos.

También me refiero sobre los impactos de la contaminación atmosférica de la tira de la fricción. Hay nubes grandes de humo olor, del aceite, del auto y del combustible y llantas quemados durante acontecimientos que compiten con la fricción. Me refiero que estos humos impactana mi salud. La operación de la tira vuelta a poner de la fricción también ha aumentado perceptiblemente niveles del tráfico en el norte residencial de las áreas de la característica del carretera.

Pido que usted protéga por favor a nuestras comunidades y rechaze la aprobación de una revisión al plan de desarrollo de la California Speedway permitiendo la relocalización de la tira de la fricción a la porción norteña de la California Speedway

Sinceramente,

Firma



(909) 7287748

Tablero de Supervisores (Board of Supervisors)
Condado de San Bernardino
385 N. Avenida de la punta de flecha. 5th piso
San Bernardino, CA 92415-0130

Re: Relocalización del carretera de California de la tira de la fricción
Supervisores honorables:

Me Opongo a la operación continuada de la tira de la fricción (dragway) en el lado del norte de la característica dela California Speedway sin la mitigación adicional para la comunidad. Los acontecimientos de la tira de la fricción (dragstrip) ocurren todo el día, la mayoría de los fines de semana. Soy referido profundamente por niveles excesivos del ruido generados por la tira vuelta a poner de la fricción. El ruido y las vibraciones de la tira de la fricción niegan a residentes del área el disfrute reservado de sus hogares y crean un peligro para la salud para los residentes, los operadores del negocio, y éstos que atienden a las escuelas y a las iglesias próximas. La California Speedway no ha ofrecido mitigación para estos impactos del ruido; que se han requerido para construir una pared de los sonidos, hogares afectados prueba de los sonidos, ni se han puesto en lugar ninguna otra medidas de la reducción del nivel de ruidos.

También me refiero sobre los impactos de la contaminación atmosférica de la tira de la fricción. Hay nubes grandes de humo olor, del aceite, del auto y del combustible y llantas quemados durante acontecimientos que compiten con la fricción. Me refiero qué estos humos impactana mi salud. La operación de la tira vuelta a poner de la fricción también ha aumentado perceptiblemente niveles del tráfico en el norte residencial de las áreas de la característica del carretera.

Pido que usted protéga por favor a nuestras comunidades y rechaze la aprobación de una revisión al plan de desarrollo de la California Speedway permitiendo la relocalización de la tira de la fricción a la porción nortea de la California Speedway

Sinceramente,

Firma Clara Sanchez

Tablero de Supervisores (Board of Supervisores)
Condado de San Bernardino
385 N. Avenida de la punta de flecha. 5th piso
San Bernardino, CA 92415-0130

Re: Relocalización del carretera de California de la tira de la fricción
Supervisores honorables:

Me Opongo a la operación continuada de la tira de la fricción (dragway) en el lado del norte de la característica dela California Speedway sin la mitigación adicional para la comunidad. Los acontecimientos de la tira de la fricción (dragstrip) ocurren todo el día, la mayoría de los fines de semana. Soy referido profundamente por niveles excesivos del ruido generados por la tira vuelta a poner de la fricción. El ruido y las vibraciones de la tira de la fricción niegan a residentes del área el disfrute reservado de sus hogares y crean un peligro para la salud para los residentes, los operadores del negocio, y éstos que atienden a las escuelas y a las iglesias próximas. La California Speedway no ha ofrecido mitigación para estos impactos del ruido; que se han requerido para construir una pared de los sonidos, hogares afectados prueba de los sonidos, ni se han puesto en lugar ninguna otra medidas de la reducción del nivel de ruidos.

También me refiero sobre los impactos de la contaminación atmosférica de la tira de la fricción. Hay nubes grandes de humo olor, del aceite, del auto y del combustible y llantas quemados durante acontecimientos que compiten con la fricción. Me refiero que estos humos impactana mi salud. La operación de la tira vuelta a poner de la fricción también ha aumentado perceptiblemente niveles del tráfico en el norte residencial de las áreas de la característica del carretera.

Pido que usted protéga por favor a nuestras comunidades y rechaze la aprobación de una revisión al plan de desarrollo de la California Speedway permitiendo la relocalización de la tira de la fricción a la porción norteña de la California Speedway

Sinceramente,

Firma Mary Seale

cel. 909 231 4884
14905 Granada St
Fontana CA 92335

hm. 909 2232171

Tablero de Supervisores (Board of Supervisors)
Condado de San Bernardino
385 N. Avenida de la punta de flecha. 5th piso
San Bernardino, CA 92415-0130

Re: Relocalización del carretera de California de la tira de la fricción
Supervisores honorables:

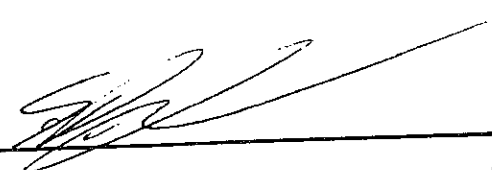
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También me refiero sobre los impactos de la contaminación atmosférica de la tira de la fricción. Hay nubes grandes de humo olor, del aceite, del auto y del combustible y llantas quemados durante acontecimientos que compiten con la fricción. Me refiero que estos humos impactana mi salud. La operación de la tira vuelta a poner de la fricción también ha aumentado perceptiblemente niveles del tráfico en el norte residencial de las áreas de la característica del carretera.

Pido que usted protéga por favor a nuestras comunidades y rechaze la aprobación de una revisión al plan de desarrollo de la California Speedway permitiendo la relocalización de la tira de la fricción a la porción norteña de la California Speedway

Sinceramente,

Firma


Salvador Lopez

13932 Whittram Fontana, CA 92335

Tablero de Supervisores (Board of Supervisors)
Condado de San Bernardino
385 N. Avenida de la punta de flecha. 5th piso
San Bernardino, CA 92415-0130

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Sinceramente,

Firma Elizabeth Lopez 13932 Whittram Ave
Fontana, CA. 92336
909-428-2921

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Condado de San Bernardino
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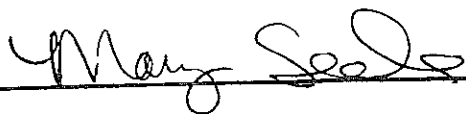
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Sinceramente,

Firma



cell. 909 231 4884
14905 Abanaels St
Fontana CA 92335

hm. 909 8232171

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Connie Romus

15050 Arrow Blvd

Fontana CA

92335

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