

Submission I001 (Robert Davis, August 20, 2011)

Fresno - Bakersfield - RECORD #132 DETAIL

Status : No Action Required
Record Date : 8/20/2011
Response Requested :
Stakeholder Type : CA Resident
Submission Date : 8/20/2011
Submission Method : Website
First Name : Robert
Last Name : Davis
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Hanford
State : CA
Zip Code : 93230
Telephone : 5597079154
Email : jetskier911@gmail.com
Email Subscription :
Cell Phone :
Add to Mailing List : No
Stakeholder Comments/Issues : 45 days is plenty of time to review the report please do not extend the time we need to get this project started .. I've lived in hanford my hole life we need this . Recent pole in the hanford semteil showed that more people want it than not. We want a station here pls don't listen to the minority. Thanks Robert Davis
EIR/EIS Comment : Yes
Affiliation Type : Individual
Official Comment Period : Yes

I001-1

Response to Submission I001 (Robert Davis, August 20, 2011)

I001-1

Refer to Standard Response FB-Response-GENERAL-07, FB-Response-GENERAL-09,
FB-Response-GENERAL-10.

Submission I002 (Beth Dean, September 13, 2011)

Jeffery Hardoin

From: Beth Dean <deanydan5@comcast.net>
Sent: Tuesday, September 13, 2011 2:21 PM
To: HSR Info

I002-1 | Please stop this high speed rail. We cannot afford it.

Beth Dean
Visalia, CA

Response to Submission I002 (Beth Dean, September 13, 2011)

I002-1

Refer to Standard Response FB-Response-GENERAL-14.

Submission I003 (Linda Decker, September 16, 2011)



CALIFORNIA
High-Speed Rail Authority

09-16-11P03:23 RCV

Comment Card
Tarjeta de Comentarios

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

La Sección de Fresno a Bakersfield del Tren de Alta Velocidad
Proyecto de Informe de Impacto Ambiental/
Declaración de Impacto Ambiental (EIR/EIS)
Audiencias Públicas
Septiembre del 2011

Please submit your completed comment card at the end of the meeting, or mail to:
Fresno to Bakersfield DEIR/EIS Comment, 770 L Street, Suite 800, Sacramento, CA 95814

Por favor entregue su tarjeta completada al final de la reunión, o envíela por correo a la siguiente dirección:
Fresno to Bakersfield DEIR/EIS Comment, 770 L Street, Suite 800, Sacramento, CA 95814

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El periodo de comentario es del 15 de Agosto al 28 de Septiembre del 2011. Los comentarios tienen que ser recibidos electrónicamente, o matasellados, el o antes del 28 de Septiembre del 2011.

Name/Nombre: Linda Decker
Organization/Organización: _____
Address/Domicilio: 6300 N Palm #122 Fresno CA 93704
Phone Number/Número de Teléfono: 559-905-6839
City, State, Zip Code/Ciudad, Estado, Código Postal: Fresno Ca 93704
E-mail Address/Correo Electrónico: linda62108@gmail.com
(Use additional pages if needed/Usar paginas adicionales si es necesario)

I am unsure about HSR.
Have many questions.
I Projections of cost do NOT include buying the trains or connecting electricity. Correct?
I will await your reply

I003-1



CALIFORNIA
High-Speed Rail Authority



U.S. Department
of Transportation
**Federal Railroad
Administration**

Response to Submission I003 (Linda Decker, September 16, 2011)

I003-1

The capital costs for the Fresno to Bakersfield Section do not include the cost of the trains because this is a systemwide cost that has been included in the overall budget for the HST System. As stated in Section 5.2.1, High-Speed Train Alternatives, of the EIR/EIS, the cost of vehicles was determined by using publicly available data regarding recent sales of comparable equipment to other HST projects around the world and by informally consulting with manufacturers. Additional costs are included for adaptation of existing trainset designs to meet U.S. safety regulations and to comply with "Buy America" requirements. The systemwide cost of vehicle procurement is divided into three parts: the Initial Operating Section (Merced to the San Fernando Valley), the Bay to Basin System (from San Jose and Merced to the San Fernando Valley) and the Phase 1 Blended System (San Francisco to Los Angeles and Anaheim). Total vehicle procurement cost is estimated at \$3.2 billion in 2011 dollars.

The cost of purchasing electricity is included in the operation and maintenance costs in Section 5.3.3, Development of Operation and Maintenance (O&M) Costs, of the EIR/EIS.

Submission I004 (Kelly Deftereos, October 12, 2011)



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Name/Nombre: Kelly Deftereos
 Organization/Organización: _____
 Address/Domicilio: 11660 7th Ave
 Phone Number/Número de Teléfono: 559-587-0562
 City, State, Zip Code/Ciudad, Estado, Código Postal: Hanford, CA 93230
 E-mail Address/Correo Electrónico: kdeftereos@hotmail.com
(Use additional pages if needed/Usar paginas adicionales si es necesario)

I004-1

~~Comment~~ As a business owner, I could not find in the EIS/EIR documents where the impacts to my farming operation are addressed in regards to pesticide spraying. What will the guidelines be for spraying pesticides in an area where the drift could have the potential to cause devastating damage to other crops. In addition, the areas that could be affected are not listed in the EIS as being impacted, nor is it differentiated by ground versus ariel spraying. There is also a production bee hive located near our operation. How are we to co-exist with the transfer of pesticides caused by drift from the High-Speed Rail.

Response to Submission I004 (Kelly Deftereos, October 12, 2011)

I004-1

Refer to Standard Response FB-Response-AG-05.

See Volume I, Section 3.14, Impact AG#10 and Impact AG#11, for information on the impacts on aerial pesticide spraying, dust, and pollination.

Submission I005 (Kelly Deftereos, October 12, 2011)

7



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Environmental Impact Statement (EIR/EIS)
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September 2011

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 Address/Domicilio: 11660 7th Ave.
 Phone Number/Número de Teléfono: 559-587-0562
 City, State, Zip Code/Ciudad, Estado, Código Postal: HANFORD, CA 93230
 E-mail Address/Correo Electrónico: kdeftereos@hotmail.com
 (Use additional pages if needed/Usar paginas adicionales si es necesario)

I005-1

The Draft Environmental Impact Report fails to adequately describe the impacts and characterize land use in regards to placement of "electrical hub" stations. In addition the EIR fails to address the impacts associated with making the "electrical hub station" accessible to regular maintenance. It ^(EIR) does not mention the conversion of existing dirt roads to paved roads to access these electrical station, nor address the land adjacent to dirt roads impacts. Because of these discrepancies the EIR has grossly understated the number of parcels impacted.

For example our current residence is not listed as an area of impact, yet a portion of the adjacent ~~existing~~ pistachio trees will need to be removed to access ~~the~~ ^{electrical} hub in addition the moving existing well. This property will most definitely be affected, yet listed nowhere as a potential impact. Also included in the "not mention impacted group" is a dairy pasture, 2 deep wells and 2 different pipeline with a few dozen valves, plus three different cropfields.

Response to Submission I005 (Kelly Deftereos, October 12, 2011)

I005-1

Refer to Standard Response FB-Response-SO-01.

A road (the conversion of an unpaved road to a paved road) was added to the Revised DEIR/SDEIS footprint at the location referred to in the comment (11660 7th Ave, Hanford, CA, 93230) and can be seen in Volume III, where alignment plans and maps of parcel affected by the project are provided. The act of paving a road is not anticipated to result in any impacts to the adjacent trees, dairy pasture, water wells, pipelines, or crops mentioned in the comment. However, if any damage is incurred, the land owner will be compensated for any loss with just compensation as determined in the appraisal process.

Submission I006 (Kelly Deftereos, October 12, 2011)



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28, 20 Fresno to Bakersfield High-Speed
Train Draft EIR/EIS:
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2011.

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 E-mail Address/Correo Electrónico: kdeftereos@hotmail.com
 (Use additional pages if needed/Usar paginas adicionales si es necesario)

I006-1

Our current residence is located roughly 1 mile South east of Bakers Commodities in Hanford. There are many (a few dozen) days of the year in which a ~~strong~~ foul odor could be easily detected at our home from this processing plant due to wind currents.

The EIR/EIS documents fails to address the impacts that the high-speed rail will have on distributing this odor to much further distances in both directions (North & South) of Bakers Commodities.

Response to Submission I006 (Kelly Deftereos, October 12, 2011)

I006-1

Refer to Standard Response FB-Response-AQ-01.

A moving HST would induce airflow in its immediate proximity. The speed of the induced airflow can be high near the passing train but drops off sharply a short distance away. Based on the U.S. Department of Transportation computer model, induced airflow would be approximately 22 mph at 10 feet from the train, for a period of approximately 1 second (see Section 3.14.6). Wind speed would drop substantially with increased distance from the train. Because the track would be at least 21 feet from the edge of the right-of-way, train-induced wind outside the right-of-way would be minimal. Therefore, impacts on odors from the processing plant outside the right-of-way would be minimal.

Submission I007 (Kelly Deftereos, October 12, 2011)



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September 2011

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I007-1

The DEIR/EIS does not give a detailed analysis of the potential impacts of a high speed rail alternative in Hwy 99 or I-5. It was verbally promised by Jeff Ambucrombie at the June Kings County Board of Supervisors mtg and can be found in the transcripts of that meeting. Why is there no documentation in the form of a detailed EIR/EIS that is given for Hwy 99 and I-5 as it is the existing proposed route. Shouldn't all three routes be equally evaluated? In what document was this route first chosen. And can you walk me through this route on how it was chosen over Hwy 99 or I-5 or even any other existing transportation corridor as mentioned in the proposition that was voted on in 2008

Response to Submission I007 (Kelly Deftereos, October 12, 2011)

I007-1

Refer to Standard Response FB-Response-GENERAL-02, FB-Response-GENERAL-10.

Submission I008 (Kelly Deftereos, October 12, 2011)



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September 2011

Audiencias Públicas
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I008-1

As co-owner of a farming business, I could not find in the DEIR/EIS documents the impacts that will occur involving ~~the~~ tillage practices in regards to dust. Currently our farming practices are done during specific times of day to ease dust drift to surrounding homes, businesses, dairies and roads. Where in the EIS/EIR does it address these specific dust impacts ~~on~~ from a train that reaches such high speeds?

Response to Submission I008 (Kelly Deftereos, October 12, 2011)

I008-1

Refer to Standard Response FB-Response-AQ-01.

Submission I009 (Kelly Deftereos, October 12, 2011)

 **CALIFORNIA** High-Speed Rail Authority **Comment Card**
 Tarjeta de Comentarios

Fresno to Bakersfield High-Speed Train Section **La Sección de Fresno a Bakersfield del Tren de Alta Velocidad**
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September 2011 **Septiembre del 2011**

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I009-1

As a person who lives 1/2 mile from the proposed route in the country, I could not find in the DEIS/DEIR where it addresses key safety issues involving me, my husband, and three small children. Specifically what safety precautions/buffer for recreational vehicles (dirt bikes, ATVs), pits, and recreational hunting such as dove season, and those in the area that use the canal for exercising (running).

I also feel that the EIS/EIR documents did not put the enormous impacts that will occur to fog safety on country roads that are highly used by farm equipment; and the dangers that could occur to not only farmworkers but people/families living in the country.

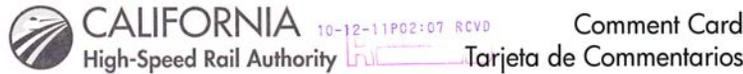
Response to Submission I009 (Kelly Deftereos, October 12, 2011)

I009-1

Refer to Standard Response FB-Response-S&S-01 and FB-Response-GENERAL-05.

The HST alignment will be fenced to prevent access by recreational vehicles, people, or animals. The fence will be electronically monitored for intrusions and visually inspected on a daily basis. Where the HST is at-grade, the edge of the tracks will typically be 20 to 40 feet from the fence.

Submission I010 (Kelly Deftereos, October 12, 2011)



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 E-mail Address/Correo Electrónico: kdeftereos@hotmail.com
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I010-1

As a (A)-owner of a farming business being impacted by the proposed HSR route, I could not find in the EIR where it addresses re-establishing wells, pipelines, and canals. Specific questions include:

- ① Timeline to reestablish an existing deep well, pipeline and valves without dramatically impacting crop income.
- ② Feasibility in working with Edison and well companies in moving an entire well when just simple modifications now take 6-9 mths. The impacts of this loss of crop production during "HSR construction period" is not addressed in EIR.
- ③ What is to be done with the existing canal and why is the additional acreage needed to replace canal not listed under impacts?
- ④ If each and every irrigation well/pipeline is not accounted for in EIS impacts, how is it possible to create an accurate detailed budget for constructing the HSR?



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 E-mail Address/Correo Electrónico: _____
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I010-1

④ continued

Especially when the farmer/property owner has never been contacted for HSR to know what impacts will happen to the irrigation infrastructure underground.

* Example - We lease 77 acres from Coelho Meat Plant that is located on the HSR proposed route. The owner's sole purpose for owning ground is to have farming property that can utilize the enormous amount of waste water from the Coelho Meat (Central Valley) Plant located 2 miles from farming ground. There is pipeline (some owned by Central Valley and some not) that co-exists with other farming businesses to make a complicated, but very effective means to distribute water high in nutrients to a variety of fields.

-How can this line be replaced? How will Central Valley Meat Plant be impacted if they can't get rid of waste water? How will farming businesses be affected (impacted) even when they are located 1 1/2 miles away from HSR route?

Response to Submission I010 (Kelly Deftereos, October 12, 2011)

I010-1

Refer to Standard Response FB-Response-PU&E-03, FB-Response-SO-01, FB-Response-AG-04.

The HST will be implemented as a design-build project, which means the contractor chosen to build the project will also complete the project's final design. The Authority is working with utility owners to develop agreements that will define terms and conditions to resolve utility conflicts, including appropriate funding by the Authority to reimburse costs incurred as a result of the HST project. Property-specific infrastructure impacts will be addressed during right-of-way negotiations with the affected property owner.

Submission I011 (Paul Dehn, September 12, 2011)

Fresno - Bakersfield - RECORD #196 DETAIL

Status : Action Pending
Record Date : 9/12/2011
Response Requested :
Stakeholder Type : CA Resident
Submission Date : 9/12/2011
Submission Method : Website
First Name : Paul
Last Name : Dehn
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Clovis
State : CA
Zip Code : 93611
Telephone : (559) 292-2225
Email : paulsusandeh@yahoo.com
Email Subscription : Fresno - Bakersfield, Merced - Fresno
Cell Phone :
Add to Mailing List : Yes
Stakeholder Comments/Issues : When will the Rail Authority have a final cost figure for the added costs of additional irrigation wells for dissected farm plots as well as other necessary repairs to dissected farm lands?
EIR/EIS Comment : Yes

I011-1

Response to Submission I011 (Paul Dehn, September 12, 2011)

I011-1

Chapter 5 of the EIR/EIS provides a breakdown of capital costs for all of the alternatives considered for the project. Cost category 40 includes the costs of land acquisition and corresponding costs to address damages to agricultural operations, including irrigation well replacement. The final cost for compensating agricultural damages will not be available until right-of-way negotiations are completed.

Submission I012 (Gloria Denton, October 12, 2011)



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Name/Nombre: Gloria Denton
 Organization/Organización: Land owner
 Address/Domicilio: 3528 TRAVELER Ct, Modesto, CA 95355
 Phone Number/Número de Teléfono: 209-524-3270
 City, State, Zip Code/Ciudad, Estado, Código Postal: Modesto, CA 95355
 E-mail Address/Correo Electrónico: gjd@lanso@sbcglobal.net
(Use additional pages if needed/Usar paginas adicionales si es necesario)

I012-1

I am concerned the High Speed Rail EIR does not meet CEQA Requirements for Maintaining California Laws

My properties are under Williamson Act 80 acre minimum for Agriculture. When the properties are split by train, the properties are now in Breach of the Williamson Federal Contract. How will this be mitigated with the Federal Government.

- * How will I not be held accountable to the State + Federal government?
- * How will the smaller parcels be as economical + productive as a large parcel?
- * Will the Williamson Act contracts be rewritten?

Response to Submission I012 (Gloria Denton, October 12, 2011)

I012-1

Refer to Standard Response FB-Response-AG-02 and FB-Response-AG-07.

See Volume I, Section 3.14, Impact AG#5 for more information on effects on agricultural land from parcel severance.

Submission I013 (Komal Desai, October 5, 2011)

Fresno - Bakersfield - RECORD #442 DETAIL	
Status :	Action Pending
Record Date :	10/5/2011
Response Requested :	
Stakeholder Type :	CA Resident
Submission Date :	10/5/2011
Submission Method :	Website
First Name :	KOMAL
Last Name :	Desai
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	93311
Telephone :	6613222206
Email :	AJAY.SDESAI@GMAIL.COM
Email Subscription :	Fresno - Bakersfield
Cell Phone :	
Add to Mailing List :	Yes

Stakeholder
Comments/Issues :

September 27, 2011

Fresno to Bakersfield Draft EIR/EIS Comment
770 L Street – Suite 800
Sacramento, CA 95814

Re: Objection to the High Speed Railway

Dear Sir/Madam:

With regard to the proposed implementation of a High Speed Railway system, I hereby submit this letter in opposition to this proposed project.

1. Introduction

My name is Komal Desai. I am a Psychiatrist working at Kern County Mental Health, Bakersfield since July, 2011. I am not only a member but also a teacher at Chinmaya Mission since 2004. I have two daughters 11yrs and 9 yrs who are attending Sunday school at the Mission learning about Hinduism.

2. Background on Church

At Chinmaya Mission, our goal is to provide to individuals, from any background, the wisdom of Vedanta and the practical means for spiritual growth and happiness, enabling them to become positive contributors to society.

Chinmaya Mission Bakersfield has been active in the community since 1995. We have weekly classes for our children which teaches them about the Hindu culture and heritage. We also have weekly Yoga, Meditation, and Adult Study classes which are open to all members of the community. A large number of Non-Hindus attend and participate in these activities. Chinmaya Mission Bakersfield consists of 300 families as our members. Our building, located at 1723 Country Breeze Place, Bakersfield, California 93312, is in the path of the High Speed Railway and will be demolished if the project is to proceed as proposed by the California High-Speed Rail Authority. As a result, we respectfully oppose this initiative.

3. Environment Impact

Prior to taking action, the government must assess the potential environment impacts under NEPA (Federal) and/or CEQA (State & Local). Pursuant to NEPA regulations (40 CFR 1500-1508), project effects are evaluated based on the criteria of context and intensity. Substantial effects would result in long-term physical division of an established community, relocation of substantial numbers of residential or commercial businesses, and effects on important community facilities.

Pursuant to CEQA Guidelines, the project would have a significant impact if it would:

- Physically divide an established community.
- Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.
- Relocate substantial numbers of people, necessitating the construction of replacement housing elsewhere.

I013-1

Submission I013 (Komal Desai, October 5, 2011) - Continued

I013-2	<p>• Result in substantial adverse physical impacts associated with the provision of new or physically altered community and governmental facilities or with the need for new or physically altered community and governmental facilities, the construction of which could cause significant environmental impacts.</p> <p>According to the EIR: "In the Northwest District, the BNSF Alternative would depart from the BNSF right-of-way just south of Rosedale Highway and rejoin the rail right-of-way after crossing the Kern River. The alignment would cut through an existing suburban development in Bakersfield's Northwest District, displacing 122 homes and 10 non-residential properties, including a gas station/minimart, an art studio, 2 health centers, and 2 churches (Chinmaya Mission and Korean Presbyterian Church). This alignment would alter community social interactions and community cohesion, and would change the physical character of the community. These impacts would be substantial under NEPA and significant under CEQA." See EIR at 3.12-50.</p> <p>Further: "The Bakersfield South Alternative Alignment, like the BNSF Alternative, would pass through Bakersfield's Northwest, Central, and Northeast districts, affecting similar but somewhat different community facilities. Impacts in the Northwest District of Bakersfield would be similar to those identified for the BNSF Alternative, displacing many homes and several churches. Like the BNSF Alternative, the Bakersfield South Alternative would divide the existing community and result in a considerable number of residential property acquisitions in this neighborhood, as well as the displacement of churches (the Korean Presbyterian Church would be fully displaced and parts of Chinmaya Mission property would be displaced)." See EIR at 3.12-52.</p> <p>The Public Notice explains these effects will be felt in the following areas: "transportation, air quality, noise and vibration, electromagnetic fields, biological resources and wetlands, hazardous materials and wastes, safety and security, communities, agricultural lands, parks, recreation, and open space, aesthetics and visual resources, and cultural and paleontological resources." Clearly, under either alignment, the impact of the project will be particularly devastating to our Mission and our local community. So far, there has been no mention of compensation or noise abatement procedures available to those damaged by the project.</p> <p>4. Additional Concerns</p>	I013-4	congestion. Notably, the proposed railway in Fresno, California does not pass through the center of the City and will affect FAR FEWER citizens.
		I013-5	Third, we find that the EIR report provided is incomplete and insufficient. For example, although the document provides data on environmental impact, the actual noise and vibration studies were not included. Without reviewing the studies themselves, it is impossible to decipher the relative impact of the project. Important considerations include: when the study was performed, how many trips per day were considered, the duration and location of specific testing sites, the effect of the Hageman/Allen underpass project, etc., thereby making it impossible to decipher the relative impact of the Authority's project. In addition, the report does not address environment impacts on the East side, nor does it explain why the site on 7th Standard Road and State Route 99 was not considered. Furthermore, the EIR report is flawed because, at least in one section, it lists street names that do not exist and addresses that are not located anywhere near the proposed rail line, thereby drawing its accuracy into question.
		I013-6	Fourth, we believe the Authority will not undertake the necessary procedures to mitigate adverse impacts on the community. In fact, we understand that mitigation efforts, such as construction of sound walls, are typically discretionary and, in some cases, can be reduced or even avoided altogether by the Authority. Thus, considering the budgetary constraints addressed above, we believe the community will not receive the necessary protections from the anticipated adverse environmental impact.
		I013-7	Fifth, we recommend that the HSR Authority re-evaluate the proposed site on 7th Standard Rd and Freeway 99.
		I013-8	Finally, we have not received adequate notice of the proposed project and respectfully request additional time of at least six (6) months to respond. In fact, the EIR includes approximately 30,000 pages of technical jargon, with which we are not familiar, and allows only a 60-day comment period. To review it, we would have to read 500 pages a day. The report is in highly technical language, being difficult for a layman to understand. It needs to be simplified. Further, we had no idea that our church would be demolished until receiving a phone call approximately two (2) weeks ago from a friend! The official notification letter from the California HSR Authority dated August 10, 2011, was vague, deceptive, and legally deficient in that it utterly failed to indicate that our building would be subject to demolition and potentially complete economic loss; reliance on this August 10th letter could have resulted in a substantial loss of our legal rights and damages. The issuance of such a misleading notification letter is contrary to the public good, the spirit of our democratic system, and an abuse of trust by those in positions of authority. Accordingly, we have already submitted a formal request for an extension to the Office of Governor Brown. Therefore, we feel an extension is necessary in this instance, and we kindly request your cooperation.
		I013-9	Thank you for your time and consideration.
		I013-10	Yours very truly,
		I013-11	Komal Desai, M.D.
I013-3	<p>First, we are concerned that this project will not be adequately funded. At this point, we understand that the Authority has only obtained funding for constructing tracks for 80 miles - not for the actual trains or electrification. In addition, given the present fiscal climate, we don't feel that the State or the Federal government will be in a position to give more money. Despite indicating the support of certain "private investors," the Authority has not yet identified any particularized firm commitments. We are concerned that this project will end up as a "train to nowhere," much like Senator Stevens' "bridge to nowhere" in Alaska. The train will severely impact the citizens of Bakersfield without any long term benefit. It will add to the debt of the State of California.</p>		
I013-4	<p>Second, we believe the location of this project is misplaced. Currently, the proposed project will run through "old" Bakersfield, which will result in extreme traffic and parking congestion. Thus, we are concerned that local citizens will lose their easy access to downtown Bakersfield. Other cities, such as Denver, Colorado, have wisely chosen to relocate new transportation centers away from the downtown area, to avoid negative impacts, such as unwanted noise, vibrations, pollution, and traffic</p>		
		EIR/EIS Comment :	Yes

Response to Submission I013 (Komal Desai, October 5, 2011)

I013-1

Refer to Standard Response FB-Response-SO-01.

For information about the potential impacts on the Chinmaya Mission, see the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12.5.2, Impact SO #7, and Section 5.1.1 in the Community Impact Assessment Technical Report (Authority and FRA 2012g). See also Volume I, Section 3.12.7, Mitigation Measure SO-4, related to relocation of important community facilities.

I013-2

Refer to Standard Response FB-Response-SO-01, FB-Response-N&V-05.

For information about the potential impacts on the Chinmaya Mission, see the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12.5.2, Impact SO #7, and Section 5.1.1 in the Community Impact Assessment Technical Report (Authority and FRA 2012g). See also Volume I, Section 3.12.7, Mitigation Measure SO-4, related to relocation of important community facilities.

The potential sound barrier mitigation for this area for operation noise from the project is listed in Section 3.4, Noise and Vibration, Tables 3.4-29, 3.4-31, and 3.4-32, and shown on Figure 3.4-19, Bakersfield area: Potential sound barrier sites. The specific type of mitigation will be selected during final design and before operations begin.

I013-3

Refer to Standard Response FB-Response-GENERAL-17.

I013-4

Refer to Standard Response FB-Response-GENERAL-25.

Consistent with Proposition 1A (2008), the proposed HST alignment in Fresno follows an existing transportation corridor to the extent feasible. As discussed in Section 2.3.2.1, Fresno Subsection, the five initial alternative alignments through Fresno were based largely on the Statewide Program EIR/EIS preferred alignment and included input from the Fresno Technical Working Group (TWG) and other local stakeholders. Several

I013-4

horizontal and vertical alignments were considered. The Union Pacific Railroad West Alternative was carried forward in the Fresno to Bakersfield EIR/EIS as the BNSF Alternative. This alternative would affect the Historic Southern Pacific Railroad Depot, but would not result in its demolition or relocation. This alternative is consistent with the City of Fresno's redevelopment vision, would result in fewer community and environmental impacts than other alternatives, and offers connectivity to Fresno's central business district. All the alternative alignments considered for the Fresno subsection feature a downtown station in the area generally bounded by Stanislaus Street on the north, Ventura Street on the south, H Street on the east, and SR 99 on the west. The environmental evaluation of the Fresno station alternatives carried forward in the EIR/EIS demonstrated that environmental impacts were similar for the Mariposa and Kern station alternatives. However, due to the City of Fresno's planning and the orientation of the Downtown Fresno City Center, the Fresno Station–Mariposa Alternative offers substantially more opportunities for transit-oriented development.

Environmental impacts associated with the Fresno to Bakersfield Section of the HST project are discussed by resource in Chapters 3 and 4 of the EIR/EIS.

I013-5

Refer to Standard Response FB-Response-GENERAL-02 and FB-Response-SO-06.

A detailed Noise and Vibration Technical Report (Authority and FRA 2012i) is included in the Technical Appendix of the EIR. Noise measurements began to be conducted in 2009, and additional measurements have been completed since then as alternative alignments were added to the analysis. Noise modeling, analysis, and reports have been completed since the completion of the measurements. The noise measurement site locations are included in the Noise and Vibration Technical Report. The number of trips per day is estimated to be 188 per day and 37 per night. The number of trains during peak hours will be 24. The street names and addresses are correct to the best of our knowledge. Noise levels generated by HST operations were modeled at receivers within a distance of 2,500 feet from the centerline of the HST, and were modeled and analyzed in order to see if the train would generate noise impacts at their locations.

The Hageman Grade Separation Project will grade-separate Hageman Road from the

Response to Submission I013 (Komal Desai, October 5, 2011) - Continued

I013-5

BNSF Railroad. The proposed HST will also be grade-separated, and the HST project will not affect the Hageman Grade Separation Project.

I013-6

The commenter did not provide a specific context for evaluation of an East Side alignment, a site at 7th Standard Road and SR 99, or the incorrect street names; therefore the responders were unable to address the comment.

I013-7

The potential noise impact has been assessed at sensitive receivers, and these areas are identified in Section 3.4.5, Environmental Consequences, of the Revised DEIR/Supplemental DEIS and shown in Figures 3.4-9 through 3.4-13. The locations of potential barriers are illustrated on Figures 3.4-15 through 3.4-19. Refer to Section 3.4.7 for a complete listing of noise impact mitigation measures that would reduce noise impacts below a "severe" level. The Proposed California High-Speed Train Project Noise and Vibration Mitigation Guidelines developed by the Authority (see Appendix 3.4-A of the Revised DEIR/Supplemental DEIS) were used to determine whether mitigation would be proposed for these areas of potential impact. The Guidelines require consideration of feasible and effective mitigation for severe noise impacts (impacts where a significant percentage of people would be highly annoyed by the HST project's noise).

The Authority will refine mitigation for homes with residual severe noise impacts (i.e., severe impacts that remain notwithstanding noise barriers) and address them on a case-by-case basis during final design of the Preferred Alternative. In addition to the potential use of noise barriers, other forms of noise mitigation may include improvements to the home itself that will reduce the levels by at least 5 A-weighted decibels (dBA), such as adding acoustically treated windows, extra insulation, and mechanical ventilation as detailed in Section 3.4.7, Project.

The Revised DEIR/Supplemental DEIS proposes noise barriers in areas of severe noise impacts resulting from the project, where the barriers meet the cost-effectiveness criteria. To meet the cost-effectiveness criteria, barriers must mitigate noise for more than 10 sensitive receptors, be not less than 800 feet in length, be less than 14 feet in

I013-7

height, and cost below \$45,000 per benefited receiver. A receiver that receives at least a 5-dBA noise reduction due to the barrier is considered a benefited receiver.

Mitigation Measure N&V-MM#3 provides that sound barriers may be installed to reduce noise to acceptable levels at adjoining properties. These may include walls, berms, or a combination of walls and berms. The specific type of barrier will be selected during final design, and before operations begin. In addition, Mitigation Measure N&V-MM#3 provides that prior to operation, the Authority will work with communities regarding the height and design of sound barriers, using jointly developed performance criteria, when the vertical and horizontal location have been finalized as part of the final design of the project. Mitigation Measure VQ-MM#6 requires the provision of a range of options to reduce the visual impact of the sound barriers.

I013-8

Refer to Standard Response FB-Response-GENERAL-02, FB-Response-GENERAL-10.

I013-9

Refer to Standard Response FB-Response-GENERAL-07.

I013-10

Refer to Standard Response FB-Response-GENERAL-07.

All three volumes of the EIR/EIS, including Volume III (which contains the design drawings), total approximately 4,800 pages. The document has been written so that it is understandable to lay readers.

I013-11

Refer to Standard Response FB-Response-GENERAL-07, FB-Response-GENERAL-16.

Submission I014 (Sujata Desai, October 5, 2011)

Fresno - Bakersfield - RECORD #443 DETAIL	
Status :	Action Pending
Record Date :	10/5/2011
Response Requested :	
Stakeholder Type :	CA Resident
Submission Date :	10/5/2011
Submission Method :	Website
First Name :	Sujata
Last Name :	Desai
Professional Title :	Dr.
Business/Organization :	Chinmaya Mission
Address :	
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	93311
Telephone :	6613320495
Email :	sujatadesai1@gmail.com
Email Subscription :	Fresno - Bakersfield
Cell Phone :	
Add to Mailing List :	Yes

I014-1

**Stakeholder
 Comments/Issues :**

September 27, 2011

Fresno to Bakersfield Draft EIR/EIS Comment
 770 L Street – Suite 800
 Sacramento, CA 95814

Re: Objection to the High Speed Railway

Dear Sir/Madam:

With regard to the proposed implementation of a High Speed Railway system, I hereby submit this letter in opposition to this proposed project.

We have been living in this community and practicing medicine for last 25years we have raised our family of 2 boys in this community that we called home.

We also go to chinmaya mission with our family on every Sunday as well as participate community event organized by CM several times a year

At Chinmaya Mission, our goal is to provide to individuals, from any background, the wisdom of Vedanta and the practical means for spiritual growth and happiness, enabling them to become positive contributors to society.

Chinmaya Mission Bakersfield has been active in the community since 1995. We have weekly classes for our children which teaches them about the Hindu culture and heritage. We also have weekly Yoga, Meditation, and Adult Study classes which are open to all members of the community. A large number of Non-Hindus attend and participate in these activities. Chinmaya Mission Bakersfield consists of 300 families as our members. Our building, located at 1723 Country Breeze Place, Bakersfield, California 93312, is in the path of the High Speed Railway and will be demolished if the project is to proceed as proposed by the California High-Speed Rail Authority. As a result, we respectfully oppose this initiative.

1. Environment Impact

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Pursuant to CEQA Guidelines, the project would have a significant impact if it would:

- Physically divide an established community.
- Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.
- Relocate substantial numbers of people, necessitating the construction of replacement housing elsewhere.
- Result in substantial adverse physical impacts associated with the provision of new or physically altered community and governmental

Submission I014 (Sujata Desai, October 5, 2011) - Continued

I014-2	facilities or with the need for new or physically altered community and governmental facilities, the construction of which could cause significant environmental impacts.	I014-5	Third, we find that the EIR report provided is incomplete and insufficient. For example, although the document provides data on environmental impact, the actual noise and vibration studies were not included. Without reviewing the studies themselves, it is impossible to decipher the relative impact of the project. Important considerations include: when the study was performed, how many trips per day were considered, the duration and location of specific testing sites, the effect of the Hageman/Allen underpass project, etc., thereby making it impossible to decipher the relative impact of the Authority's project. In addition, the report does not address environment impacts on the East side, nor does it explain why the site on 7th Standard Road and State Route 99 was not considered. Furthermore, the EIR report is flawed because, at least in one section, it lists street names that do not exist and addresses that are not located anywhere near the proposed rail line, thereby drawing its accuracy into question.
I014-2	According to the EIR: "In the Northwest District, the BNSF Alternative would depart from the BNSF right-of-way just south of Rosedale Highway and rejoin the rail right-of-way after crossing the Kern River. The alignment would cut through an existing suburban development in Bakersfield's Northwest District, displacing 122 homes and 10 non-residential properties, including a gas station/minimart, an art studio, 2 health centers, and 2 churches (Chinmaya Mission and Korean Presbyterian Church). This alignment would alter community social interactions and community cohesion, and would change the physical character of the community. These impacts would be substantial under NEPA and significant under CEQA." See EIR at 3.12-50.	I014-6	Fourth, we believe the Authority will not undertake the necessary procedures to mitigate adverse impacts on the community. In fact, we understand that mitigation efforts, such as construction of sound walls, are typically discretionary and, in some cases, can be reduced or even avoided altogether by the Authority. Thus, considering the budgetary constraints addressed above, we believe the community will not receive the necessary protections from the anticipated adverse environmental impact.
I014-2	Further: "The Bakersfield South Alternative Alignment, like the BNSF Alternative, would pass through Bakersfield's Northwest, Central, and Northeast districts, affecting similar but somewhat different community facilities. Impacts in the Northwest District of Bakersfield would be similar to those identified for the BNSF Alternative, displacing many homes and several churches. Like the BNSF Alternative, the Bakersfield South Alternative would divide the existing community and result in a considerable number of residential property acquisitions in this neighborhood, as well as the displacement of churches (the Korean Presbyterian Church would be fully displaced and parts of Chinmaya Mission property would be displaced)." See EIR at 3.12-52. The Public Notice explains these effects will be felt in the following areas: "transportation, air quality, noise and vibration, electromagnetic fields, biological resources and wetlands, hazardous materials and wastes, safety and security, communities, agricultural lands, parks, recreation, and open space, aesthetics and visual resources, and cultural and paleontological resources." Clearly, under either alignment, the impact of the project will be particularly devastating to our Mission and our local community. So far, there has been no mention of compensation or noise abatement procedures available to those damaged by the project.	I014-7	Fifth, we recommend that the HSR Authority re-evaluate the proposed site on 7th Standard Rd and Freeway 99.
I014-2	2. Additional Concerns	I014-8	Finally, we have not received adequate notice of the proposed project and respectfully request additional time of at least six (6) months to respond. In fact, the EIR includes approximately 30,000 pages of technical jargon, with which we are not familiar, and allows only a 60-day comment period. To review it, we would have to read 500 pages a day. The report is in highly technical language, being difficult for a layman to understand. It needs to be simplified. Further, we had no idea that our church would be demolished until receiving a phone call approximately two (2) weeks ago from a friend! The official notification letter from the California HSR Authority dated August 10, 2011, was vague, deceptive, and legally deficient in that it utterly failed to indicate that our building would be subject to demolition and potentially complete economic loss; reliance on this August 10th letter could have resulted in a substantial loss of our legal rights and damages. The issuance of such a misleading notification letter is contrary to the public good, the spirit of our democratic system, and an abuse of trust by those in positions of authority. Accordingly, we have already submitted a formal request for an extension to the Office of Governor Brown. Therefore, we feel an extension is necessary in this instance, and we kindly request your cooperation.
I014-3	First, we are concerned that this project will not be adequately funded. At this point, we understand that the Authority has only obtained funding for constructing tracks for 80 miles - not for the actual trains or electrification. In addition, given the present fiscal climate, we don't feel that the State or the Federal government will be in a position to give more money. Despite indicating the support of certain "private investors," the Authority has not yet identified any particularized firm commitments. We are concerned that this project will end up as a "train to nowhere," much like Senator Stevens' "bridge to nowhere" in Alaska. The train will severely impact the citizens of Bakersfield without any long term benefit. It will add to the debt of the State of California.	I014-9	Thank you for your time and consideration.
I014-4	Second, we believe the location of this project is misplaced. Currently, the proposed project will run through "old" Bakersfield, which will result in extreme traffic and parking congestion. Thus, we are concerned that local citizens will lose their easy access to downtown Bakersfield. Other cities, such as Denver, Colorado, have wisely chosen to relocate new transportation centers away from the downtown area, to avoid negative impacts, such as unwanted noise, vibrations, pollution, and traffic congestion. Notably, the proposed railway in Fresno, California does not pass through the center of the City and will affect FAR FEWER citizens.	I014-10	Yours very truly,
I014-4		I014-11	Sujata Desai
			Yes
		EIR/EIS Comment :	

Response to Submission I014 (Sujata Desai, October 5, 2011)

I014-1

Refer to Standard Response FB-Response-N&V-05, FB-Response-SO-01.

For information about the potential impacts on the Chinmaya Mission, see Volume I, Section 3.12.5.2, Impact SO #7, and Section 5.1.1 in the Community Impact Assessment Technical Report. Also see Volume I, Section 3.12.7, Mitigation Measure SO-4, related to the relocation of important community facilities.

The potential sound barrier mitigation for this area for operation noise of the project is listed in Tables 3.4-29, 3.4-31, and 3.4-32, and shown on Figure 3.4-19, Bakersfield area: Potential sound barrier sites. The specific type of mitigation will be selected during final design and before operations begin.

I014-2

Refer to Standard Response FB-Response-SO-01, FB-Response-N&V-05.

For information about the potential impacts on the Chinmaya Mission, see the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12.5.2, Impact SO #7, and Section 5.1.1 in the Community Impact Assessment Technical Report. Also see Volume I, Section 3.12.7, Mitigation Measure SO-4, related to the relocation of important community facilities.

The potential sound barrier mitigation for this area for operation noise of the project is listed in Section 3.4, Noise and Vibration, Tables 3.4-29, 3.4-31, and 3.4-32, and shown on Figure 3.4-19, Bakersfield area: Potential sound barrier sites. The specific type of mitigation will be selected during final design and before operations begin.

I014-3

Refer to Standard Response FB-Response-GENERAL-17.

I014-4

Refer to Standard Response FB-Response-GENERAL-25.

Consistent with Proposition 1A (2008), the proposed HST alignment in Fresno follows

I014-4

an existing transportation corridor to the extent feasible. As discussed in Section 2.3.2.1, Fresno Subsection, the five initial alternative alignments through Fresno were based largely on the Statewide Program EIR/EIS preferred alignment and included input from the Fresno Technical Working Group (TWG) and other local stakeholders. Several horizontal and vertical alignments were considered. The Union Pacific Railroad West Alternative was carried forward in the Fresno to Bakersfield EIR/EIS as the BNSF Alternative. This alternative would affect the historic Southern Pacific Railroad Depot but would not result in its demolition or relocation. This alternative is consistent with the City of Fresno's redevelopment vision, would result in fewer community and environmental impacts than other alternatives, and offers connectivity to Fresno's central business district. All the alternative alignments considered for the Fresno subsection feature a downtown station in the area generally bounded by Stanislaus Street on the north, Ventura Street on the south, H Street on the east, and SR 99 on the west. The environmental evaluation of the Fresno Station alternatives carried forward in the EIR/EIS demonstrated that environmental impacts were similar for the Mariposa Station and Kern Station alternatives. However, because of both the City of Fresno's planning and the orientation of the downtown Fresno City Center, the Fresno Station–Mariposa Alternative offers substantially more opportunities for transit-oriented development.

Environmental impacts associated with the Fresno to Bakersfield Section of the HST project are discussed, by resource, in Chapters 3 and 4 of the EIR/EIS.

I014-5

Refer to Standard Response FB-Response-GENERAL-02 and FB-Response-SO-06.

A detailed Noise and Vibration Technical Report (Authority and FRA 2012i) is included in the Technical Appendix of the EIR. Noise measurements began to be conducted in 2009, and additional measurements have been completed since then as alternative alignments were added to the analysis. Noise modeling, analysis and reports have been completed since the completion of the measurements. The noise measurement site locations are included in the Noise and Vibration Technical Report. The number of trips per day is estimated to be 188 per day and 37 per night. The number of trains during peak hours will be 24. The street names and addresses are correct to the best of our knowledge. Noise levels generated by HST operations were modeled at receivers

Response to Submission I014 (Sujata Desai, October 5, 2011) - Continued

I014-5

within a distance of 2,500 feet from the centerline of the HST, and were modeled and analyzed in order to see if the train would generate noise impacts at their locations.

The Hageman Grade Separation Project will grade-separate Hageman Road from the BNSF Railroad. The proposed HST will also be grade-separated, and the HST project will not affect the Hageman Grade Separation Project.

I014-6

The commenter did not provide a context for the evaluation of impacts for an East Side alignment or a site on 7th Standard Road and SR 99; therefore the responder was not able to address this.

I014-7

The potential noise impact has been assessed at sensitive receivers, and these areas are identified in Section 3.4.5, Environmental Consequences, of the Revised DEIR/Supplemental DEIS and shown in Figures 3.4-9 through 3.4-13. The locations of potential barriers are illustrated on Figures 3.4-15 through 3.4-19. Refer to Section 3.4.7 for a complete listing of noise impact mitigation measures that would reduce noise impacts below a "severe" level. The Proposed California High-Speed Train Project Noise and Vibration Mitigation Guidelines developed by the Authority (see Appendix 3.4-A of the Revised DEIR/Supplemental DEIS) were used to determine whether mitigation would be proposed for these areas of potential impact. The Guidelines require consideration of feasible and effective mitigation for severe noise impacts (impacts where a significant percentage of people would be highly annoyed by the HST project's noise).

The Authority will refine mitigation for homes with residual severe noise impacts (i.e., severe impacts that remain notwithstanding noise barriers) and address them on a case-by-case basis during final design of the Preferred Alternative. In addition to the potential use of noise barriers, other forms of noise mitigation may include improvements to the home itself that will reduce the levels by at least 5 A-weighted decibels (dBA), such as adding acoustically treated windows, extra insulation, and mechanical ventilation as detailed in Section 3.4.7, Project.

I014-7

The Revised DEIR/Supplemental DEIS proposes noise barriers in areas of severe noise impacts resulting from the project, where the barriers meet the cost-effectiveness criteria. To meet the cost-effectiveness criteria, barriers must mitigate noise for more than 10 sensitive receivers, be not less than 800 feet in length, be less than 14 feet in height, and cost below \$45,000 per benefited receiver. A receiver that receives at least a 5-dBA noise reduction due to the barrier is considered a benefited receiver.

Mitigation Measure N&V-MM#3 provides that sound barriers may be installed to reduce noise to acceptable levels at adjoining properties. These may include walls, berms, or a combination of walls and berms. The specific type of barrier will be selected during final design, and before operations begin. In addition, Mitigation Measure N&V-MM#3 provides that prior to operation, the Authority will work with communities regarding the height and design of sound barriers, using jointly developed performance criteria, when the vertical and horizontal location have been finalized as part of the final design of the project. Mitigation Measure VQ-MM#6 requires the provision of a range of options to reduce the visual impact of the sound barriers.

I014-8

Refer to Standard Response FB-Response-GENERAL-02, FB-Response-GENERAL-10.

I014-9

Refer to Standard Response FB-Response-GENERAL-07.

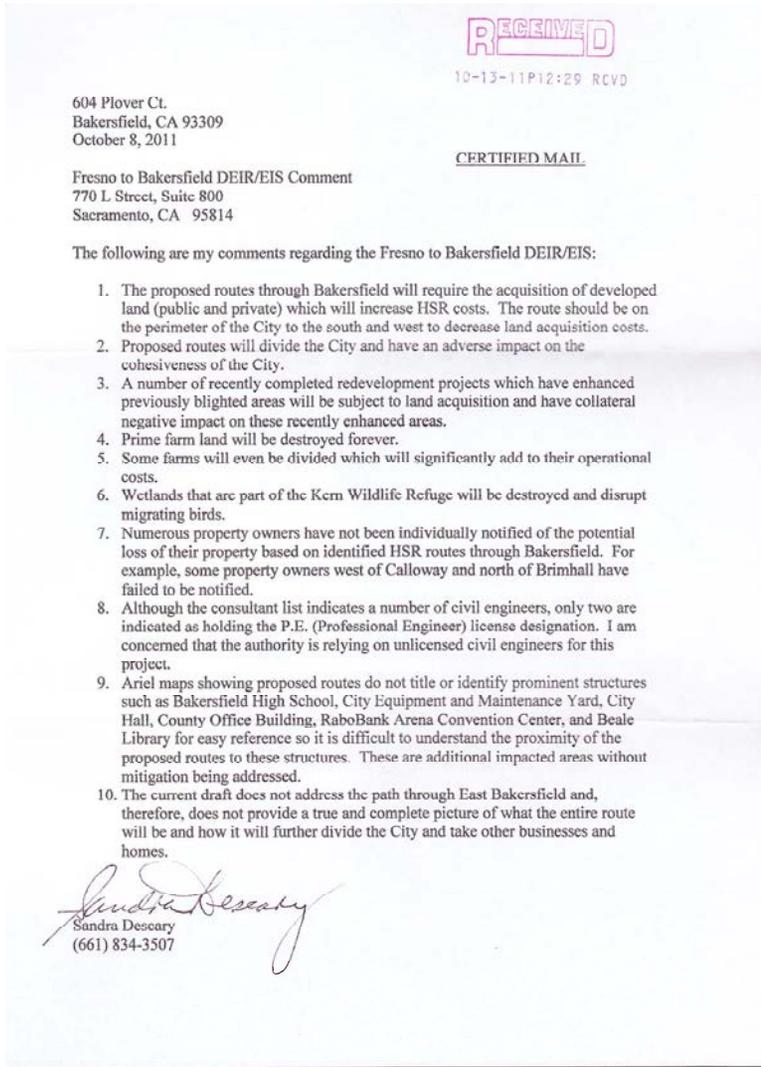
I014-10

Refer to Standard Response FB-Response-GENERAL-07.

I014-11

Refer to Standard Response FB-Response-GENERAL-07, FB-Response-GENERAL-16.

Submission I015 (Sandra Descary, October 13, 2011)



I015-1
I015-2
I015-3
I015-4
I015-5
I015-6

604 Plover Ct.
Bakersfield, CA 93309
October 8, 2011

Fresno to Bakersfield DEIR/EIS Comment
770 L Street, Suite 800
Sacramento, CA 95814

RECEIVED
10-13-11 12:29 RCVD

CERTIFIED MAIL

The following are my comments regarding the Fresno to Bakersfield DEIR/EIS:

1. The proposed routes through Bakersfield will require the acquisition of developed land (public and private) which will increase HSR costs. The route should be on the perimeter of the City to the south and west to decrease land acquisition costs.
2. Proposed routes will divide the City and have an adverse impact on the cohesiveness of the City.
3. A number of recently completed redevelopment projects which have enhanced previously blighted areas will be subject to land acquisition and have collateral negative impact on these recently enhanced areas.
4. Prime farm land will be destroyed forever.
5. Some farms will even be divided which will significantly add to their operational costs.
6. Wetlands that are part of the Kern Wildlife Refuge will be destroyed and disrupt migrating birds.
7. Numerous property owners have not been individually notified of the potential loss of their property based on identified HSR routes through Bakersfield. For example, some property owners west of Calloway and north of Brimhall have failed to be notified.
8. Although the consultant list indicates a number of civil engineers, only two are indicated as holding the P.E. (Professional Engineer) license designation. I am concerned that the authority is relying on unlicensed civil engineers for this project.
9. Ariel maps showing proposed routes do not title or identify prominent structures such as Bakersfield High School, City Equipment and Maintenance Yard, City Hall, County Office Building, RaboBank Arena Convention Center, and Beale Library for easy reference so it is difficult to understand the proximity of the proposed routes to these structures. These are additional impacted areas without mitigation being addressed.
10. The current draft does not address the path through East Bakersfield and, therefore, does not provide a true and complete picture of what the entire route will be and how it will further divide the City and take other businesses and homes.

Sandra Descary
Sandra Descary
(661) 834-3507

Response to Submission I015 (Sandra Descary, October 13, 2011)

I015-1

Refer to Standard Response FB-Response-GENERAL-02, FB-Response-SO-03, FB-Response-AG-01, FB-Response-AG-02.

I015-2

The Kern National Wildlife Refuge (NWR) is located 9.8 miles west of the HST alternatives (i.e., the Allensworth Bypass Alternative). The HST alternatives do not overlap this NWR (see Figure 3.7-1c of the Revised DEIR/Supplemental DEIS), and the construction and operation of the HST alternatives would not result in direct or indirect impacts on the Kern NWR or associated migratory birds. Impacts on birds protected under the Migratory Bird Treaty Act are discussed in Section 3.7, Biological Resources.

I015-3

Refer to Standard Response FB-Response-GENERAL-07, FB-Response-GENERAL-16.

I015-4

Licensed engineers have been used for project development and design. The environmental analysis of a project requires many different professions. All of the individuals responsible for preparing the EIR/EIS are appropriately qualified.

I015-5

The sites noted in your comment #9 are all located in proximity to the proposed HST station in Downtown Bakersfield. Chapter 2 of the Revised DEIR/Supplemental DEIS contains large-scale route maps as well as smaller-scale station area maps that illustrate the proximity of the proposed routes and station locations to prominent structures in Downtown Bakersfield (Figures 2-42 through 2-44). The sections of Chapter 3 of the Revised DEIR/Supplemental DEIS include route maps to illustrate the proximity of specific resources analyzed.

In addition, Appendix 3.1-A illustrates and identifies each parcel affected by the Fresno to Bakersfield Section project footprint from north to south.

I015-6

Refer to Standard Response FB-Response-SO-06.

Submission I016 (William C. Descary, October 13, 2011)

604 Plover Ct.
Bakersfield, CA 93309
October 8, 2011

RECEIVED

10-13-11P12:29 RCVD

CERTIFIED MAIL

Fresno to Bakersfield DEIR/EIS Comment
770 L Street, Suite 800
Sacramento, CA 95814

RE: Fresno to Bakersfield DEIR/EIS Comments

I016-1
I016-2
I016-3
I016-4
I016-5
I016-6
I016-7
I016-8

1. Loss of commercial and residential properties taken for right of way will result in a loss of property tax revenue.
2. Properties adjacent to the rail line will be devalued because of noise, vibration, and visual aesthetics and result in lost property tax revenue.
3. Historic 100 year old Bakersfield High School will suffer the loss of at least one building. There is no available space on campus to construct a replacement building.
4. There are numerous safety implications with a high speed train operating so close to the Bakersfield High School campus.
5. The Fresno to Bakersfield DEIR/EIS stops at Baker Street which leaves residents without a complete picture of the project's impact City wide.
6. Only one complete 3 volume set of the DEIR/EIS is available at the Bakersfield Beale Library for the City's 351,400 residents which occupy approximately 112,000 households.
7. In reviewing the maps in Vol. 3 "potential sound barriers" are indicated on many pages. This creates questions of how the costs for these "potential" structures are assigned.
8. On a larger scale when alternate routes such as over the Grapevine or through Palmdale and other route alternatives north of Bakersfield are being considered credibility issues for cost estimates occur. How can projected costs be reliable given all these variables?
9. The problem of the fungal infection coccidioidomycosis (Valley Fever) is well known in the Central Valley. The disruption in soil caused by the extensive construction will result in an increase in Valley Fever cases to construction workers and residents. The complications of this infection up to and including death are serious and costly to treat. The costs will fall on the State through payment of worker compensation claims and on the public for the uninsured. Mitigation of this situation needs to be provided through a fund to cover these health care costs.
10. The report references noise barriers and "potential noise barriers." There appears to be no description of what this noise will be. In order for Bakersfield residents to experience noise generated by HSR at various speeds, it would seem

I016-8
I016-9

Fresno to Bakersfield DEIR/EIS Comments
October 8, 2011
Page 2

appropriate to create the sound through a demonstration chamber so residents will know exactly what the sound barriers are supposed to mitigate.
11. Both alternate routes through Bakersfield impact the multimillion dollar Westside Parkway currently under construction. The true impact does not appear to be detailed in the DEIR. Will the Parkway have to be re-engineered and reconstructed to accommodate HSR?

William C. Descary
William C. Descary
(661) 834-3507

Response to Submission I016 (William C. Descary, October 13, 2011)

I016-1

Refer to Standard Response FB-Response-SO-05, FB-Response-SO-02.

See the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12, Impact SO #3, Impact SO #4, and Impact SO #13, for effects on property and sales tax revenues. For information on the potential long-term impacts on property values, see Section 5.4.4.3 in the Community Impact Assessment Technical Report (Authority and FRA 2012g).

I016-2

Refer to Standard Response FB-Response-CUL-01.

Refer to Standard Response FB-Response-CUL-01. The Revised DEIR/Supplemental DEIS identified Harvey Auditorium as the only building on the Bakersfield High School campus that meets the criteria for listing in the National Register of Historic Places (NRHP). The California State Historic Preservation Officer (SHPO) concurred with this finding in February 2012. Details are presented in the technical documents for the EIR/EIS; see the Historic Architectural Survey Report (HASR) and the Historic Property Survey Report (HPSR) (Authority and FRA 2011b, 2011c). The SHPO also concurred that none of the other buildings or structures on the Bakersfield High School campus meets the criteria for listing in the NRHP, either individually, or as a cohesive group, as required for historic districts. Harvey Auditorium is also eligible for listing in the California Register of Historical Resources (CRHR) and is considered a historical resource for the purposes of the California Environmental Quality Act (CEQA). None of the other buildings on the Bakersfield High School campus are considered historical resources under CEQA.

I016-3

A safety study of the HST project relative to Bakersfield High School has been done and is provided in Section 3.11 (Safety and Security) of the EIR/EIS.

I016-4

The environmental studies for the Revised DEIR/Supplemental DEIS were extended east of the project limits to Oswell Street, where all of the alignment alternatives through

I016-4

Bakersfield converge. This provides decision-makers and the public with a complete picture of the impacts associated with the Bakersfield alignment alternatives.

I016-5

CDs with the electronic files for the Draft EIR/EIS and the Revised DEIR/Supplemental DEIS were sent, without charge, to all who requested them. The documents were also posted on the Authority's website, beginning on August 9, 2011.

I016-6

The cost for constructing a noise barrier along the at-grade portion of the alignment is estimated to be \$36 per square foot, and the cost to construct a noise barrier along the elevated portion of the alignment is \$30 per square foot. The total cost of mitigation cannot exceed \$45,000 per benefited receiver. This cost is determined by dividing the total cost of the mitigation measure by the number of noise-sensitive buildings that receive a substantial (i.e., 5 decibel (dBA) or greater) outdoor noise reduction. This calculation will generally limit the use of mitigation in rural areas that have few and/or isolated residential buildings. If the density of residential dwellings is insufficient to make the measure cost-effective, then other noise abatement measures, such as sound insulation, will be considered on a case-by-case basis. If sound insulation is identified as an alternative mitigation measure, the treatment must provide a substantial increase in noise reduction (i.e., 5 dBA or greater) between the outside and inside noise levels for interior habitable rooms.

As shown in Chapter 5 of the EIR/EIS, project capital costs are broken down into 10 categories: track structures and track; stations, terminals, and intermodal; support facilities such as yards, shops, and administration buildings; sitework, right-of-way, land, existing improvements, and mitigation; communications and signaling; electric traction; vehicles; professional services; unallocated contingency; and finance charges. The conceptual HST cost estimates prepared for each of the study alternatives are developed by using recent bid data from large transportation projects in the western United States and by developing specific, bottom-up unit pricing to reflect common high-speed rail elements and construction methods with an adjustment for local labor markets and material costs. All material quantities are estimated based on a 15% level of design. This level of design has generally defined at-grade or elevated profiles, structure types,

Response to Submission I016 (William C. Descary, October 13, 2011) - Continued

I016-6

placement of retaining walls, and earth fill. HST stations are still conceptual, but roadway and utility relocations have been identified, and power substations have been sized and located.

I016-7

Refer to Standard Response FB-Response-AQ-01.

Although Valley Fever fungi are commonly found in the soil of the Central Valley and can be stirred into the air by anything that disrupts the soil, the potential for the operational HST to generate dust through induced air flow is low. The dust minimization measures listed in Section 3.3.8 of the Revised DEIR/Supplemental DEIS will further reduce fugitive-dust emissions to a less-than-significant impact. Valley Fever spores would be released when the soil is disturbed; however, due to the minimization measures, fugitive-dust disturbance will be minimal. Therefore, impacts from Valley Fever spores would be less than significant.

I016-8

Figure 3.4-1 in Section 3.4, Noise and Vibration, of the Revised DEIR/Supplemental DEIS shows typical noise levels of the high-speed train traveling at various speeds and provides corresponding examples of other types of noise-generating equipment that generate similar noise levels.

I016-9

Refer to Standard Response FB-Response-GENERAL-02.

Submission I017 (Terrell DeVaney, October 10, 2011)

Fresno - Bakersfield - RECORD #492 DETAIL	
Status :	Action Pending
Record Date :	10/10/2011
Response Requested :	No
Stakeholder Type :	CA Resident
Submission Date :	10/10/2011
Submission Method :	Project Email
First Name :	Terrell
Last Name :	DeVaney
Professional Title :	
Business/Organization :	
Address :	1321 Whitley
Apt./Suite No. :	
City :	Corcoran
State :	CA
Zip Code :	93212
Telephone :	559-992-5107
Email :	calecon@lightspeed.net
Email Subscription :	
Cell Phone :	
Add to Mailing List :	Yes

Stakeholder Comments/Issues :	
Dear Sirs,	
I am against the High Speed Rail coming through Corcoran.	
I017-1 It will highly disrupt our downtown business area, our commerce, our farms, our roadways and our entire town.	
I017-2 I am against the project. There is not enough funding for the operation of the HSR	
I017-3 once it is built. There is not enough consideration of the power source needed to operate the line.	
I017-4 There is not enough time for the acquisition of property as most of the property owners do not want to sell. Therefore, the timeframe you have for the project is unrealistic and does not take into consideration the cost and time of eminent domain procedures.	
I017-5 Loosing the AMTRAK will be devastating for our community. We currently use AMTRAK for transportation purposes for business, continued education at college levels and shopping trips. During the foggy season more people ride the AMTRAK to avoid driving in the Fog which can be deadly.	
I017-6 Currently our AMTRAK station is also a museum for pictures and artifacts of Corcoran's past. The HSR will obliterate this building. The historic line of palm trees along Santa Fe Avenue will also be devastated.	
I017-7 Why you don't build the line in the area we really need it is beyond me. Put a HSR from Bakersfield to LA, or San Diego to LA, or Stockton to Oakland.	

Submission I017 (Terrell DeVaney, October 10, 2011) - Continued

Don't put it out in the middle of no where to no where because there are less people to complain.

Put it where it makes sense!

Sincerely,

Terrell DeVaney

Terrell DeVaney, Lic # 01085342
Cal-Econ Realty, Lic # 01057619
1321 Whitley
Corcoran, CA 93212
559-992-5107 Cell 559-799-9589

EIR/EIS Comment : Yes

Response to Submission I017 (Terrell DeVaney, October 10, 2011)

I017-1

Refer to Standard Response FB-Response-GENERAL-05.

I017-2

Refer to Standard Response FB-Response-GENERAL-17.

As discussed in Section 3.6 of the EIR/EIS, electrical demand for the propulsion of the HST and for the operation of the HST at terminal stations, storage depots, and maintenance facilities is conservatively estimated to be 20,622,500 MMBtus annually, or 56,500 MMBtus per day under the 50% fare scenario, and 13,760,500 MMBtus annually, or 37,700 MMBtus per day under the 83% fare scenario. This is an increase in electric energy consumption of approximately 28,404 MMBtu per day, or less than 1% of statewide consumption under the 50% fare scenario and less than 1.5% of statewide consumption under the 83% fare scenario.

Summer 2010 electricity reserves were estimated to be between 27,708 MW for 1-in-2 summer temperatures and 18,472 MW for 1-in-10 summer temperatures. The projected peak demand of the HST is not anticipated to exceed these existing reserve amounts. Although supplies for 2035 cannot be predicted, given the planning period available and the known demand from the project, energy providers have sufficient information to include the HST in their demand forecasts.

I017-3

Refer to Standard Response FB-Response-PU&E-02.

I017-4

Refer to Standard Response FB-Response-SO-01.

For information on the property acquisition and compensation process, see Volume II, Technical Appendix 3.12-A, of the EIR/EIS.

I017-5

Refer to Standard Response FB-Response-GENERAL-12.

I017-6

Refer to Standard Response FB-Response-CUL-01.

The Amtrak station was constructed less than 50 years ago and does not require intensive-level historical survey. Regarding the palm trees along Otis Avenue, the technical study was updated to include evaluation of the tree rows and concluded that they are not eligible for listing in the National Register of Historic Places (NRHP), or the California Register of Historical Resources (CRHR) because the tree rows do not meet the criteria for listing in the NRHP or CRHR. The trees are not considered a historical resource for the purposes of the California Environmental Quality Act (CEQA). The Revised DEIR/Supplemental DEIS has been revised in response to your comment in Chapter 3.17, Cultural and Paleontological Resources.

I017-7

Refer to Standard Response FB-Response-GENERAL-13.

Submission I018 (Doug DeVaney, October 10, 2011)

Fresno - Bakersfield (May 2011 – July 2012) - RECORD #516 DETAIL

Status : Action Pending
Record Date : 10/10/2011
Response Requested : No
Stakeholder Type : CA Resident
Submission Date : 10/10/2011
Submission Method : Website
First Name : Doug
Last Name : DeVaney
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Corcoran
State : CA
Zip Code : 93212
Telephone :
Email : ddevaney@jgboswell.com
Email Subscription : Fresno - Bakersfield
Cell Phone :
Add to Mailing List : Yes
Stakeholder Comments/Issues : I am concerned that this project is ill conceived and will fall short of Californians expectations in spite of previous voter approval. The intended route through the community of Corcoran, Ca. is NOT what was represented when first considered. Additionally, it is extremely difficult to believe that enough study has taken place to consider the bottom line economics of such a system. Realistically there is not one government state agency that has demonstrated the ability to stand on it's own financial feet without taxpayer's subsidizing the project. This project, with it's fast track pace, (30,000 pages of reading to consider within two weeks) is another example of runaway governmental agencies "ramming down" the throat of taxpayers in an effort to claim JOBS, JOBS, and more JOBS. Wake up and listen to the enormous amount of objections of Californians and do not waste precious dollars on an empty promise!
EIR/EIS Comment : Yes
Affiliation Type : Individual
Official Comment Period : Yes

I018-1

Response to Submission I018 (Doug DeVaney, October 10, 2011)

I018-1

Refer to Standard Response FB-Response-GENERAL-14.

Submission I019 (Leonard Dias, August 24, 2011)

Thomas J. Umberg, Chairperson
California High Speed Rail Authority
770 L Street, Suite 800
Sacramento, California 95814

RECEIVED
AUG 24 2011

Dear Chairman Umberg,

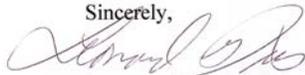
I019-1

I am requesting that the high speed rail authority please give a 90 day review period for the Eir document. This project will be affecting the live of Kings county residents for generations to come. Given that our residents that will be affected the most by the high speed rail are farmers and dairymen, the 45 day period does not give ample time for them to review and respond with their impacts. Right now is one of the busiest times in the lives of farmers.

Please show that you really are interested in doing this process the correct and fair way for everyone and that you are not just going through the motions to rush this through. This is a very complicated document with a lot of information to go through, for a very expensive project. A 90 day review period will allow those of us who are going to be impacted a chance to go it over it in detail.

A project of this magnitude will change the environment and landscape of Kings County forever! A 90 day review period is not asking to much.

Sincerely,



Leonard G. Dias
9380 7th ave
Hanford, Ca. 93230

Response to Submission I019 (Leonard Dias, August 24, 2011)

I019-1

Refer to Standard Response FB-Response-GENERAL-07.

Submission I020 (Leonard G. Dias, August 29, 2011)

Joseph Szabo, Administrator
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Mr. Szabo,

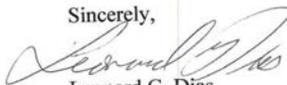
I020-1

I am requesting that the high speed rail authority please give a 90 day review period for the Eir document. This project will be affecting the lives of Kings county residents for generations to come. Given that our residents that will be affected the most by the high speed rail are farmers and dairymen, the 45 day period does not give ample time for them to review and respond with their impacts. Right now is one of the busiest times in the lives of farmers.

Please show that you really are interested in doing this process the correct and fair way for everyone and that you are not just going through the motions to rush this through. This is a very complicated document with a lot of information to go through, for a very expensive project. A 90 day review period will allow those of us who are going to be impacted a chance to go it over it in detail.

A project of this magnitude will change the environment and landscape of Kings County forever! A 90 day review period is not asking to much.

Sincerely,



Leonard G. Dias
9380 7th ave
Hanford, Ca. 93230

2011 AUG 29 AM 11:24
OFFICE OF ADMINISTRATION
EXECUTIVE SECRETARIAT



Response to Submission I020 (Leonard G. Dias, August 29, 2011)

I020-1

Refer to Standard Response FB-Response-GENERAL-07.

Submission I021 (Norberto Diaz, October 11, 2011)

Fresno - Bakersfield - RECORD #552 DETAIL

Status : Action Pending
Record Date : 10/11/2011
Response Requested : No
Stakeholder Type : CA Resident
Submission Date : 10/11/2011
Submission Method : Website
First Name : Norberto
Last Name : Diaz
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Selma
State : CA
Zip Code : 93662
Telephone :
Email : Erickdiaz559@gmail.com
Email Subscription : Fresno - Bakersfield
Cell Phone :
Add to Mailing List : Yes
Stakeholder Comments/Issues : Since my property is going to be affected with this project, I have some requests. The high speed train is set to go through some of our land and my understanding is, it's going to cut through 225 sq. ft of my property. This change is going to devalue my property and I need compensation for that. I also request a sound wall since the train is going to be so close to my house. This is going to impact my family and takeaway the rural feel that we moved to 9 years ago. I am very disappointed and angered in knowing this train is going through my property and I would appreciate if my requests are approved.
EIR/EIS Comment : Yes

I021-1
I021-2

Response to Submission I021 (Norberto Diaz, October 11, 2011)

I021-1

Refer to Standard Response FB-Response-SO-01.

Alignment plans and maps of parcels directly affected by the project, where the whole parcel or a portion thereof would be acquired by the project, are provided in Volume III of the Revised DEIR/Supplemental DEIS.

I021-2

Refer to Standard Response FB-Response-N&V-03, FB-Response-N&V-05, FB-Response-SO-01, FB-Response-SO-02.

Mitigation measure N&V-MM#3 provides that sound barriers may be installed to reduce noise to acceptable levels at adjoining properties. These may include walls, berms, or a combination of walls and berms. The specific type of barrier will be selected during final design, and before operations begin.

Submission I022 (Christine Dickman, October 10, 2011)

Fresno - Bakersfield (May 2011 – July 2012) - RECORD #513 DETAIL

Status : Action Pending
Record Date : 10/10/2011
Response Requested : No
Affiliation Type : Individual
Interest As : Individual
Submission Date : 10/10/2011
Submission Method : Website
First Name : Christine
Last Name : Dickman
Professional Title : Miss
Business/Organization : citizen Kings County
Address :
Apt./Suite No. :
City : Lemoore
State : CA
Zip Code : 93245
Telephone : 559-924-8964
Email : cdickman_cmt@yahoo.com
Cell Phone :
EIR/EIS Comment : Yes

I022-1 | Stakeholder Comments/Issues : I recently read of two recent options to divert the rail line around Hanford and possible elimination of AMTRAK to Hanford. Firstly, I'm retired and plan on not driving. One of the reasons I chose Kings County was because of public transportation and get to points around CA and the country by train! The chance that AMTRAK would no longer service us would not only affect business but also necessary transportation.

I022-2 | Lastly, has anyone at all looked at the hi-speed rail plans in Europe and Britain?! They've managed to align rail lines with the least amount of trouble.

I022-3 | Having lived through light-rail lines installed in LA, San Diego and San Jose, it took a considerable amount of local and state money as well as patience by citizens. This constant vasilation of plan and no realistic long-term budget is not convincing nor allowing the rest of us to plan our lives!

Response to Submission I022 (Christine Dickman, October 10, 2011)

I022-1

Refer to Standard Response FB-Response-GENERAL-12.

I022-2

Refer to Standard Response FB-Response-GENERAL-12.

I022-3

Refer to Standard Response FB-Response-GENERAL-17.

Submission I023 (George Dodd, October 5, 2011)

Fresno - Bakersfield - RECORD #438 DETAIL

Status : No Action Required
Record Date : 10/5/2011
Response Requested :
Stakeholder Type : CA Resident
Submission Date : 10/5/2011
Submission Method : Website
First Name : GEORGE
Last Name : Dodd
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : BAKERSFIELD
State : CA
Zip Code : 93312
Telephone : 661-5899731
Email : doddfamily@aol.com
Email Subscription : Fresno - Bakersfield
Cell Phone :
Add to Mailing List : Yes
Stakeholder Comments/Issues : WE DO NOT WANT THE HSR GOING BY OUR RESIDENT. THIS WILL SHUT DOWN BUSINESS AND WE WILL LOSE JOB. PEOPLE WILL LEAVE CA IF THIS GO THOU.
EIR/EIS Comment : Yes

I023-1

Response to Submission I023 (George Dodd, October 5, 2011)

I023-1

Refer to Standard Response FB-Response-SO-01.

Submission I024 (Judy Dotson, September 28, 2011)



CALIFORNIA
High-Speed Rail Authority

09-28-11.P03:04 RCVD

Comment Card
Tarjeta de Comentarios

Fresno to Bakersfield High-Speed Train Section
Draft Environmental Impact Report/
Environmental Impact Statement (EIR/EIS)

La Sección de Fresno a Bakersfield del Tren de Alta Velocidad
Proyecto de Informe de Impacto Ambiental/
Declaración de Impacto Ambiental (EIR/EIS)

Public Hearings

Audiencias Públicas

September 2011

Septiembre del 2011

Please submit your completed comment card at the end of the meeting, or mail to:

Por favor entregue su tarjeta completada al final de la reunión, o envíela por correo a la siguiente dirección:

Fresno to Bakersfield DEIR/EIS Comment, 770 I Street, Suite 800, Sacramento, CA 95814

The comment period is from August 15 to September 28, 2011. Comments must be received electronically, or postmarked, on or before September 28, 2011.

El periodo de comentario es del 15 de Agosto al 28 de Septiembre del 2011. Los comentarios tienen que ser recibidos electrónicamente, o matasellados, el o antes del 28 de Septiembre del 2011.

Name/Nombre: Judy Dotson

Organization/Organización: _____

Address/Domicilio: 11916 Snowberry Ln

Phone Number/Número de Teléfono: 1616-589-3513

City, State, Zip Code/Ciudad, Estado, Código Postal: Bakersfield CA 93312

E-mail Address/Correo Electrónico: heyjude@bk.rr.com

(Use additional pages if needed/Usar paginas adicionales si es necesario)

I024-1

Our home is in the direct path of the new high speed rail coming through Bakersfield. My husband will be retiring at the end of this year. Our finances will change dramatically. We have felt the need to sell our home for the past few years. But, of course, we can't due to this project.

We are requesting help ~~me~~ by asking you to contact us in regard to purchasing our property. This is causing a hardship for us and leaving an old couple unable to plan for the remainder of our lives. My husband is nearly 71 years old. We have been assured there would be a resolution soon again and again. The date continues to be pushed back and we are now approaching a bad situation for us.

Help please !!!

Response to Submission I024 (Judy Dotson, September 28, 2011)

I024-1

Refer to Standard Response FB-Response-SO-01.

Alignment plans and maps of parcels directly affected by the project, where the whole parcel or a portion thereof would be acquired, are provided in Volume III of the Revised DEIR/Supplemental DEIS.

Please refer to the Executive Summary S.11, Next Steps in the Environmental Process, for information on the schedule for the selection of the preferred alternative, publication of the Fresno to Bakersfield Section Final EIR/EIS, issuance of the FRA's Record of Decision and the Authority's Notice of Determination, property acquisition, and start of construction. The property acquisition and compensation process will begin only after all necessary legal processes have been completed, funding has been secured, and construction is ready to begin. This is scheduled to begin in 2013 and last through 2015.

Submission I025 (Katie Doty, September 7, 2011)

Fresno - Bakersfield (May 2011 – July 2012) - RECORD #182 DETAIL

Status : Action Pending
Record Date : 9/7/2011
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 9/7/2011
Submission Method : Website
First Name : Katie
Last Name : Doty
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Bakersfield
State : CA
Zip Code : 93309
Telephone :
Email : kdoty@ucsd.edu
Cell Phone :
EIR/EIS Comment : Yes

Stakeholder Comments/Issues : I'm deeply upset by the High Speed Rail Authority's decision to plan a high speed rail route through my alma mater, Bakersfield High School. Not only is Bakersfield High School the oldest high school in the county, it also provides valuable education to more than 4,000 students every year. Planning a route through the campus not only disrupts the education of these students and future students but also completely disregards the safety of the students.

I025-1 | The California Department of Education outlines several guidelines with which proposed new school sites should meet. I believe the High Speed Rail Authority should be held to the same standards. For instance, a safety study must be conducted if the proposed site is 1,500 feet or closer to railroad track to assess the speed, frequency and schedule of the traffic. Surely the speed, frequency and schedule of this proposed high speed rail will be more disruptive for students than a cargo train.

I025-2 | Also, the California Board of Education has outlined that no school shall be adjacent to any traffic noise which will adversely affect educational programs. Your high-speed rail will do just that.

I025-3 | Finally, I find it preposterous that your committee cannot find any other route options. If this rail route was to cut through a wealthy, predominately white school with football players that were accepted into UCLA or Stanford, I am convinced you would find other alternative routes.

I feel as if your decision to plan this route through my high school is motivated by your lack of empathy, laziness, and downright greed. Surely there are alternative routes that do not destroy the greatest high school in the city and that do not disrupt the educational programs that help thousands of underprivileged and forgotten students who fight every day to survive in these tough economic and social times. Don't prove many of these students correct by ignoring their needs and destroying their school. Pay attention to what the Bakersfield High School community is telling you and choose an alternative route that doesn't destroy Bakersfield High School.

Response to Submission I025 (Katie Doty, September 7, 2011)

I025-1

In 2003, the City of Bakersfield, County of Kern, and Kern Council of Governments passed resolutions requesting that an HST station in Bakersfield be located near the existing Amtrak station. To remain near existing transportation corridors and the Amtrak station, alignments must be close to Bakersfield High School. Two alternative alignments were identified and addressed in the Draft EIR/EIS. The BNSF Alignment passes through the Industrial Arts Building on the north side of the Bakersfield High School campus. The Bakersfield South Alternative is on the north side of the BNSF rail yard and avoids the Bakersfield High School campus. A third alternative, the Bakersfield Hybrid Alternative, was identified in the Revised DEIR/Supplemental DEIS and is also located on the north side of the BNSF rail yard and avoids the high school. Since completion of the preliminary design of the alternatives described in the Draft EIR/EIS, the city has reversed their support of these alternatives.

A safety study of the HST project relative to Bakersfield High School has been done and is provided in Section 3.11 (Safety and Security) of the EIR/EIS. It should also be noted that the HST would not emit toxic air contaminants (TAC) as a diesel train does; therefore, the HST would not add to the current TAC levels at Bakersfield High School. Finally, the HST will be a "sealed corridor" in conformance with FRA safety regulations, which means that students and other persons associated with Bakersfield High School will not be able to access the HST right-of-way and will not encounter at-grade crossings on the HST right-of-way. Because of the restricted access to the corridor, plus the higher safety standards and systems in place to prevent HST derailments or collisions, the HST is actually safer than the current BNSF alignment adjacent to Bakersfield High School.

I025-2

It is difficult to compare the frequencies and schedules of high-speed trains (HSTs) to freight trains due to the lack of a defined schedule for freight trains and the lack of a finalized number of a trains during school hours for HSTs. The peak number of HSTs per hour is estimated to be 24, and the peak hour will likely occur during a rush hour during the morning or during evening hours. Noise impact categories are defined according to Federal Transit Administration and FRA guidance. Because HSTs are powered electrically rather than by diesel engines (which are louder), an HST has to achieve a speed of 150 miles per hour (mph) before it makes as much sound as a commuter train at 79 mph. The HST has eight cars (660 feet), a typical freight train

I025-2

contains approximately 70-80 cars and is 5,000 feet in length. Because of the differences in speed and train length, the resulting duration of the sound is also different; an HST moving at 220 mph would only be heard for about 4 seconds, while a typical freight train traveling at 30 mph can be heard for 60 seconds.

Bakersfield High School is currently subject to substantial noise from existing BNSF freight operations on BNSF's main tracks and rail yard adjacent to the campus, and from major city streets bordering the campus to the east and south. Ambient noise on the campus is 70 dBA Leq. Leq is a measure of noise averaged over one hour. With the proposed project on the BNSF Alternative alignment, noise is projected to be 72 dBA Leq for the hour when the maximum number of trains would be passing through Bakersfield. Typically, noise levels must increase by 3 dBA before they are noticeable to the human ear.

I025-3

Refer to Standard Response FB-Response-SO-08, FB-Response-GENERAL-10.

Three alternative alignments are being considered for the HST in Bakersfield. Only one alignment, the BNSF Alternative, is located on a portion of the Bakersfield High School campus.

Submission I026 (Millard Downing, October 10, 2011)

10-10-11P03:20 RCVD

RECEIVED

Board of Directors
California High Speed Rail Authority
770 L Street, Suite 800
Sacramento, CA 95814

Re: Request for Extension of EIR/EIS Comment Period - Fresno to Bakersfield Section

Dear Chairman and Members of the Board:

I026-1

We support the request of J.G. Boswell Company, dated September 8, 2011, for an extension of time to review the EIR/EIS documents of at least 180 days.

Signed:

Millard Downing
[Name]

Amecoma
[Organization]

10/5/11
Date

*9944 Ponderosa Rd
Hartford, Ca 93230*

Response to Submission I026 (Millard Downing, October 10, 2011)

I026-1

Refer to Standard Response FB-Response-GENERAL-07.

Submission I027 (Carol Downing, October 12, 2011)



Fresno to Bakersfield High-Speed Train Section
Draft Environmental Impact Report/
Environmental Impact Statement (EIR/EIS)

La Sección de Fresno a Bakersfield del Tren de Alta Velocidad
Proyecto de Informe de Impacto Ambiental/
Declaración de Impacto Ambiental (EIR/EIS)

Public Hearings
September 2011

Audiencias Públicas
Septiembre del 2011

Please submit your completed comment card at the end of the meeting, or mail to:
Por favor entregue su tarjeta completada al final de la reunión, o envíela por correo a la siguiente dirección:

Fresno to Bakersfield DEIR/EIS Comment, 770 L Street, Suite 800, Sacramento, CA 95814

The extended comment period for Fresno to Bakersfield High-Speed Train Draft EIR/EIS: **August 15-October 13**

El periodo de comentario es del 15 de Agosto al 28 de Septiembre del 2011. Los comentarios tienen que ser recibidos electrónicamente, o matasellados, el o antes del 28 de Septiembre del 2011.

Name/Nombre: Carol Downing
Organization/Organización: _____
Address/Domicilio: 7944 Ponderosa Rd Hanford CA 93230
Phone Number/Número de Teléfono: 559 584-1046
City, State, Zip Code/Ciudad, Estado, Código Postal: _____
E-mail Address/Correo Electrónico: _____
(Use additional pages if needed/Usar paginas adicionales si es necesario)

I027-1

King's County will not let us purchase land in this tract 10 acre parcels. We own none 1/4 acres. How will we be compensated. How will we be made whole?

Response to Submission I027 (Carol Downing, October 12, 2011)

I027-1

Refer to Standard Response FB-Response-SO-01.

Submission I028 (Taylor Duncan, September 15, 2011)



CALIFORNIA
High-Speed Rail Authority

09-15-11P03:04 RCVD

Comment Card
Tarjeta de Comentarios

Fresno to Bakersfield High-Speed Train Section
Draft Environmental Impact Report/
Environmental Impact Statement (EIR/EIS)

La Sección de Fresno a Bakersfield del Tren de Alta Velocidad Proyecto de Informe de Impacto Ambiental/
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Fresno to Bakersfield DEIR/EIS Comment, 770 L Street, Suite 800, Sacramento, CA 95814

The comment period is from August 15 to September 28, 2011. Comments must be received electronically, or postmarked, on or before September 28, 2011.

El periodo de comentario es del 15 de Agosto al 28 de Septiembre del 2011. Los comentarios tienen que ser recibidos electrónicamente, o matasellados, el o antes del 28 de Septiembre del 2011.

Name/Nombre: Taylor Duncan

Organization/Organización: _____

Address/Domicilio: 10413 Glenn St.

Phone Number/Número de Teléfono: (661) 346-7180

City, State, Zip Code/Ciudad, Estado, Código Postal: Bakersfield Ca 93312

E-mail Address/Correo Electrónico: Duncanme1@yahoo.com

(Use additional pages if needed/Usar paginas adicionales si es necesario)

I028-1

Why can't you leave the railroad tracks where they are and elevate the bullet train tracks and leave peoples land alone!

I028-2

I love this house, I know you understand that! I am against the bullet train and hope you will leave me and my property alone! My neighbors had the same way. So I have to pass around a petition!



CALIFORNIA
High-Speed Rail Authority



U.S. Department
of Transportation
**Federal Railroad
Administration**

Response to Submission I028 (Taylor Duncan, September 15, 2011)

I028-1

Refer to Standard Response FB-Response-GENERAL-02, FB-Response-GENERAL-14, FB-Response-SO-01.

As described in FB-Response-GENERAL-02, the design speed of the HST restricts the turning radius (i.e., horizontal curve of the track alignment). The tighter curve (radius) of the BNSF Railway in this location, designed for lower-speed trains, cannot be achieved with the required HST design speeds. Elevating the HST could reduce the HST corridor width but would not completely avoid impacts on the adjacent properties and would require a significantly more expensive design.

I028-2

Refer to Standard Response FB-Response-GENERAL-11, FB-Response-SO-01.

Submission I029 (Wayne Dunham, September 14, 2011)

Fresno - Bakersfield (May 2011 – July 2012) - RECORD #200 DETAIL

Status : Action Pending
Record Date : 9/14/2011
Response Requested :
Stakeholder Type : CA Resident
Submission Date : 9/14/2011
Submission Method : Website
First Name : Wayne
Last Name : Dunham
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State : CA
Zip Code : 93268
Telephone :
Email : wedunham@aeraenergy.com
Email Subscription : Fresno - Bakersfield
Cell Phone :
Add to Mailing List : Yes
Stakeholder Comments/Issues : this will make unbearable noise as it travels by
EIR/EIS Comment : Yes
Affiliation Type : Individual
Official Comment Period : Yes

I029-1 |

Response to Submission I029 (Wayne Dunham, September 14, 2011)

I029-1

Refer to Standard Response FB-Response-N&V-05.

If your home is impacted by noise, and there are no noise barriers necessary for your section of the alignment, then your home may be eligible for additional mitigation measures, such as adding acoustically treated windows, extra insulation, and mechanical ventilation.

Submission I030 (Jim and Teresa Dutra, October 12, 2011)



CALIFORNIA
High-Speed Rail Authority

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Public Hearings
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Audiencias Públicas
Septiembre del 2011
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 reunión, o envíela por correo a la siguiente dirección:
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Name/Nombre: Jim + Teresa Dutra RN 9/22/10
 Organization/Organización: Dutra Ground Care
 Address/Domicilio: 1163 OXFORD WAY Hanford, CA, 93230
 Phone Number/Número de Teléfono: (559) 582-4441
 City, State, Zip Code/Ciudad, Estado, Código Postal: 1163 Oxford Way Hanford, CA, 93230
 E-mail Address/Correo Electrónico: dutrat@comcast.net
(Use additional pages if needed/Usar paginas adicionales si es necesario)
See Attachment.

I030-1
I030-2
I030-3



40
9-22-2011

The high speed rail project (HSR) is destroying irreplaceable farms, dairies and residences.

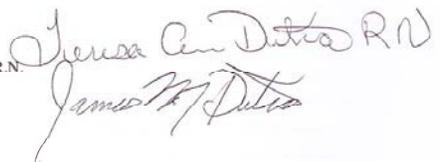
As a child growing up, California was a state to be proud of; we were self sufficient in providing our state and our nation with plenty of food. Now I see an increasing amount of food imported from countries where there are little or no safety regulations. We are losing land to urbanization, regulation and now we may lose more to a budgetary train wreck such as the high speed rail project. This is simply a luxury that we cannot afford.

Along the eastside of the valley; where farm size and fields tend to be small, growers are at max efficiency for what the field size allows. If the HSR track were to be laid through the eastside, a growers' efficiency will be cut in half because of the extra turning, point rows and travel time needed to get to the other side of the track.

What health issues will come from the electrical cables and transformers cutting across the valley near residences where in some instances have been there for over 100 years? As a Registered Nurse I'm concerned of the possible side effects such as brain tumors, leukemia, birth defects, miscarriages, chronic fatigue, headaches, cataracts, heart problems, stress, nausea, chest pain, cancer and other health problems? Have you studied this? It is believed that over 30% of all childhood cancers come from exposure to Electrical Magnetic Fields states Dr. David Carpenter, Dean of the School of Public Health, State University of New York. The Environmental Protection Agency (EPA) warns "there is reason for concern and advises prudent avoidance.

Our state does not have the funds or the need for a project of this magnitude. The route needs to be changed if this project is to continue. This budgetary train wreck will destroy irreplaceable farmland & homes; it is just not worth it.

Sincerely,



Teresa A. Dutra R.N.

Response to Submission I030 (Jim and Teresa Dutra, October 12, 2011)

I030-1

Refer to Standard Response FB-Response-AG-02.

Also see Volume I, Section 3.14, Impact AG#5 for more information on effects on agricultural land from parcel severance.

I030-2

The EIR/EIS identifies several types of electromagnetic fields (EMFs) associated with operation of the proposed HST, and concludes that human exposure to EMFs in nearby schools, businesses, colleges, and residences is expected to be below the Institute of Electrical and Electronics Engineers (IEEE) Standard C95.6 maximum permissible exposure (MPE) limit of 9,040 milligauss (mG) for the general public. Even within the mainline right-of-way, these MPE levels are not expected to be reached. The IEEE Standard C95.6 MPE for controlled environments in which employees work is 27,120 mG. The EMF levels at the heavy maintenance facility are expected to be no higher than on an active rail line, thereby minimizing impacts on workers (refer to Section 3.5, Electromagnetic Fields and Electromagnetic Interference).

I030-3

Refer to Standard Response FB-Response-GENERAL-17, FB-Response-GENERAL-14.

Submission I031 (Patricia English, September 27, 2011)

Fresno - Bakersfield - RECORD #331 DETAIL

EIR/EIS Comment : Yes

Status : Action Pending
Record Date : 9/29/2011
Response Requested :
Stakeholder Type : CA Resident
Submission Date : 9/27/2011
Submission Method : Project Email
First Name : Patricia
Last Name : English
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State : CA
Zip Code : NA
Telephone :
Email : pmenglish@comcast.net
Email Subscription : Fresno - Bakersfield
Cell Phone :
Add to Mailing List : Yes
Stakeholder Comments/Issues :

In 1964, my family and every other family on our block lost homes through eminent domain to UCSF. My home and others were occupied by descendants of the people who had built them in the early 20th century. I was the third generation in my family to live in that house that my grandparents had built.

We were assured that the land was needed immediately for a new school and that there was no other possible building site among all of the other square blocks that the university already owned.

They lied. The homes, flats, and apartments were rented out for the next ten years and then were used as university offices at least into the 80s. The school never was built on that land and it's my understanding that at least some of those homes have been sold back to the public. I don't believe that my mother ever fully recovered from losing her home.

All of the angst and distress caused by forcing people out of their homes, what did it achieve? What greater good accrued to the people of California? Those who were forced out could not replace what they lost; what the State would offer for the big older homes was not sufficient to purchase another of equal size. With what we got for our two-story, four-bedroom house, my family was able to purchase a one-story, two-bedroom house. The state got rental income for years but deep-seated animosity as well from its neighbors.

I'm telling you this story to encourage you to think through the approach that you use for building this rail project. Please make sure that you've got the funding and the ridership for it to be viable before you buy up the land and force people out of their homes and businesses. Seeing a well-functioning system may provide some small solace to those who are required to give up so much.

Patricia English

I031-1 |

Response to Submission I031 (Patricia English, September 27, 2011)

I031-1

Refer to Standard Response FB-Response-GENERAL-06, FB-Response-GENERAL-13,
FB-Response-GENERAL-17, FB-Response-GENERAL-24.

Submission I032 (Janice Enoch-Kroger, September 9, 2011)

9/9/11 - Fresno Small Business Forum



CALIFORNIA
 High-Speed Rail Authority

Comment Card
 Tarjeta de Comentarios

Fresno to Bakersfield High-Speed Train Section
 Draft Environmental Impact Report/
 Environmental Impact Statement (EIR/EIS)

La Sección de Fresno a Bakersfield del Tren de Alta Velocidad
 Proyecto de Informe de Impacto Ambiental/
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Public Hearings
September 2011

Audencias Públicas
Septiembre del 2011

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Fresno to Bakersfield DEIR/EIS Comment, 770 L Street, Suite 800, Sacramento, CA 95814

The 28, 20	Extended comment period for Fresno to Bakersfield High-Speed Train Draft EIR/EIS: August 15-October 13	September 15, 2011, or September 20, 2011.	El periodo de comentario es del 15 de Agosto al 28 de Septiembre del 2011. Los comentarios tienen que ser recibidos electrónicamente, o matasellados, el o antes del 28 de Septiembre del 2011.
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Name/Nombre: Janice Enoch-Kroger
 Organization/Organización: Citizen
 Address/Domicilio: 2046 W. Paul
 Phone Number/Número de Teléfono: 559-696-3185
 City, State, Zip Code/Ciudad, Estado, Código Postal: Fresno, CA 93711
 E-mail Address/Correo Electrónico: j.kroger@sbcglobal.net
(Use additional pages if needed/Usar paginas adicionales si es necesario)

1032-1 | There has been lots of discussion of acquisition & relocation, etc.
however, I'm not hearing a lot about the financing.
Where is the money for this project coming from?
 1032-2 | If you're depending on private funds have there been
any private entities who have come forward?
 1032-3 | If property is acquired what happens to all that
property if the project never happens?

Response to Submission I032 (Janice Enoch-Kroger, September 9, 2011)

I032-1

Refer to Standard Response FB-Response-GENERAL-17.

I032-2

Refer to Standard Response FB-Response-GENERAL-17.

The Authority would be pleased to see private sector investment at the earliest possible stage of the project. In its Draft Business Plan, the Authority made the conservative, but realistic assumption, that no such investment would be forthcoming until a ridership level is established (an accelerant for private investment would be a revenue guarantee in advance of demonstrated ridership). The Authority explicitly rejected any revenue guarantee in its finance plan because such a guarantee would be inconsistent with Prop 1A and would not be prudent policy. Examples of private sector investment in other successful high-speed rail systems are:

- In Japan, the network and the operations were built and funded by the public sector (Ministry of Transportation). At a much later date, they privatized the operations.
- In Germany and France, the Ministries of Transportation decided on the routes and the funding. They then turned to infrastructure companies (DB-Netz and RFF), who were responsible for building, owning, and operating the infrastructure; they have associated operators (DB and SNCF), but they all are government-associated companies. Neither of these systems is therefore operated by private operators.
- In Spain, when authorities decided to introduce high-speed rail (AVE), they created their own designs (and still continue to do so today), and subsequently the AVE service was introduced on the lines being operated by Renfe. This is similar to having Amtrak being involved and operating the system in the end. This has not resulted in a private operator.
- Companies, such as Virgin Rail, operate on the existing infrastructure in the UK because the infrastructure was already in place; however, the government decided to farm out the operations as a concession.
- In the latest example in Italy, the NTV will operate high-speed trains on existing

I032-2

infrastructure and will supply trains and depots, but had no input into the system designs.

Having a private operator on board from the start may sound good in theory, but it is neither practicable nor feasible. There is no instance of this being done successfully anywhere in the world. The one case in which a government turned to full privatization of high-speed rail from the outset occurred in Taiwan, which experienced many problems as a result; the size of the program was much reduced compared with the California program.

Indeed, deciding on an operator too early can be a problem. Choosing a German company would most likely tie the entire the entire project to German technology; the same is true for French or Japanese operators. This eliminates all competition at a later date.

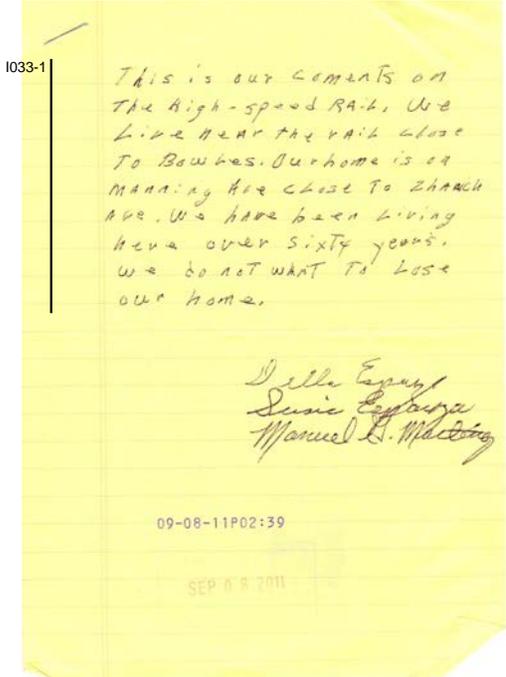
The Authority will “sell” a concession to a private operator, who will have the right to operate and maintain the system. In doing so, the Authority will seek the best deal for California. Entering into such an agreement too early in the process will lead to a lower price from the concession company, because private investors will seek to discount the offer to reflect the risk of revenue variability. Because this system is for the benefit of the people of California, the basic alignment has been laid down by law (Prop 1A) and the major stations have been determined. Therefore, it will not be possible for an operator to change these basic parameters.

I032-3

Refer to Standard Response FB-Response-SO-01.

The property acquisition and compensation process will only begin after all necessary legal processes have been completed, funding has been secured, and construction is ready to begin. In the unlikely event that a property is acquired and subsequently not needed for the construction of the HST project, the right-of-way agents would follow Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 legal guidelines to reverse the property acquisition.

Submission I033 (Della Esparaza, September 8, 2011)



Response to Submission I033 (Della Esparaza, September 8, 2011)

I033-1

Refer to Standard Response FB-Response-SO-01.

Alignment plans and maps of parcels directly affected by the project, where the whole parcel or a portion thereof would be acquired, are provided in Volume III of the Revised DEIR/Supplemental DEIS.

Submission I034 (Margie Espiritu, October 7, 2011)

10-07-11P01:05 RCVD

Board of Directors
California High Speed Rail Authority
770 L Street, Suite 800
Sacramento, CA 95814

Re: Request for Extension of EIR/EIS Comment Period - Fresno to Bakersfield Section

Dear Chairman and Members of the Board:

I034-1 |

We support the request of J.G. Boswell Company, dated September 8, 2011, for an extension of time to review the EIR/EIS documents of at least 180 days.

Signed:

Margie Espiritu
[Name]

[Organization]

10/3/11
Date

Response to Submission I034 (Margie Espiritu, October 7, 2011)

I034-1

Refer to Standard Response FB-Response-GENERAL-07.

Submission I035 (Judy Evans, October 13, 2011)



CALIFORNIA
High-Speed Rail Authority

RECEIVED
10-13-11P04:08 RCVD

Comment Card
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Fresno to Bakersfield High-Speed Train Section **La Sección de Fresno a Bakersfield del Tren de Alta Velocidad**
Draft Environmental Impact Report/
Environmental Impact Statement (EIR/EIS) Proyecto de Informe de Impacto Ambiental/
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Public Hearings **Audiencias Públicas**
September 2011 **Septiembre del 2011**

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Fresno to Bakersfield DEIR/EIS Comment, 770 L Street, Suite 800, Sacramento, CA 95814

The comment period is from 8/15 to 8/28, 2011. Comments must be re-postmarked, on or before 8/28, 2011. Extended comment period for Fresno to Bakersfield High-Speed Train Draft EIR/EIS: August 15-October 13. Comentario es del 15 de Agosto al 28 del 2011. Los comentarios tienen que ser únicamente, o matasellados, el o antes de octubre del 2011.

Name/Nombre: JUDY EVANS
Organization/Organización: _____
Address/Domicilio: 2501 RENEGADE AVE BAKERSFIELD CA 93306
Phone Number/Número de Teléfono: 661-304-1956
City, State, Zip Code/Ciudad, Estado, Código Postal: BAKERSFIELD CA 93306
E-mail Address/Correo Electrónico: _____
(Use additional pages if needed/Usar paginas adicionales si es necesario)

I035-1

I DO NOT WANT THIS TO GO THRU BAKERSFIELD HIGH SCHOOL!
PUT IT SOMEWHERE ELSE!

Response to Submission I035 (Judy Evans, October 13, 2011)

I035-1

Refer to Standard Response FB-Response-SO-08.

Submission I036 (Mary Jane Fagundes, August 26, 2011)

Jeff:

August 23, 2011 08-26-11P01:14 RCVD

I am still waiting for proof of your integrity as a man and as a Christian....tick tock tick tock!! It is time to step up and do the right thing!!

Mary Jane

08-26-11P01:14 RCVD

AUG 26 2011

Jeff Abercrombie

770 L Street, Suite 800
Sacramento, Ca 95814

AUG 26 2011

08-26-11P01:14 RCVD

To Whom This SHOULD concern:

August 23, 2011

You there in the political realm! You give us no respect so I am NOT addressing you with any respect!! It is time for you all to stand up and DO THE RIGHT THING!!! You think that all you have to do is throw some money at this high speed rail project and it will take the heat off of you and that the money you throw out to California HSR will be like throwing out spoiled food to the pigs and they will slop it up and devour it much like they are doing to us!! Money thrown at them is a way out or cop out for you so you DO NOT have to do your job...the job that we the American citizens and taxpayers voted you in to do!! You need to work with what you already have and make it work!!!! Not start another mess that we all will be paying for into our great grandchildren's lifetimes!! Also, the fact that you are destroying PRIME FARMLAND and those agricultural jobs that come with this as well as the way of life of thousands of people surrounding this Kings County farmland is DISGUSTING!! I drove the alignment with my husband out in the countryside along canals, dirt roads, fertile fields of fruit, vegetables, grains, cotton and it is UNFATHOMABLE to me who has grown up my whole entire life in this countryside that you can just take a pencil and draw a line and erase what is there!! It is UNCOMPREHENSIBLE!!

Here my husband and I sit....doing the right thing as I see it! We have worked all of our lives (he in AGRICULTURE), NEVER taken a DIME of WELFARE, NEVER have drawn unemployment, have always PAID OUR BILLS and on time I might add (what a novel idea) and in 7 days, we will be paying off this home at the age of 55 that WE BUILT WITH OUR OWN HANDS!!!! Within 1 year of this, we had planned to use the extra money as we no longer have a house payment and pay off our remaining debt and be debt free by the end of 2012!! Also, did I forget to mention that by May 2012, we will have one son with a Masters in Physical Therapy and the other son with a Bachelor's in Geography as well as in Wildlife and Conservation Biology and a minor in Geographical Information Systems???? Oh yes, and we will have PAID FOR IT ALL WITH OUR OWN MONEY!!! No Welfare....no Grants!!! The sad thing about this AMERICAN DREAM story is....after accomplishing all of this....and I do believe this is an admiral accomplishment....The Federal Government of the United States of America as well as the State of California under the ruse of the California High Speed Rail Authority is taking our HOME AWAY FROM US under EMINENT DOMAIN!!! This is not only a sin but IS CRIMINAL!!!!

We are told we will get fair market value....this is really comforting (NOT!) with the ECONOMIC DEPRESSION that our country/state is in!!! We are also told we will NOT be given replacement value for our home although we pay insurance for this very protection!! Our home is a specialty home...it is a LOG HOME and it is very GREEN!! There are only possibly 4 other log homes in our area and they are NOT losing their homes to HSR and I do NOT think that they are willing to give their log home up to us as in the RELOCATION process under eminent domain! So please explain to me how you, the Government,

I036-1

Submission I036 (Mary Jane Fagundes, August 26, 2011) - Continued

I036-1

can stand by and allow us to be taken from this home we built and have paid for in full and then put us somewhere, anywhere else as long as it is a roof over our head and then not fairly compensate us???

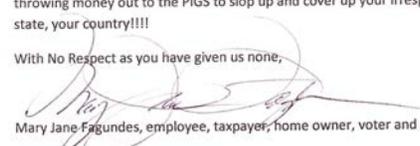
We live on 1 ¼ acre parcel outside of the city limits in Hanford California. We are a unique housing area as we ARE out in the countryside but within 4 miles of shopping/services and we have natural gas which is not butane or propane like others who live out in the country solely have. Also, for us, if we have to move and we can afford to rebuild (highly unlikely as you are NOT going to fairly compensate us) what we have now, we will NOT be able to have another log burning fireplace which, as we are very energy conscious, is an extreme financial plus for us as well as the fact that our log home is also extremely energy efficient. Our electric and gas bills both summer and winter are probably 1/3 of what most other property owners in town or out in the country pay for those same utilities and with that said, our electricity also has the cost of running our well for our water which people in town have to pay upwards of \$50.00 per month for!

How can we be expected to live within our means and pay our bills, and timely I might add, yet the Federal/State Governments just keep fabricating more and more fake money....basically spending money the United States DOES NOT HAVE and we are supposed to PUT UP AND SHUT UP???

I am also angry about the fact that for those PEOPLE who went out and "gambled" and prospected when the market was high and bought property and built homes and now being taken by HSR, that we understand that their mortgage will be paid off in FULL despite the fact that the mortgage is probably TWICE what the fair market value of that home is!!! So you will pay off someone else's DEBT although it is twice the fair market value yet our home is PAID—DEBT FREE—so you will ONLY PAY the fair market value on it when we have DONE THE RIGHT THING!!??!!! What an INJUSTICE to us, the hard working, honest people of this country!!! SHAME ON YOU!!

CALIFORNIA HIGH SPEED RAILTHE VISION OF IT AS WELL AS THE PEOPLE THAT WORK ON THE AUTHORITY AND WHO ARE THE AUTHORITY....THIS IS A JOKE...A NIGHTMARE as well as a BAD PIPE DREAM THAT NEEDS TO GO AWAY!! Again, do the RIGHT THING....grovel and admit failure and quit throwing money out to the PIGS to slop up and cover up your irresponsibility to the citizens of your state, your country!!!!

With No Respect as you have given us none,



Mary Jane Fagundes, employee, taxpayer, home owner, voter and screwed citizen of HSR

9785 Ponderosa, Hanford CA 93230

Cc: to all the others who DO NOT CARE AND WHO DO NOT WANT TO TAKE RESPONSIBILITY AND DO THE RIGHT THING

Response to Submission I036 (Mary Jane Fagundes, August 26, 2011)

I036-1

Refer to Standard Response FB-Response-SO-01.

Submission I037 (Mary Jane Fagundes, August 26, 2011)

08-26-11P01:15 RCVD

Mr. Richards:

August 23, 2011

AUG 26 2011

I037-1

I am saddened to hear that your heart has also turned to stone! If you do not see nor understand and comprehend that this is DEVASTING to those of us you consider NIMBY's...actually it's not in my BACKYARD it is at my FRONT DOORSTEP...then I am sad for you as a human being. I AM SADDENED, PHYSICALLY SICK TO MY STOMACH, DISGUSTED, DISILLUSIONED AND JUST DAMNED ANGRY!! You need to see that it is NOT just about my home that we built ourselves with our own hands without the likes of you, but it is our way of life and that of my grandparents and their parents and it is something not only in our hearts but in our souls that just doesn't go away because you say it is so!! Some people are meant to go on and do "great things" as you might see it in your eyes as your "VISION", but there are those of us here in this rich San Joaquin Valley that feel that providing the United States of America as well as overseas with the food they eat, the liquids they drink as well as the clothes on their backs...we feel that these are "great things" as well and perhaps even more honorable things to do with our lives!! We may not all make the monies that you and the people north or south of us make, but it does NOT make us less of a people that can just be "railroaded".

I ask you as well as that of Jeff Abercrombie and many others to just do the right thing! Step up and be a man of integrity...someone with a heart for ALL people...not just those with your "vision"!

Mary Jane Fagundes

Tom Richards

770 L Street, Suite 800

Sacramento, Ca 95814

08-26-11P01:15 RCVD

AUG 26 2011

To Whom This SHOULD concern:

August 23, 2011

I037-2

You there in the political realm! You give us no respect so I am NOT addressing you with any respect!! It is time for you all to stand up and DO THE RIGHT THING!!! You think that all you have to do is throw some money at this high speed rail project and it will take the heat off of you and that the money you throw out to California HSR will be like throwing out spoiled food to the pigs and they will slop it up and devour it much like they are doing to us!! Money thrown at them is a way out or cop out for you so you DO NOT have to do your job...the job that we the American citizens and taxpayers voted you in to do!! You need to work with what you already have and make it work!!!! Not start another mess that we all will be paying for into our great grandchildren's lifetimes!! Also, the fact that you are destroying PRIME FARMLAND and those agricultural jobs that come with this as well as the way of life of thousands of people surrounding this Kings County farmland is DISGUSTING!! I drove the alignment with my husband out in the countryside along canals, dirt roads, fertile fields of fruit, vegetables, grains, cotton and it is UNFATHOMABLE to me who has grown up my whole entire life in this countryside that you can just take a pencil and draw a line and erase what is there!! It is UNCOMPREHENSIBLE!!

I037-3

Here my husband and I sit....doing the right thing as I see it! We have worked all of our lives (he in AGRICULTURE), NEVER taken a DIME of WELFARE, NEVER have drawn unemployment, have always PAID OUR BILLS and on time I might add (what a novel idea) and in 7 days, we will be paying off this home at the age of 55 that WE BUILT WITH OUR OWN HANDS!!!! Within 1 year of this, we had planned to use the extra money as we no longer have a house payment and pay off our remaining debt and be debt free by the end of 2012!! Also, did I forget to mention that by May 2012, we will have one son with a Masters in Physical Therapy and the other son with a Bachelor's in Geography as well as in Wildlife and Conservation Biology and a minor in Geographical Information Systems???? Oh yes, and we will have PAID FOR IT ALL WITH OUR OWN MONEY!!!! No Welfare....no Grants!!! The sad thing about this AMERICAN DREAM story is....after accomplishing all of this....and I do believe this is an admiral accomplishment....The Federal Government of the United States of America as well as the State of California under the ruse of the California High Speed Rail Authority is taking our HOME AWAY FROM US under EMINENT DOMAIN!!! This is not only a sin but IS CRIMINAL!!!

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Submission I037 (Mary Jane Fagundes, August 26, 2011) - Continued

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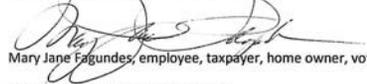
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Response to Submission I037 (Mary Jane Fagundes, August 26, 2011)

I037-1

Refer to Standard Response FB-Response-GENERAL-14.

I037-2

Refer to Standard Response FB-Response-GENERAL-04, FB-Response-GENERAL-11.

I037-3

Refer to Standard Response FB-Response-SO-01.

I037-4

Refer to Standard Response FB-Response-SO-01.

I037-5

Refer to Standard Response FB-Response-SO-01.

Submission I038 (Jerry Fagundes, October 12, 2011)



Fresno to Bakersfield High-Speed Train Section
 Draft Environmental Impact Report/
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Public Hearings
September 2011

La Sección de Fresno a Bakersfield del Tren de Alta Velocidad
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Audiencias Públicas
Septiembre del 2011

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Extended comment period for Fresno to Bakersfield High-Speed Train Draft EIR/EIS:
August 15-October 13

Name/Nombre: Jerry Fagundes
 Organization/Organización: Homeowners
 Address/Domicilio: 9785 Ponderosa Rd
 Phone Number/Número de Teléfono: 559-584-8017 - 559 907 5468
 City, State, Zip Code/Ciudad, Estado, Código Postal: Hanford CA 93230
 E-mail Address/Correo Electrónico: j.fagundes1@hotmail.com
(Use additional pages if needed/Usar paginas adicionales si es necesario)

I038-1

3.4-3 FRA Noise Impact Criteria
Existing Noise 50-60
Construction Noise Day 80, night 70
Severe Impact!

Appendix IV
Table 1
9944 Ponderosa Rd - 60.2 DBA
9724 Ponderosa Rd 55.3 DBA

Page 3.4A-29 Severe FRA Impact
track No mitigation -
Distance to HST - measured at 90' & 138'

Response to Submission I038 (Jerry Fagundes, October 12, 2011)

I038-1

Refer to Standard Response FB-Response-N&V-05.

Refer to Mitigation Measures N&V-MM#1 and N&V-MM#2 in Section 3.4.7, Mitigation Measures, for mitigation measures that will be undertaken during construction and operation of the project.

Submission I039 (Jerry Fagundes, October 12, 2011)



CALIFORNIA
High-Speed Rail Authority

10-12-11P02:14 RCVD

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Name/Nombre: Jerry Fagundes
Organization/Organización: Homeowner
Address/Domicilio: 9785 Anderson Rd.
Phone Number/Número de Teléfono: 559 584-8017 559 707 5468
City, State, Zip Code/Ciudad, Estado, Código Postal: Hanford, CA 93230
E-mail Address/Correo Electrónico: j-fagundes1@hotmail.com
(Use additional pages if needed/Usar paginas adicionales si es necesario)

I039-1

2.0 Alternatives - Kings County
Elevated approx. 48' above ground level
How if it is elevated that high just
75 to 80' in front of my house - can we mitigate
Noise & Vibration.



CALIFORNIA
High-Speed Rail Authority



U.S. Department
of Transportation
Federal Railroad
Administration

Response to Submission I039 (Jerry Fagundes, October 12, 2011)

I039-1

The potential noise impact has been assessed at sensitive receivers, and these areas are identified in Section 3.4.5, Environmental Consequences, of the Revised DEIR/Supplemental DEIS and shown in Figures 3.4-9 through 3.4-13. The locations of potential barriers are illustrated on Figures 3.4-15 through 3.4-19. Refer to Section 3.4.7 for a complete listing of noise impact mitigation measures that would reduce noise impacts below a "severe" level. The Proposed California High-Speed Train Project Noise and Vibration Mitigation Guidelines developed by the Authority (see Appendix 3.4-A of the Revised DEIR/Supplemental DEIS) were used to determine whether mitigation would be proposed for these areas of potential impact. The Guidelines require consideration of feasible and effective mitigation for severe noise impacts (impacts where a significant percentage of people would be highly annoyed by the HST project's noise).

The Authority will refine mitigation for homes with residual severe noise impacts (i.e., severe impacts that remain notwithstanding noise barriers) and address them on a case-by-case basis during final design of the Preferred Alternative. In addition to the potential use of noise barriers, other forms of noise mitigation may include improvements to the home itself that will reduce the levels by at least 5 A-weighted decibels (dBA), such as adding acoustically treated windows, extra insulation, and mechanical ventilation as detailed in Section 3.4.7, Project.

The Revised DEIR/Supplemental DEIS proposes noise barriers in areas of severe noise impacts resulting from the project, where the barriers meet the cost-effectiveness criteria. To meet the cost-effectiveness criteria, barriers must mitigate noise for more than 10 sensitive receivers, be not less than 800 feet in length, be less than 14 feet in height, and cost below \$45,000 per benefited receiver. A receiver that receives at least a 5-dBA noise reduction due to the barrier is considered a benefited receiver. Mitigation Measure N&V-MM#3 provides that sound barriers may be installed to reduce noise to acceptable levels at adjoining properties. These may include walls, berms, or a combination of walls and berms. The specific type of barrier will be selected during final design, and before operations begin. In addition, Mitigation Measure N&V-MM#3 provides that prior to operation, the Authority will work with communities regarding the height and design of sound barriers, using jointly developed performance criteria, when the vertical and horizontal location have been finalized as part of the final design of the

I039-1

project. Mitigation Measure VQ-MM#6 requires the provision of a range of options to reduce the visual impact of the sound barriers.

Submission I040 (Jerry Fagundes, October 12, 2011)



Fresno to Bakersfield High-Speed Train Section **La Sección de Fresno a Bakersfield del Tren de Alta Velocidad**
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---	--	--

Name/Nombre: Jerry Fagundes
 Organization/Organización: Homeowner
 Address/Domicilio: 9785 Ponderosa Rd.
 Phone Number/Número de Teléfono: 559 584-8017 559 707 5468
 City, State, Zip Code/Ciudad, Estado, Código Postal: Hanford CA 93230
 E-mail Address/Correo Electrónico: j-fagundes.1@hotmail.com
(Use additional pages if needed/Usar paginas adicionales si es necesario)

I040-1 SO #1 - Division of Ponderosa Rd / Pedway -
How will you reduce impacts that are significant?
Agricultural lands - No construction impacts?
Roads to fields cut in half etc.?

I040-2 VQ #5 Aesthetics & Visual Quality -
Significant for me - on Ponderosa Rd.

Response to Submission I040 (Jerry Fagundes, October 12, 2011)

I040-1

Refer to Standard Response FB-Response-AG-02.

For information on how potential impacts on the Ponderosa community will be mitigated, see Volume I, Section 3.12.7, Mitigation Measure SO-1.

I040-2

Refer to Standard Response FB-Response-AVR-03.

See also Mitigation Measure AVR-MM#2e, Provide Offsite Landscape Screening Where Appropriate, in Section 3.16, Aesthetics and Visual Resources, of the Revised DEIR/Supplemental DEIS.

Submission I041 (Jerry Fagundes, October 12, 2011)



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 E-mail Address/Correo Electrónico: j-fagundes1@hotmail.com
 (Use additional pages if needed/Usar paginas adicionales si es necesario)

I041-1

Page 3.4-14
~~SP~~ Acquire Easements on properties Severly Affected by Noise.
Who makes this decision?
Please call me about this item.
Table 3.4-23
Hanford Area
No Sound Barrier mitigation?
333 severe Residual Impacts?

Response to Submission I041 (Jerry Fagundes, October 12, 2011)

I041-1

Refer to Standard Response FB-Response-N&V-05, FB-Response-SO-01.

The potential noise impact has been assessed at sensitive receivers, and these areas are identified in Section 3.4.5, Noise and Vibration, Environmental Consequences, of the Revised DEIR/Supplemental DEIS, and shown on Figures 3.4-9 through 3.4-13. The locations of potential barriers are illustrated on Figures 3.4-15 through 3.4-19. Refer to Section 3.4.7 for a complete listing of noise impact mitigation measures that would reduce noise impacts below a “severe” level. The Proposed California High-Speed Train Project Noise and Vibration Mitigation Guidelines developed by the Authority (see Appendix 3.4-A of the Revised DEIR/Supplemental DEIS) were used to determine whether mitigation would be proposed for these areas of potential impact. The guidelines require consideration of feasible and effective mitigation for severe noise impacts (impacts where a significant percentage of people would be highly annoyed by the HST project’s noise).

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Mitigation Measure N&V-3 provides that sound barriers may be installed to reduce noise to acceptable levels at adjoining properties. These may include walls, berms, or a combination of walls and berms. The specific type of barrier will be selected during final design and before operations begin. In addition, Mitigation Measure N&V-3 provides that

I041-1

prior to operation, the Authority will work with communities regarding the height and design of sound barriers, using jointly developed performance criteria, when the vertical and horizontal locations have been finalized as part of the final design of the project. Mitigation Measure VQ-6 requires the provision of a range of options to reduce the visual impact of the sound barriers.

Submission I042 (Jerry Fagundes, October 12, 2011)



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(Use additional pages if needed/Usar paginas adicionales si es necesario)

I042-1

page 3.12-46

Noise and Vibration - No Vibration Impacts would affect quality of life in nearby neighborhoods or communities.

How was this studied?

Where is the documentation to back this up?

NO Vibration tests done on Ponderosa Rd?

Response to Submission I042 (Jerry Fagundes, October 12, 2011)

I042-1

Refer to Standard Response FB-Response-N&V-04, FB-Response-N&V-03.

Submission I043 (Jerry Fagundes, October 12, 2011)



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Name/Nombre: Jerry Fagundes
 Organization/Organización: Homeowner
 Address/Domicilio: 9785 Anderson Rd.
 Phone Number/Número de Teléfono: 559 584 8017 559 707 5768
 City, State, Zip Code/Ciudad, Estado, Código Postal: Hanford CA 93230
 E-mail Address/Correo Electrónico: j-fagundes1@hotmail.com
 (Use additional pages if needed/Usar paginas adicionales si es necesario)

I043-1

Table 3.12-15

Noise and Vibration - Isolated Rural Residences
may be purchased to avoid Noise and Vibration
Impacts -

Please see my situation of
Closeness to Tracks!!

Response to Submission I043 (Jerry Fagundes, October 12, 2011)

I043-1

Refer to Standard Response FB-Response-N&V-04, FB-Response-N&V-05, FB-Response-SO-01.

For information on mitigation measures related to noise, see the Revised DEIR/Supplemental DEIS, Volume I, Section 3.4.7.

Potential noise impact has been assessed at sensitive receivers. These areas are identified in Section 3.4.5, Environmental Consequences, of the Revised DEIR/Supplemental DEIS, and shown on Figures 3.4-9 through 3.4-13. The locations of potential barriers are illustrated on Figures 3.4-15 through 3.4-19. Refer to Section 3.4.7 for a complete listing of noise impact mitigation measures that will reduce noise impacts below a "severe" level. The Proposed California High-Speed Train Project Noise and Vibration Mitigation Guidelines developed by the Authority (see Appendix 3.4-A of the Revised DEIR/Supplemental DEIS) were used to determine whether mitigation would be proposed for these areas of potential impact. The guidelines require consideration of feasible and effective mitigation for severe noise impacts (impacts where a significant percentage of people would be highly annoyed by noise from the HST project).

The Authority will refine mitigation for homes with residual severe noise impacts (i.e., severe impacts that remain notwithstanding noise barriers) and address them on a case-by-case basis during final design of the Preferred Alternative. In addition to the potential use of noise barriers, other forms of noise mitigation may include improvements to the home itself that will reduce the levels by at least 5 dBA, such as adding acoustically treated windows, extra insulation, and mechanical ventilation as detailed in Section 3.4.7, Mitigation Measures.

The Revised DEIR/Supplemental DEIS proposes noise barriers in areas of severe noise impacts resulting from the project, where the barriers meet the cost-effectiveness criteria. To meet the cost-effectiveness criteria, barriers must mitigate noise for more than 10 sensitive receivers, be not less than 800 feet in length, be less than 14 feet in height, and cost below \$45,000 per benefited receiver. A receiver that receives at least 5-dBA noise reduction due to the barrier is considered a benefited receiver.

Mitigation Measure N&V-3 provides that sound barriers may be installed to reduce noise

I043-1

to acceptable levels at adjoining properties. These may include walls, berms, or a combination of walls and berms. The specific type of barrier will be selected during final design and before operations begin. In addition, Mitigation Measure N&V-3 provides that prior to operation, the Authority will work with communities regarding the height and design of sound barriers, using jointly developed performance criteria, when the vertical and horizontal locations have been finalized as part of the final design of the project. Mitigation Measure VQ-6 requires the provision of a range of options to reduce the visual impact of the sound barriers.

Submission I044 (Jerry Fagundes, October 12, 2011)



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

La Sección de Fresno a Bakersfield del Tren de Alta Velocidad
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Name/Nombre: Jerry Fagundes
 Organization/Organización: 9705 Panterosa Rd Homeowner
 Address/Domicilio: 9705 Panterosa Rd
 Phone Number/Número de Teléfono: 559 584 8077 559 707 5468
 City, State, Zip Code/Ciudad, Estado, Código Postal: Hanford CA 93230
 E-mail Address/Correo Electrónico: J-Fagundes 1@hotmail.com
 (Use additional pages if needed/Usar paginas adicionales si es necesario)

I044-1

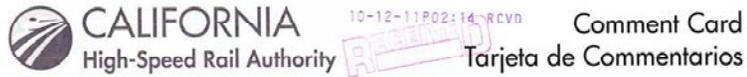
I don't see any traffic studies done on Lacey Blvd. & Hwy 43
School traffic on Lacey Blvd. every school day

Response to Submission I044 (Jerry Fagundes, October 12, 2011)

I044-1

The intersection of Lacey Boulevard and SR 43 is within the Study Area for the Kings/Tulare Regional Station–East Alternative location, and impacts are discussed in the Kings/Tulare Regional Station-East Alternative Roadway Segment Impacts in Section 3.2.5.3, Environmental Consequences, of Section 3.2, Transportation, starting with Table 3.2-22.

Submission I045 (Mary Jane Fagundes, October 12, 2011)



Fresno to Bakersfield High-Speed Train Section
Draft Environmental Impact Report/
Environmental Impact Statement (EIR/EIS)

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September 2011

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August 15-October 13

The comment period for the Draft EIR/EIS is from August 15 to August 28, 2011. Comments must be received postmarked, on or before August 28, 2011.

Name/Nombre: Mary Jane Fagundes
Organization/Organización: home owner
Address/Domicilio: 9785 Ponderosa
Phone Number/Número de Teléfono: 559-5848017
City, State, Zip Code/Ciudad, Estado, Código Postal: Hanford CA 93230
E-mail Address/Correo Electrónico: _____
(Use additional pages if needed/Usar paginas adicionales si es necesario)

I045-1

We know it is stated that vibration is going to be SEVERE on Ponderosa. How are you going to mitigate damages to our well, septic tanks, sprinklers + the stem wall that supports our log home?? (FYI- we do NOT have city services as stated in your EIR!)

Also, how are you going to mitigate damages to sheetrock in our homes?

Response to Submission I045 (Mary Jane Fagundes, October 12, 2011)

I045-1

The vibration criteria for HST construction are found in Table 3.4-2, and the vibration criteria for HST project operations are found in Table 3.4-6. Wells currently located adjacent to the existing BNSF tracks are subject to vibration levels substantially higher than the vibration levels that would be generated by HST operations. If the wells are not currently experiencing any of these problems under existing conditions, they would not be expected to experience these problems with the addition of HST operations. Effects of vibration due to construction activities will be dependent upon what type of construction activities are taking place in a given area, and how close those activities are to the existing pipelines. Mitigation Measure N&V-MM#2 lists the mitigation measures for construction vibration on sensitive structures.

Submission I046 (Mary Jane Fagundes, October 12, 2011)

10



10-12-11P02:14 RCVD

Comment Card
Tarjeta de Comentarios

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Draft Environmental Impact Report/
Environmental Impact Statement (EIR/EIS)

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Name/Nombre: Mary Jane Fagundes

Organization/Organización: Homeowner

Address/Domicilio: 9785 Ponderosa

Phone Number/Número de Teléfono: 559-584 8017

City, State, Zip Code/Ciudad, Estado, Código Postal: Hanford CA 93230

E-mail Address/Correo Electrónico: _____

(Use additional pages if needed/Usar paginas adicionales si es necesario)

I046-1

Are you going to compensate us for the
Huge decrease in value of our home
with the train within 100 ft. of our
front door?

Response to Submission I046 (Mary Jane Fagundes, October 12, 2011)

I046-1

Refer to Standard Response FB-Response-SO-01, FB-Response-SO-02.

For information about the potential long-term impacts on property values, see Section 5.4.4.3 in the Community Impact Assessment Technical Report (Authority and FRA 2012g).

Submission I047 (Mary Jane Fagundes, October 12, 2011)



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 Draft Environmental Impact Report/
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September 2011

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Name/Nombre: Mary Jane Fagundes
 Organization/Organización: Homeowner
 Address/Domicilio: 9785 Ponderosa
 Phone Number/Número de Teléfono: 559-5848017
 City, State, Zip Code/Ciudad, Estado, Código Postal: Hanford CA 93230
 E-mail Address/Correo Electrónico: _____
(Use additional pages if needed/Usar paginas adicionales si es necesario)

I047-1 | what kind of safety precautions will you have set in place for possibility of derailment with train 35-40 ft in air & over home within 100 ft of it?

I047-2 | Also, how do you plan to mitigate the emotional/mental psychological damages to us not only of fear of derailment as listed above but also living in such close proximity to the train as well as isolation from it being out our front window & what we see as we get up, go outside or leave our home? We aren't technically a NIMBY as it's out our front door not our back door.

Response to Submission I047 (Mary Jane Fagundes, October 12, 2011)

I047-1

Refer to Standard Response FB-Response-S&S-02.

As discussed in Section 3.11, a basic design feature of an HST system is to contain train sets within the operational corridor. Strategies to ensure containment include design, operational, and maintenance plan elements that will ensure high-quality tracks and vehicle maintenance to reduce the risk of derailment. Also, physical elements, such as containment parapets, check rails, guardrails, and derailment walls, will be used in specific areas with a high risk of, or high impact, from derailment. These areas include elevated guideways and approaches to conventional rail and roadway crossings. For example, equipment specifications for the HSTs call for undercarriage clamps and traction motor casing designs that will enable the trains to “hug” the rails in the event of a derailment and keep the trains in alignment with the track structure. This feature, plus the tight-coupled, articulated nature of the train sets will allow the trains to behave during a derailment in a manner which promotes the safest possible outcome. The operating system for the train will be fully automated with state-of-the-art communication, access control, and monitoring and detection systems to help prevent derailments from occurring. The proposed automatic train control system will prevent train-to-train collisions in the HST system. The proposed seismic detection system will allow the HST system to react to detected seismic events in a manner what will provide options for significantly reducing the risk of derailment and/or injuries and damage in the event of a major earthquake. As a standard maintenance procedure, the track at any point will be inspected several times a week using measurement and recording equipment aboard special measuring trains that will run between midnight and 5 a.m. and usually pass over any given section of track once in the night. Irregularities in the rail will be fixed immediately.

I047-2

Refer to Standard Response FB-Response-SO-02, FB-Response-S&S-02.

For information about the potential long-term impacts on property values, see Section 5.4.4.3 in the Community Impact Assessment Technical Report (Authority and FRA 2012g).

Submission I048 (Mary Jane Fagundes, October 12, 2011)



Fresno to Bakersfield High-Speed Train Section
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September 2011

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Name/Nombre: Mary Jane Fagundes
 Organization/Organización: resident
 Address/Domicilio: 9785 Ponderosa
 Phone Number/Número de Teléfono: 559-5848017
 City, State, Zip Code/Ciudad, Estado, Código Postal: Hanford CA 93230
 E-mail Address/Correo Electrónico: _____
 (Use additional pages if needed/Usar paginas adicionales si es necesario)

I048-1

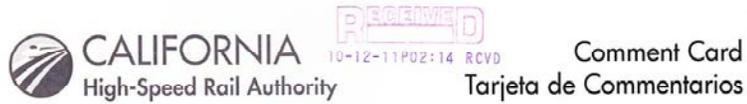
If in the end, you do take our home, how are you going to compensate us for the energy efficient log home we have by way of the mere R value of the logs themselves - the fireplace that we use to warm our home - top + bottom as well as the loss of natural gas if we are able to go out into the countryside again as our housing area is unique in that we do have natural gas. Our energy bills both electric + gas are 1/3 of everyone else around us!!

Response to Submission I048 (Mary Jane Fagundes, October 12, 2011)

I048-1

Refer to Standard Response FB-Response-SO-01.

Submission I049 (Jerry Fagundes, October 12, 2011)



Fresno to Bakersfield High-Speed Train Section
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Name/Nombre: Jerry Fagundes
 Organization/Organización: Homeowner
 Address/Domicilio: 9785 Ponderosa Rd
 Phone Number/Número de Teléfono: 559-584-8017 / 559 707-5468
 City, State, Zip Code/Ciudad, Estado, Código Postal: Hanford CA 93230
 E-mail Address/Correo Electrónico: J_fagundes1@hotmail.com
(Use additional pages if needed/Usar paginas adicionales si es necesario)

I049-1

3.4 Noise and Vibration

Table 3.4-14

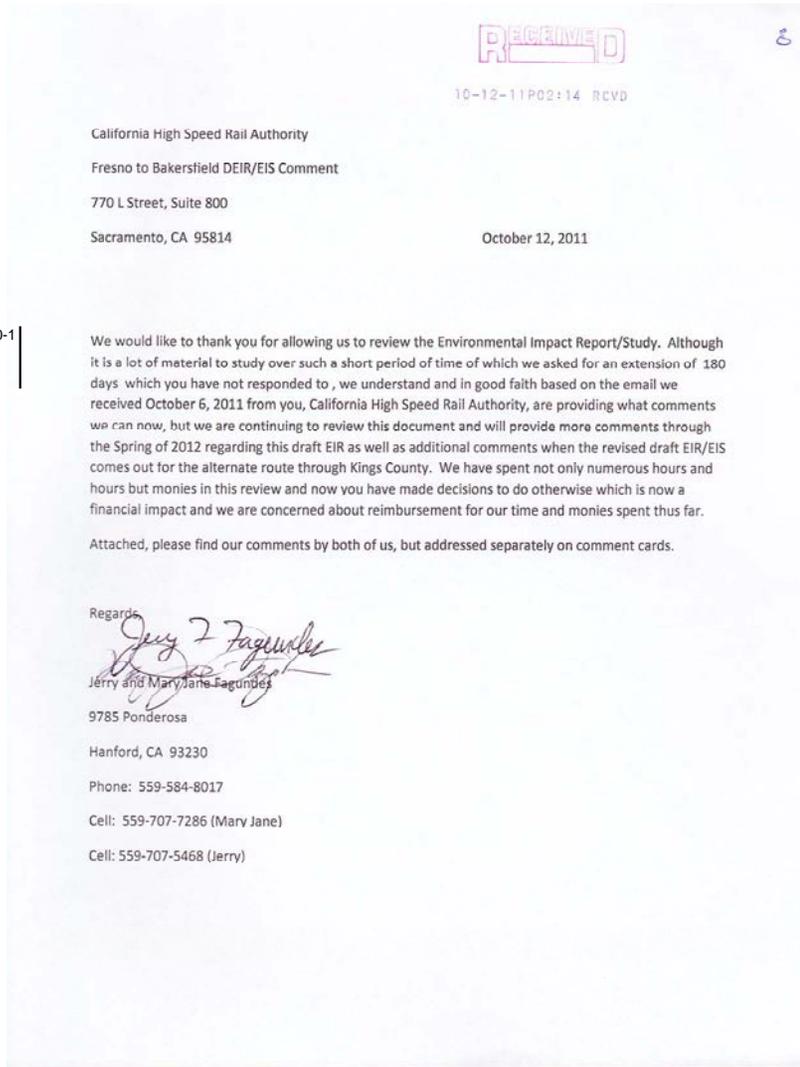
Hanford Distance for Severe Impact =
Within 1400 Feet
How about 75' !!

Response to Submission I049 (Jerry Fagundes, October 12, 2011)

I049-1

Refer to Standard Response FB-Response-N&V-03, FB-Response-N&V-05.

Submission I050 (Jerry and Mary Jane Fagundes, October 12, 2011)



Response to Submission I050 (Jerry and Mary Jane Fagundes, October 12, 2011)

I050-1

Refer to Standard Response FB-Response-GENERAL-07.

Submission I051 (Gordon & Carla Farrell, October 12, 2011)

12



10-12-11P02:08 RCVD
RECEIVED

Comment Card
 Tarjeta de Comentarios

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Name/Nombre: Gordon & Carla Farrell

Organization/Organización: _____

Address/Domicilio: 9484 Excelsior Hanford CA 93230

Phone Number/Número de Teléfono: 559-816-9860 Carla 559-906-0935

City, State, Zip Code/Ciudad, Estado, Código Postal: _____

E-mail Address/Correo Electrónico: gifcarla@live.com
(Use additional pages if needed/Usar paginas adicionales si es necesario)

1051-1 | 1) Expense to the State of Calif. and
federal govt. is more than either
plan afford.

1051-2 | 2) we are 1 mile from the proposed tracks,
it will be a loss of our East bound
Travel

1051-3 | 3) loss of seeing the sun rise, the
Sierra Mountains.

1051-4 | 4) Working in Visalia, will take
longer to go around, both costing
more expense and time getting to work.

Response to Submission I051 (Gordon & Carla Farrell, October 12, 2011)

I051-1

Refer to Standard Response FB-Response-GENERAL-17.

I051-2

Refer to Standard Response FB-Response-TR-02.

I051-3

Refer to Standard Response FB-Response-AVR-01.

I051-4

Refer to Standard Response FB-Response-TR-02.

Submission I052 (Stan Felipe, October 12, 2011)



Fresno to Bakersfield High-Speed Train Section **La Sección de Fresno a Bakersfield del Tren de Alta Velocidad**
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 Environmental Impact Statement (EIR/EIS) **Declaración de Impacto Ambiental (EIR/EIS)**
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Name/Nombre: Stan Felipe
 Organization/Organización: Land Owner
 Address/Domicilio: 6520 7th Ave.
 Phone Number/Número de Teléfono: 559) 381-1609
 City, State, Zip Code/Ciudad, Estado, Código Postal: Hanford, Ca 93230
 E-mail Address/Correo Electrónico: stfrone@unweiredbb.com
(Use additional pages if needed/Usar paginas adicionales si es necesario)

I052-1

When the train is going thru my place it splits the field into and the pump and pipe don't seem to be able to irrigate the bottom portion of the property. Your EIR doesn't show how to spring to take care of that problem!

If I was able to irrigate I would have to drive several miles to get see when my water was done.

Response to Submission I052 (Stan Felipe, October 12, 2011)

I052-1

Refer to Standard Response FB-Response-AG-02.

Also see Volume I, Section 3.14, Impact AG#5 for more information on effects on agricultural land from parcel severance.

Submission I053 (Katie Fernandes, October 10, 2011)

Fresno - Bakersfield (May 2011 – July 2012) - RECORD #512 DETAIL

Status : Action Pending
Record Date : 10/10/2011
Response Requested : No
Stakeholder Type : CA Resident
Submission Date : 10/10/2011
Submission Method : Website
First Name : Katie
Last Name : Fernandes
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Hanford
State : CA
Zip Code : 93230
Telephone : 559-696-2648
Email : k_e_fernandes@yahoo.com
Email Subscription :
Cell Phone :
Add to Mailing List : No
Stakeholder Comments/Issues : I think this highspeed rail is a joke... it is taking thousands of jobs away by cutting through farming and dairys..California is going to be taxed to death to be able to ever finish paying for this and I don't even think we will ever finish paying for it. It is a waste of government money, when we could be using money somewhere else.
EIR/EIS Comment : Yes
Affiliation Type : Individual
Official Comment Period : Yes

I053-1

Response to Submission I053 (Katie Fernandes, October 10, 2011)

I053-1

Refer to Standard Response FB-Response-GENERAL-14.

Submission I054 (Marge Fetzter, October 4, 2011)

Fresno - Bakersfield - RECORD #426 DETAIL

Status : Action Pending
Record Date : 10/4/2011
Response Requested :
Stakeholder Type : CA Resident
Submission Date : 10/4/2011
Submission Method : Website
First Name : MARGE
Last Name : FETZER
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : BAKERSFIELD
State : CA
Zip Code : 93312
Telephone : 661-5870864
Email : MFECOR13@HOTMAIL.COM
Email Subscription : Bakersfield - Palmdale, Fresno - Bakersfield
Cell Phone :
Add to Mailing List : Yes
Stakeholder Comments/Issues : WE NEED MORE TIME TO REVIEW THIS PROJECT. WE NEED AT LEAST 60 MORE DAYS FOR FOLKS TO REVIEW THE IMPACT THIS WILL HAVE ON OUR NEIGHBORHOOD. I THINK THIS TRAIN WILL DESTROY MY NEIGHBORHOOD AS WELL AS UPROOT MANY OF MY NEIGHBORS FROM THEIR HOMES.
EIR/EIS Comment : Yes

I054-1

Response to Submission I054 (Marge Fetzter, October 4, 2011)

I054-1

Refer to Standard Response FB-Response-GENERAL-07 and FB-Response-GENERAL-05, FB-Response-SO-04, FB-Response-SO-06, FB-Response-SO-01.

Alignment plans and maps of parcels directly affected by the project, where the whole parcel or a portion thereof would be acquired, are provided in Volume III of the EIR/EIS. See Volume I, Section 3.12, Impacts SO #10, SO #11, and SO #12, for the potential displacement and relocation of local residences and businesses. Please see Section 5.2.2 in the *Fresno to Bakersfield Section: Draft Relocation Impacts Report* (Authority and FRA 2012g) for detailed information on the estimated number of residences to be relocated and available vacant properties.

Submission I055 (Bill Fetzer, October 4, 2011)

Fresno - Bakersfield (May 2011 – July 2012) - RECORD #429 DETAIL

Status : Action Pending
Record Date : 10/4/2011
Response Requested :
Stakeholder Type : CA Resident
Submission Date : 10/4/2011
Submission Method : Website
First Name : Bill
Last Name : Fetzer
Professional Title : MR
Business/Organization :
Address :
Apt./Suite No. :
City : BAKERSFIELD
State : CA
Zip Code : 93312
Telephone : 661-587-0864
Email : ucahotrod@yahoo.com
Email Subscription : Bakersfield - Palmdale, Fresno - Bakersfield
Cell Phone :
Add to Mailing List : Yes
Stakeholder Comments/Issues : I am asking for an extra 60 days for people of my community to review the high speed rail route as MANY of my neighbors are still unaware this is even coming through our neighborhood and disrupting so many lives; including many of our local businesses. We need more time!
EIR/EIS Comment : Yes
Affiliation Type : Individual
Official Comment Period : Yes

I055-1

Response to Submission I055 (Bill Fetzer, October 4, 2011)

I055-1

Refer to Standard Response FB-Response-GENERAL-07.

Submission I056 (JoAnn Flaherty, September 26, 2011)

09-26-11P04:22 RCVD

Board of Directors
California High Speed Rail Authority
770 L Street, Suite 800
Sacramento, CA 95814

Re: Request for Extension of EIR/EIS Comment Period - Fresno to Bakersfield Section

Dear Chairman and Members of the Board:

We support the request of J.G. Boswell Company, dated September 8, 2011, for an extension of time to review the EIR/EIS documents of at least 180 days.

Signed:

JoAnn Flaherty

[Name]

JoAnn Flaherty

[Organization]

Date

9/21/11

I056-1

Response to Submission I056 (JoAnn Flaherty, September 26, 2011)

I056-1

Refer to Standard Response FB-Response-GENERAL-07.

Submission I057 (Elaine Fleeman, September 26, 2011)

Jeffery Hardoin

09-26-11A08:43 RCVD

From: E. Fleeman <efleemanvet@yahoo.com>
Sent: Friday, September 23, 2011 3:54 PM
To: HSR Info
Subject: High speed rail

Sirs and madams:

I urge you to reconsider the construction of the high speed rail (HSR), especially starting with the middle section first. The most pressing transportation needs are within the metropolitan areas. The rail should start at the ends, if it is built at all, with portions in the Orange County/ Los Angeles metro area and in the San Francisco Bay area first, as this would help to alleviate congestion and be the most likely routes to have high ridership.

I057-1 I do not think that HSR through the Central Valley is at all viable. The newest cost estimates show that it is likely to cost \$66 billion dollars to connect the Orange County area to the San Francisco area via the Central Valley. There is simply no way that there will be enough ridership to pay for this project and right now California is up to its eyeballs in debt. We don't need anymore debt to pay off. We simply can not afford this project as it is currently planned.

If it is to be done at all it will have to be reduced in scope, at least for the time being, to the metropolitan areas. That might be feasible, but alternate forms of transportation in the metro areas might still be cheaper and it may well be a better use of money to repair and widen highways and freeways. We need to get the most "bang for the buck", so to speak, and I don't think that HSR will do that. The HSR may well become an albatross and weigh down the state's finances so that we don't have the money for other needed projects.

I057-2 Please have an independent accountant use REALISTIC estimates for the construction costs and ridership estimates. Some of the estimates done to date are not realistic and this is bothersome, as it appears that the numbers are being finagled and cherry picked to come up with the desired outcome.

I057-3 In addition, there is much farm land at risk from this project and California can not afford to damage one of its biggest industries and destroy the trust of farmers, who will feel that they are considered expendable by the state. Many people's livelihoods depend on their farms and ranches. The HSR threatens some of these families livelihoods and threatens to cut up land that has been in families for many years. Please also consider the impact of the HSR on these people's lives and have compassion on them. Please do not build the HSR through the Central Valley.

Elaine Fleeman
5201 Tamara Court
Bakersfield, CA 93308
(661) 588-1754
efleemanvet@yahoo.com

1

Response to Submission I057 (Elaine Fleeman, September 26, 2011)

I057-1

Refer to Standard Response FB-Response-GENERAL-24.

High-speed rail (HSR) through the San Joaquin Valley would serve three types of trips: a) within the Valley, b) to and from the Valley and regions north and south, and c) traversing the Valley from Sacramento, the Bay Area, and greater Los Angeles. The HSR would not operate just in the Central Valley, but will be started when the Valley is connected directly to the Los Angeles Basin, and through connections on the north end, to Sacramento and the Bay Area. The phasing and the viability of a range of ridership, revenue, and operating costs are described in the Authority's Revised 2012 Business Plan (Authority 2012a) at the Authority's website.

I057-2

Refer to Standard Response FB-Response-GENERAL-24.

The Authority and FRA maintain that construction cost estimates are realistic. This is proven by the results of the design/build proposals received for the first construction package. On April 12, 2013 the Authority announced the bid results. The Authority estimated that the cost would range from \$1.2 to \$1.8 billion. The lowest bid was less than \$1 billion and the highest came in at a little over \$1.5 billion, less than the the highest range estimated by the Authority.

I057-3

Refer to Standard Response FB-Response-GENERAL-04.

For information about the economic effects on agriculture, see the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12, Impact SO #12 and Impact SO #16.

Submission I058 (Roger Flood, October 5, 2011)

Fresno - Bakersfield (May 2011 - July 2012) - RECORD #434 DETAIL

Status : Action Pending
Record Date : 10/5/2011
Response Requested :
Affiliation Type : Individual
Interest As : Businesses And Organizations
Submission Date : 10/5/2011
Submission Method : Website
First Name : Roger
Last Name : Flood
Professional Title : Owner
Business/Organization : Flood Farms
Address :
Apt./Suite No. :
City : Kingsburg
State : CA
Zip Code : 93631
Telephone : 530-620-6055
Email : denisaflood@aol.com
Cell Phone :
EIR/EIS Comment : Yes

- I058-1 | Stakeholder Comments/Issues : i have property in Kings County at 8 1/2 and Cairo. The high speed rail proposal route will dissect my property. A tremendous problem will be the south west acreage. I will not have access to my property! The old Kings River channel to the south and two neighbors to the west will land lock this acreage. This area has 8 year old Chandler walnuts.
- I058-2 | My understanding of the original plan for high speed rail was follow existing rail routes. Why the change?
- I058-3 | How is ridership numbers determined?
- I058-4 | California is essentially broke! Where will financing come from?

Response to Submission I058 (Roger Flood, October 5, 2011)

I058-1

Refer to Standard Response FB-Response-SO-01.

For information on the property acquisition and compensation process, see Volume II, Technical Appendix 3.12-A.

I058-2

Refer to Standard Responses FB-Response-GENERAL-02 and FB-Response-GENERAL-10, FB-Response-GENERAL-24.

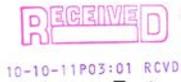
I058-3

Refer to Standard Response FB-Response-GENERAL-02.

I058-4

Refer to Standard Response FB-Response-GENERAL-17.

Submission I059 (Roger Flood, October 10, 2011)



Comment Card
 Tarjeta de Comentarios

Fresno to Bakersfield High-Speed Train Section
 Draft Environmental Impact Report/
 Environmental Impact Statement (EIR/EIS)

La Sección de Fresno a Bakersfield del Tren de Alta Velocidad
 Proyecto de Informe de Impacto Ambiental/
 Declaración de Impacto Ambiental (EIR/EIS)

Public Hearings
September 2011

Audiencias Públicas
Septiembre del 2011

Please submit your completed comment card at the end of the meeting, or mail to:

Por favor entregue su tarjeta completada al final de la reunión, o envíela por correo a la siguiente dirección:

Fresno to Bakersfield DEIR/EIS Comment, 770 I Street, Suite 800, Sacramento, CA 95814

The comment period is from August 15 to September 28, 2011. Comments must be received electronically, or postmarked, on or before September 28, 2011.

El periodo de comentario es del 15 de Agosto al 28 de Septiembre del 2011. Los comentarios tienen que ser recibidos electrónicamente, o matasellados, el o antes del 28 de Septiembre del 2011.

Name/Nombre: Jorge Flood
 Organization/Organización: _____
 Address/Domicilio: 636 Flag Pole Rd Oroville CA 95965
 Phone Number/Número de Teléfono: 530 534 7211
 City, State, Zip Code/Ciudad, Estado, Código Postal: Oroville, CA 95965
 E-mail Address/Correo Electrónico: denisaflood@aol.com
(Use additional pages if needed/Usar paginas adicionales si es necesario)

I059-1

I have property in Kings Co at 9 1/2 Ave and Paris. The high speed rail proposal would will disort my property. A tremendous problem will be the South West acreage. I will not have access to my property! The old Kings River channel to the South and two roads to the West will land lock this acreage. This area has 8 year old Phadler Maloch

I059-2

My understanding of the original plan for High speed rail was to follow existing rail routes, why the change? How is right-of-way numbers determined? Calif is essentially broke! where will financing come from?

Response to Submission I059 (Roger Flood, October 10, 2011)

I059-1

Refer to Standard Response FB-Response-AG-02.

I059-2

Refer to Standard Response FB-Response-GENERAL-02, FB-Response-GENERAL-10, FB-Response-GENERAL-17.

Please refer to Section 2.5, Travel Demand and Ridership Forecasts, for a discussion of the development of ridership numbers.

Submission I060 (Edward Flores, September 26, 2011)



CALIFORNIA
High-Speed Rail Authority

09-26-11FC4:23 RCVD

Comment Card
Tarjeta de Comentarios

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Draft Environmental Impact Report/
Environmental Impact Statement (EIR/EIS)
Public Hearings
September 2011

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Audiencias Públicas
Septiembre del 2011

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Name/Nombre: Edward A. Flores
Organization/Organización: _____
Address/Domicilio: 2220 Dewitt Ave, Clovis CA 93612
Phone Number/Número de Teléfono: (559) 681-4447
City, State, Zip Code/Ciudad, Estado, Código Postal: Clovis, CA 93612
E-mail Address/Correo Electrónico: edflores1976@gmail.com
(Use additional pages if needed/Usar paginas adicionales si es necesario)

I060-1

We have local transportation and traffic issues and problems with out adequate funding to repair, maintain and properly upgrade. Taking more tax payer dollars from our region to begin a project that has no future funding provided and that has a very unlikely chance of being an economically sustainable enterprise is not going to help us locally with our transportation & traffic issues and will negatively impact our transportation and traffic situation. With all the environmental issues already facing our area with out the financial ability for federal, state and local agencies to begin to deal with it is absolutely incomprehensible why you would even be start this project at this time. How will this project solve our existing environmental issues when it is taking money we do not have?



CALIFORNIA
High-Speed Rail Authority



U.S. Department
of Transportation
**Federal Railroad
Administration**

Response to Submission I060 (Edward Flores, September 26, 2011)

I060-1

Refer to Standard Response FB-Response-GENERAL-17.

The HST System sections in the Central Valley are not reliant upon local transportation funding. The Fresno to Bakersfield Section is being financed with state and federal funds already allocated for this purpose (see Chapter 3 of the Revised 2012 Business Plan). Both of these sources are dedicated to HST use, and are separate from funding for local transportation improvement projects. The initial state funding will flow from the general obligation bonds authorized by Proposition 1A (2008) for design and construction of the HST System. Federal funding comes from federal grants authorized under the American Recovery and Reinvestment Act and the High-Speed Intercity Passenger Rail Program. Therefore, the HST project will not affect the funding of local transportation improvements.

Submission I061 (Clara Fontes, September 27, 2011)



CALIFORNIA
 High-Speed Rail Authority

09-27-11P03:33 RCVD

Comment Card
 Tarjeta de Comentarios

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 Environmental Impact Statement (EIR/EIS)

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 Proyecto de Informe de Impacto Ambiental/
 Declaración de Impacto Ambiental (EIR/EIS)

Public Hearings

Audiencias Públicas

September 2011

Septiembre del 2011

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Fresno to Bakersfield DEIR/EIS Comment, 770 L Street, Suite 800, Sacramento, CA 95814

The comment period is from August 28, 2011. Comments must be received postmarked, on or before Sep

Extended comment period for Fresno to Bakersfield High-Speed Train Draft EIR/EIS:
August 15-October 13

ario es del 15 de Agosto al 28 2011. Los comentarios tienen que ser mente, o matasellados, el o antes e del 2011.

Name/Nombre: Clara Fontes
 Organization/Organización: _____
 Address/Domicilio: 9909 Palm Ave, Bkfld, Ca 93312
 Phone Number/Número de Teléfono: (661) 589-0161
 City, State, Zip Code/Ciudad, Estado, Código Postal: _____
 E-mail Address/Correo Electrónico: VIOLA@BKR.RR.COM

- I061-1 • Avoid 9909 Palm Ave in Bakersfield because of health issues my husband (vic) has, including 5 way bypass patient, prostate cancer, diabetes, + others.
 - I061-2 • Our home was built with the dream of retiring here permanently & we should not be made to move our home taken away from us & bought by the state when sale prices are so depressed.
 - I061-3 • Why not run the train right along Hwy 99? It has already cut through all areas, & just additional land right along the freeway would have to be purchased. This is just a much simpler way to go, & sooooo much cheaper.
 - I061-4 • Timing for this massive project is totally wrong - we don't know where additional funding will come from, & the state, & fed. simply cannot afford it, & the costs are continuing to escalate horribly.
- This project should not happen. Entire project needs to be scrapped - Thanks
 Clara Fontes

Response to Submission I061 (Clara Fontes, September 27, 2011)

I061-1

Refer to Standard Response FB-Response-SO-01.

Alignment plans and maps of parcels directly affected by the project, where the whole parcel or a portion thereof would be acquired, are provided in Volume III of the EIR/EIS.

I061-2

Refer to Standard Response FB-Response-SO-01.

I061-3

Refer to Standard Response FB-Response-GENERAL-02, FB-Response-GENERAL-10.

I061-4

Refer to Standard Response FB-Response-GENERAL-17.

Submission I062 (Keith Foster, August 30, 2011)

Fresno - Bakersfield - RECORD #167 DETAIL	
Status :	Action Pending
Record Date :	8/30/2011
Response Requested :	
Stakeholder Type :	CA Resident
Submission Date :	8/30/2011
Submission Method :	Website
First Name :	Keith
Last Name :	Foster
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	93312
Telephone :	661-477-2061
Email :	kfoster74@gmail.com
Email Subscription :	Bakersfield - Palmdale, Fresno - Bakersfield
Cell Phone :	
Add to Mailing List :	Yes
Stakeholder Comments/Issues :	What is the expected impact to the Lazy H Mobile Home Park located at 2500 Jewetta Avenue in Bakersfield Ca 93308? The rumor is that 20% of the park will be removed for the rail system. I would like to know if that is true and if so, what the relocation plans are for those residents.
EIR/EIS Comment :	Yes

I062-1

Response to Submission I062 (Keith Foster, August 30, 2011)

I062-1

None of the project alternatives would result in the acquisition of homes in the Lazy H Mobile Home Park. The HST right-of-way would be situated in the existing BNSF Railway right-of-way at this location. Please refer to Appendix 3.1-A of the Revised DEIR/Supplemental DEIS for parcel impacts by the project footprint.

Submission I063 (Deanna Frost, September 8, 2011)



Fresno to Bakersfield High-Speed Train Section
Draft Environmental Impact Report/
Environmental Impact Statement (EIR/EIS)

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Public Hearings
September 2011

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Septiembre del 2011

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Fresno to Bakersfield DEIR/EIS Comment, 770 L Street, Suite 800, Sacramento, CA 95814

Por favor entregue su tarjeta completada al final de la reunión, o envíela por correo a la siguiente dirección:
Fresno to Bakersfield DEIR/EIS Comment, 770 L Street, Suite 800, Sacramento, CA 95814

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Name/Nombre: Deanna L. Frost

Organization/Organización: _____

Address/Domicilio: 2500 Jewetta Ave #25A

Phone Number/Número de Teléfono: 661-619-6942

City, State, Zip Code/Ciudad, Estado, Código Postal: Bakersfield CA 93312

E-mail Address/Correo Electrónico: dlinfrost@yahoo.com

(Use additional pages if needed/Usar paginas adicionales si es necesario)

I063-1

I understand that my mobile home is in the way of the upcoming high-speed rail. I am concerned that my older mobile home will not with stand being moved. Also, I am concerned that improvements that I've made to the building will not be compensated to me. I wish to know more about the eminent domain process, how it applies to my situation, and what is going to happen and when.

Deanna Frost

Response to Submission I063 (Deanna Frost, September 8, 2011)

I063-1

Refer to Standard Response FB-Response-SO-01.

None of the project alternatives would result in the acquisition of homes in the Lazy H Mobile Home Park. The HST right-of-way would be situated in the existing BNSF Railway right-of-way at this location. Please refer to Appendix 3.1-A of the EIR/ EIS for parcel impacts by the project footprint.

Submission I064 (Atsuyuki Fukuda, September 14, 2011)

09-14-11P04:40 RCVD

Board of Directors
California High Speed Rail Authority
770 L Street, Suite 800
Sacramento, CA 95814

Re: Request for Extension of EIR/EIS Comment Period - Fresno to Bakersfield Section

Dear Chairman and Members of the Board:

I064-1

We support the request of J.G. Boswell Company, dated September 8, 2011, for an extension of time to review the EIR/EIS documents of at least 180 days.

Signed:

Atsuyuki Fukuda
[Name]

CCHSRA
[Organization]

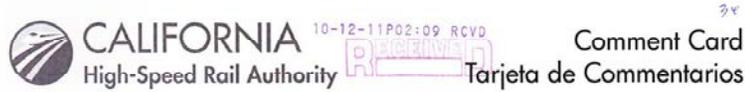
SEPT 10, 2011
Date

Response to Submission I064 (Atsuyuki Fukuda, September 14, 2011)

I064-1

Refer to Standard Response FB-Response-GENERAL-07.

Submission I065 (Aaron Fukuda, October 12, 2011)



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

La Sección de Fresno a Bakersfield del Tren de Alta Velocidad
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Septiembre del 2011

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Fresno to Bakersfield DEIR/EIS Comment, 770 L Street, Suite 800, Sacramento, CA 95814

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Fresno to Bakersfield DEIR/EIS Comment, 770 L Street, Suite 800, Sacramento, CA 95814

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Name/Nombre: AARON FUKUDA
 Organization/Organización: IMPACTED LANDOWNER
 Address/Domicilio: 7460 MOUNTAIN VIEW STREET
 Phone Number/Número de Teléfono: (559) 707-8928
 City, State, Zip Code/Ciudad, Estado, Código Postal: HANFORD, CA 95836
 E-mail Address/Correo Electrónico: afukuda77@gmail.com
(Use additional pages if needed/Usar paginas adicionales si es necesario)

- I065-1 I CURRENTLY LIVE @ THE INTERSECTION OF PONDOSA STREET AND MOUNTAIN VIEW STREET. THE ALIGNMENT LEAVES ALONG THE POPE BOUNDLINES AND PONDOSA STREET. WE HAVE BEEN TOLD BY VES SHAR AND SCHEMATIC DRAWINGS IN THE EIR THAT PONDOSA STREET WILL BE CLOSED TO TRAFFIC. CAN THE AUTHORITY PLEASE PROVIDE INFORMATION THAT VERIFIES THE CLOSURE OF PONDOSA STREET. IF THE ROAD IS TO BE CLOSED PLEASE PROVIDE MITIGATION MEASURES FOR HOMES THAT WILL REMAIN ALONG PONDOSA STREET. PLEASE ALSO PROVIDE AN ANALYSIS OF IMPACTS; ECONOMIC, AIR QUALITY, LIVING QUALITY FOR THE MITIGATION PROVIDED
- I065-2 FOR HOMES THAT WILL REMAIN ALONG PONDOSA STREET. PLEASE ALSO PROVIDE AN ANALYSIS OF IMPACTS; ECONOMIC, AIR QUALITY, LIVING QUALITY FOR THE MITIGATION PROVIDED
- I065-3 I REQUEST THAT THIS INFORMATION BE INCLUDED IN THE DOCUMENT AND BE BE CIRCULATED TO THE PUBLIC FOR A 90-DAY PUBLIC REVIEW PERIOD

Response to Submission I065 (Aaron Fukuda, October 12, 2011)

I065-1

Refer to Standard Response FB-Response-TR-02.

Ponderosa Street is not proposed to be closed by the BNSF Alternative because the alignment would be located on an aerial structure.

I065-2

Refer to Standard Response FB-Response-SO-04.

See the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12, Impact SO #7, for potential impacts on the Ponderosa community. For information on how potential impacts on the Ponderosa community will be mitigated, see Volume I, Section 3.12.7, Mitigation Measure SO-1.

The Kings/Tulare Regional Station–East Alternative would be built on the elevated guideway in the immediate vicinity of this community, just north of the existing freight-rail tracks. Given these impacts, the project would affect community character, social interactions, and community cohesion by displacing potentially half of the households, and by exposing the remaining rural residential homes to increased noise, visual, and traffic impacts. This would be of substantial intensity under NEPA and a significant impact under CEQA. Mitigation Measure SO-1 was developed to reduce the impacts associated with the division of existing communities, including Ponderosa by conducting special outreach to affected homeowners and residents.

I065-3

Refer to Standard Response FB-Response-GENERAL-07.

Submission I066 (Aaron Fukuda, October 12, 2011)



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September 2011
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Name/Nombre: AARON FUKUDA
 Organization/Organización: IMPACTED LANDOWNER
 Address/Domicilio: 743 MOUNTAIN VIEW STREET
 Phone Number/Número de Teléfono: (559) 707-8928
 City, State, Zip Code/Ciudad, Estado, Código Postal: HANFORD, CA 93230
 E-mail Address/Correo Electrónico: afukuda77@gmail.com
 (Use additional pages if needed/Usar paginas adicionales si es necesario)

I066-1

LOCATED IN THE SUMMARY ON PAGE S-1 THE EIR/EIS DOCUMENT STATES THAT A THIRD POTENTIAL STATION LOCATED IN HANFORD CAN THE AUTHORITY DEFINE FOR THE READER WHAT DEFINES "POTENTIAL" HOW AND WHY THERE BE A STATION? IF THERE IS NO POS. DECISION THAT HANFORD WILL RECEIVE A STATION THE EIR/EIS SHOULD REMOVE THE STATION FROM THE ANALYSIS. THIS MEANS ANALYSIS OR RESULTS OF THIS PROJECT SHOULD NOT REFLECT A STATION IN HANFORD AND ALL SECTIONS, ESPECIALLY TRAFFIC, AIR QUALITY, SOCIO-ECONOMIC + GREEN HOUSE GAS ISSUES SHOULD BE ANALYZED BASED ON A "NO STATION" ANALYSIS IN HANFORD. I ASK THAT THE AUTHORITY ADDRESS THIS COMMENT, RE-ADJUST ALL ANALYSIS W/IN THE DOCUMENT AND RE-CIRCULATE THE EIR/EIS FOR A 90-DAY PUBLIC REVIEW PROCESS

Response to Submission I066 (Aaron Fukuda, October 12, 2011)

I066-1

The Kings/Tulare Regional Station was included in the project as a "potential" station, indicating that the Authority and FRA had not yet decided whether the station would be constructed. Since publication of the Revised DEIR/Supplemental DEIS, the Authority and FRA have committed to constructing a Kings/Tulare Regional Station in the vicinity of Hanford as part of the project. The Kings/Tulare Regional Station is no longer considered a "potential" station. Construction timing would be based on ridership demand in the region, and would occur during Phase 2 of the statewide project, sometime after 2020.

Submission I067 (Todd Fukuda, October 12, 2011)



Fresno to Bakersfield High-Speed Train Section
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 Environmental Impact Statement (EIR/EIS)
Public Hearings
September 2011

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The comment period is from August 28, 2011. Comments must be received postmarked, on or before September 13, 2011.

Extended comment period for Fresno to Bakersfield High-Speed Train Draft EIR/EIS:
August 15-October 13

El periodo de comentarios es del 15 de Agosto al 28 de Septiembre del 2011. Los comentarios tienen que ser recibidos, o matasellados, el o antes del 28 de Septiembre del 2011.

Name/Nombre: Todd Fukuda
 Organization/Organización: Pistachio Grower
 Address/Domicilio: 2033 Mayfair Dr
 Phone Number/Número de Teléfono: 559-904-3479
 City, State, Zip Code/Ciudad, Estado, Código Postal: Hanford, CA, 93230
 E-mail Address/Correo Electrónico: tfukuda@ps2@hotmail.com
(Use additional pages if needed/Usar paginas adicionales si es necesario)

- I067-1 3.14-3
 1. What conservation organizations were consulted, they were not referenced?
 2. Were commodity groups (Almond Board, Walnut Grower Assoc, Western Pistachio Association, cotton boards) consulted on effects & losses
- I067-2 3.14.5c
 1. Were all impacts considered since you've considered them to be ceased when construction ends? Could you list impacts?
 a. top soil erosion
 b. compaction
 c. irrigation / drainage re-routing

Response to Submission I067 (Todd Fukuda, October 12, 2011)

I067-1

See Volume I, Section 3.14.3, on the methods for evaluating impacts, including the conservation organizations that were consulted.

I067-2

Refer to Standard Response FB-Response-AG-04 and FB-Response-SO-01.

See Volume I, Section 3.9, for information on impacts on soils. For information on the property acquisition and compensation process see Volume II, Technical Appendix 3.12-A.

Submission I068 (Todd Fukuda, October 12, 2011)



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

La Sección de Fresno a Bakersfield del Tren de Alta Velocidad
 Proyecto de Informe de Impacto Ambiental/
 Declaración de Impacto Ambiental (EIR/EIS)
Audiencias Públicas
Septiembre del 2011

Please submit your completed comment card at the end of the meeting, or mail to:
Fresno to Bakersfield DEIR/EIS Comment, 770 I Street, Suite 800, Sacramento, CA 95814

Por favor entregue su tarjeta completada al final de la reunión, o envíela por correo a la siguiente dirección:
Fresno to Bakersfield DEIR/EIS Comment, 770 I Street, Suite 800, Sacramento, CA 95814

The comment period is from August 15, 2011. Comments must be received postmarked, on or before September 13, 2011.	Extended comment period for Fresno to Bakersfield High-Speed Train Draft EIR/EIS: August 15-October 13	El periodo de comentarios es del 15 de Agosto al 28 de Septiembre del 2011. Los comentarios tienen que ser recibidos, o matasellados, el o antes del 28 de Septiembre del 2011.
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Name/Nombre: Todd Fukuda
 Organization/Organización: Pistachio Grower
 Address/Domicilio: 2033 Mayfair Dr
 Phone Number/Número de Teléfono: 559-904-3479
 City, State, Zip Code/Ciudad, Estado, Código Postal: Hanford, CA, 93230
 E-mail Address/Correo Electrónico: tfukudap@2@hotmail.com
(Use additional pages if needed/Usar paginas adicionales si es necesario)

I068-1

Topic: Green / How many lbs/year does corn, alfalfa, almond, pistachio, cotton take

I068-2

carbon out of the environment? / In calculation of vehicles how many or what % of the vehicles calculated traveling Hwy 99 and I-5 were hybrids, smart cars or high mpg vehicles were figured to be used?

Response to Submission I068 (Todd Fukuda, October 12, 2011)

I068-1

All plants absorb some amount of carbon through photosynthesis but they do not store that carbon for long. Plants release carbon in the atmosphere as they decompose or when the soil is tilled. In addition, crops generally require more carbon inputs in the form of water and fertilizer than they absorb from the atmosphere.

Carbon sequestration is the capture and secure storage of carbon dioxide that would otherwise be emitted to or remain in the atmosphere. Terrestrial carbon sequestration is carbon stored in the biomass created by perennial vegetation such as root systems and tree trunks. Conservation-farming practices that include no- or low-till practices have been recognized by the Chicago Climate Exchange as a carbon-offset protocol.

The amount of carbon stored by a plant or tree varies by type and location and varies on an annual basis. In general, trees, such as pistachio or almond trees, absorb and sequester more carbon than crops such as corn, alfalfa, and cotton, which absorb carbon dioxide as they grow, but release carbon dioxide when they are tilled or when they decompose. Broadleaf, deciduous small trees, such as almond and pistachio, sequester 0.1 ton of greenhouse gas emissions total, per tree, over an average 50-year life span.

I068-2

Vehicle-mix information was derived from vehicle miles traveled information developed by the California Air Resources Board. This information is based on current fleet characteristics and future regulations, many of which are designed to help increase the fuel efficiency of the overall fleet of California vehicles in the future and to reduce greenhouse gases. Hybrid vehicles are an integral part of California's Advanced Clean Cars package of regulations adopted in January 2012 that will ensure increasingly cleaner cars for sale in the state and provide for increased choices of zero-emission vehicles. When fully in force in 2025, the new set of standards will reduce smog-causing pollutants from low-emission vehicles 75% from current levels and reduce greenhouse gases by 34%. This will result in a lesser amount of overall vehicle emissions and cleaner air, along with more-efficient cars that will ultimately require less fossil fuel to operate.

Submission I069 (Todd Fukuda, October 12, 2011)



Fresno to Bakersfield High-Speed Train Section **La Sección de Fresno a Bakersfield del Tren de Alta Velocidad**
 Draft Environmental Impact Report/ **Proyecto de Informe de Impacto Ambiental/**
 Environmental Impact Statement (EIR/EIS) **Declaración de Impacto Ambiental (EIR/EIS)**

Public Hearings **Audiencias Públicas**
September 2011 **Septiembre del 2011**

Please submit your completed comment card at the end of the meeting, or mail to: **Por favor entregue su tarjeta completada al final de la reunión, o envíela por correo a la siguiente dirección:**

Fresno to Bakersfield DEIR/EIS Comment, 770 L Street, Suite 800, Sacramento, CA 95814

The comment period is from August 15, 2011. Comments must be received and postmarked, on or before September 15, 2011. Extended comment period for Fresno to Bakersfield High-Speed Train Draft EIR/EIS: **August 15-October 13** The comment period is from August 15, 2011. Los comentarios tienen que ser recibidos, o matasellados, el 15 de Agosto al 28 de Septiembre del 2011.

Name/Nombre: Todd Fukuda
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 (Use additional pages if needed/Usar paginas adicionales si es necesario)

- 3-14-5B
1. defines Visalia (w/airport)
 2. defines Tulare

I069-1

Response to Submission I069 (Todd Fukuda, October 12, 2011)

I069-1

Please see Appendix A of the Community Impact Assessment Technical Report (Authority and FRA 2012a) for a complete description of the methodologies used for the community and neighborhoods analysis.

Submission I070 (Aaron Fukuda, October 12, 2011)

Aaron Fukuda

7450 Mountain View Street, Hanford, California 93230
(559) 707-8928, afukuda77@gmail.com



10-12-11P02:04 RCVD

October 12, 2011

California High-Speed Rail Authority
Fresno to Merced Draft EIR/EIS Comments
770 L Street, Suite 800
Sacramento, California 95814

Subject: Comments on the Draft Environmental Impact Report/Statement for the Fresno to Bakersfield Section of the California High-Speed Rail

To The California High-Speed Rail Authority:

My name is Aaron Fukuda and as a landowner who is impacted by the California High-Speed Rail Project, and the decisions made by the California High-Speed Rail Authority (Authority) I have taken the opportunity to read the Draft Environmental Impact Report/Statement for Fresno to Bakersfield section (DEIR/DEIS) of the California High Speed Rail Project (CHSRP). I was born and raised in Hanford, California and have an in-depth understanding of the Hanford community and the surrounding agricultural community. I possess a Bachelors of Science degree with honors in Civil Engineering from California Polytechnic State University, San Luis Obispo and a Masters of Public Administration with honors from California State University, Fresno. I am a registered Professional Civil Engineer in the State of California and specialize in water resources and public/municipal engineering. I have experience in design, construction and administration of various projects of various sizes. As a part of my professional career I have experience in the California Environmental Quality Act (CEQA) and the National Environmental Protection Act (NEPA) through my involvement on local projects and the utilization of federal funding, therefore requiring the involvement of NEPA.

I would like to clarify for the Authority that I am intending to take advantage of the additional time to review the information contained in the current DEIR/DEIS for the Fresno to Bakersfield section as granted by the Press Release issued on October 5, 2011 (See Attachment 1). As noted in the press release we have the opportunity to provide "official" comments in the "official comment periods", which

include the current period to conclude on October 13, 2011 and the future proposed public review period issued when the revised DEIR/DEIS for the Hanford to Bakersfield section is released in the Spring of 2012. It is clearly stated in the press release that comments pertaining to the current DEIR/DEIS and comments pertaining to the revised EIR/EIS will be received and addressed once the Spring 2012 public review period is opened.

The confirmation of this process was confirmed both in phone conversation and via email with other local residents in Kings County. This message was conveyed to me by Mr. Tom Richards on October 5, 2011 and witnessed by Mr. Atsuyuki Fukuda and Maureen Fukuda who were present as the phone conversation was transpiring over speakerphone. Also, a resident in Kings County clarified the issue with Ms. Rachel Wall on October 8, 2011 via email, which is included as Attachment 2.

I070-1

The Authority should also be warned that the proposed future 45-day review period is again a very short and inappropriate amount of time allowed to review such a significant document. The current DEIR/DEIS was released for public review on August 9, 2011 and all comments are due by October 13, 2011. This time provided to the public for review was 60-days, which given the approximate number of pages required to fully understand the project (approximately 30,000 pages) required a person to read 500 pages per day. It should be noted that CEQA Section 15141. Page Limits, states that an EIR is typically less than 150 pages and projects with an unusual complexity should be less than 300 pages. Therefore, this document far exceeds the normal length of an EIR contemplated in CEQA and should have a review period that reflects this magnitude of project. In my current profession, which is a Professional Engineer, I am unable to contribute my days to reading the document and must utilize my nights and weekends to read the EIR/EIS. Therefore, I was able to get through approximately 1,500 pages of the DEIR/DEIS.

The Authority should be aware that one of the objectives of CEQA and NEPA is to allow the public an opportunity to review and comment on a project to ensure that an agency or project has addressed all concerns and impacts, however the short time frame in which the public was allowed to review the DEIR/DEIS was not sufficient to allow the public to fully review the current DEIR/DEIS. Although the period between October 13, 2011 and the Spring 2012 release of the revised DEIR/DEIS can be utilized for review of the current DEIR/DEIS, the addition of another alternative route and changes made to the current DEIR/DEIS essentially necessitates another full review of all documentation submitted in Spring

Page 2 of 12

Submission I070 (Aaron Fukuda, October 12, 2011) - Continued

2012 when the revised DEIR/DEIS is released. The revision of the current DEIR/DEIS to include a new alignment represents a significant change in the document and requires a full 6-month public review period beyond the publication of the revised DEIR/DEIS to ensure that the public is afforded the appropriate time to understand and comments on the environmental and social impacts of this project.

In my review of the current DEIR/DEIS there were numerous items of concern. Attached with this letter is a list of questions and comments that were discovered as I read the DEIR/DEIS. It is presented in a tabular format and grouped by sections of the DEIR/DEIS. The page number where the comment or question was found is listed on the left and on the right the section taken from the DEIR/DEIS is in black text and my question or comment is written in RED. Below are my comments and concerns with the DEIR/DEIS that are broader issues that were revealed after reading the DEIR/DEIS sections. I request that the concerns and questions attached and the discussion below be addressed in the Final EIR/EIS and be rereleased to the public for another 6-month public review period.

Basis of Draft EIR/EIS

The level of detail included in DEIR/DEIS is considered a 15% design plan set. Typically in engineering and design the 15% plan is considered purely basic and very little detail is included. The use of 15% plans for this size and breadth of project does not seem appropriate and has a great potential to miss or underestimate impacts to the local, regional and state environment. Facilities such as stations and the heavy maintenance facilities do not have enough design information to understand what impacts would be seen on the environment. Traffic impacts, noise impacts, aesthetics and many other features are unknown because no final determination has been made on these facilities. As far as the HSR alignment is concerned many of the ancillary facilities such as power transfer stations, radio signal facilities and the track bed details have not fully been developed and therefore the reader and decision maker are forced to extrapolate impacts given assumptions.

The Authority has indicated that the project will be moved forward via a design/build delivery method. During this process an award is made to one company for the complete design and construction of the project. It is further understood that the development of the Fresno to Bakersfield section will be conducted by multiple design/build contractors. Given the status of plans being at 15%, each design/build contractor will carry forward these plans with the potential for significant changes and

modifications to the project. Within the Fresno to Bakersfield section given multiple contracts there is a potential for differing designs leading to different potential impacts to the environment.

Under Section 15147, Technical Detail of CEQA, the Authority is required to provide:

"The information contained in an EIR shall include summarized technical data, maps, plot plans, diagrams, and similar relevant information sufficient to permit full assessment of significant environmental impacts by reviewing agencies and members of the public."

With the inclusion and use of 15% plans and details for this project the reader and the decision maker do not have enough information to make relevant and effective decisions. With only 15% plans developed as the basis for the DEIR/DEIS the environmental analysis of the project is not much more detailed than the Program Level EIR/EIS. The DEIR/DEIS should provide a higher level of design and specification to ensure that the reader and decision maker has the appropriate level of detail to make decisions.

Alignment and Alternative Concerns

Given the construction of this phase of the project which involves sections from Borden to Corcoran the Authority has secured only enough funds to potentially complete this section or only a portion of this section. Under the requirements of 23 CFR 771.111 (f) the EIR/EIS is required to connect logical termini, have independent utility and not restrict the consideration of future transportation alternatives. In the project description the DEIR/DEIS states:

"The California High-Speed Rail Authority (Authority) proposes to construct, operate, and maintain an electric-powered High-Speed Train (HST) system in California."

However, the DEIR/DEIS of the Fresno to Bakersfield HST does not include the analysis of any electric power to be utilized on this section of track nor any discussion of running any utility on this track. There is no description of power transmission to connect to the HSR now or any discussion or description of electrification of the HSR. It can be concluded that this DEIR/DEIS does not include the electrification of any track and will not be capable of providing any electrically driven trainsets. Therefore the DEIR/DEIS violates the "independent utility" clause of 23 CFR 771.111(f).

It was further discovered that in a document titled Briefing: July 2011 Board Meeting Agenda Item #7 the Authority was given this report by CEO Roelof van Ark

"As required by the federal grants the ICS will also have the possibility to offer "independent utility". That is, it will be available to provide enhanced intercity

Submission I070 (Aaron Fukuda, October 12, 2011) - Continued

I070-4

high-speed passenger rail service if for any reason the ultimate full Real High-Speed Rail system is not built out fully."

This confirms the Authority's understanding that if the initial construction, which is being proposed from Borden, California to Corcoran, California does not include electricity to power high-speed intercity travel, then it violates the "independent utility" clause of NEPA. From the description of project and the details present, there is no evidence that at the completion of the section proposed by the DEIR/DEIS that is being reviewed, that any electrified trainset or any transportation trainset will be utilizing this project. What is evident is that the DEIR/DEIS proposes to install HSR tracks and two HSR stations, one in Fresno and one in Bakersfield.

I070-5

The termination of the Fresno to Bakersfield section also stops in Bakersfield east of the proposed station. By not addressing the entire alignment past this section the Fresno to Bakersfield DEIR/DEIS has essentially restricted any future alternative alignments given the termination point of the Fresno to Bakersfield section becomes the starting point of the next southern alternative. In order for the DEIR/DEIS to conform with 23 CFR 771.111(f) should provide an analysis of the entire alignment such that alternatives can be analyzed.

I070-6

Kings County Alignment

The alignment from Fresno to Bakersfield and more specifically through Kings County was developed in a manner that circumvents the true tenets of CEQA and NEPA. The Authority has implemented a "tiering" of documents, which allows for the development of a Program EIR/EIS followed by a Project EIR/EIS. The practice of tiering environmental documents is covered in CEQA Section 15152. Tiering. However, the Authority has taken intermediate steps between the Program EIR/EIS and the Project EIR/EIS that has not yielded a truly public, and CEQA and NEPA compliant process. Therefore, the Authority is advised to revisit the process undertaken and provide a legally responsible path toward alignment selection, which includes the appropriate coordination with local entities and the appropriate notification and involvement of the public.

In the Program EIR/EIS under section 6A Preferred HST Alignment and Station Option, subsection 6A.3.4 Fresno to Bakersfield selected an alignment that traveled west of the City of Hanford and maintained a much longer alignment with the BNSF tracks as the HSR traversed through Kings County (see Figure 6.3-4A of the Program EIR/EIS). The Program EIR/EIS also committed the following statement:

Page 5 of 12

I070-6

"The BNSF alignment is the preferred option for the HST services between Fresno and Bakersfield (see Figure 6.3-4A) with no potential station between Fresno and Bakersfield, however the Authority will undertake an additional study of an alignment option between Fresno and Bakersfield, or variations thereof, to serve a potential Visalia station located in an existing and/or planned urbanized area prior to the commencement of project-level environmental review for this segment."

In 2007 the Visalia/Tulare/Hanford Station Feasibility Study was conducted to analyze the location of a potential Kings/Tulare Station. Although this study was cited in the Program DEIR/DEIS it was not carried out in the same level required of a CEQA and/or NEPA and was not published for public review nor noticed to the public properly for review and comment (notices were not published in local newspapers nor were local residents notified of the preparation of the document). The report also conducted studies in areas not cited in the Program EIR/EIS. The statement above specifically indicated studies to target "Urbanized" areas, which the current location for the Kings/Tulare station is in an agricultural setting. Lastly, and most importantly the selection process identified alternative alignments, however carried out the elimination and selection process on a very basic and cursory look at alternatives. Typical environmental issues that are addressed in the CEQA and NEPA process were not utilized to assess appropriate alignments and alternatives. The reasons for alignment selection and processing are very vague and not apparent to the reader.

In September 2010 the Authority received a report from staff titled the Fresno to Bakersfield Supplemental Alternatives Analysis Report which further looked into an alignment through Kings County. This report has an alignment map titled Figure 1-1 Kings County Alignment Options, which represents an alignment different than the one proposed in the EIR/EIS. This report again made findings and recommendations which did not provide any analysis commensurate with CEQA and NEPA. Although there was a very basic mention of impacts that are addressed in CEQA and NEPA items such as socioeconomic concerns, hydrology, public utilities and cumulative impacts were not addressed. Again this process was not carried out in the public noticing schedule required by CEQA and NEPA, therefore the general public had little to no knowledge of the contents of the report or were given the appropriate opportunity to present public comment and testimony.

Page 6 of 12

Submission I070 (Aaron Fukuda, October 12, 2011) - Continued

I070-6

Given the lack of information detailed in the alternative analysis reports utilized between the Program EIR/EIS and the Project EIR/EIS, the Authority cannot ensure that the appropriate process was carried out to ensure the Least Environmental Damaging Project Alternative has been selected. Justification includes:

- The decisions made between the Program EIR/EIS and the Project EIR/EIS were not carried out in the appropriate fashion to ensure that the environmental concerns addressed in CEQA and NEPA were analyzed appropriately;
- The public was not appropriately informed of decisions and studies being carried out between the Program EIR/EIS and the Project EIR/EIS;
- The alignment that is in the last published document (Alternative Analysis Report) does not reflect what was published in the EIR/EIS, therefore there has been no official Authority approved document provided to the public for confirmation that the alignment placed in the DEIR/DEIS is the correct alignment approved by the Authority;
- The public was not given these reports in an easily accessible format. Copies were not provided to public circulation such as libraries and schools;
- Problems with the communication between Authority consultants and staff have indicated a process that has been not completely transparent and in certain circumstances misinformation was delivered (Discussed later in Public Participation).

Given the above reasons, the Authority is urged to provide the appropriate level of analysis on alternatives that meet CEQA and NEPA review and publication requirements. By following NEPA and CEQA analysis standards at each stage and providing public input at each stage the Authority can ensure that the alignment chosen is the least environmentally damaging project alternative, however the current Fresno to Bakersfield DEIR/DEIS does not contain any information that would indicate to the reader or decision maker that the alignment chosen represents the least environmentally damaging alternative. An analysis of alternative such as Highway 99 and Interstate 5 should be included in the DEIR/DEIS for the reader and decision maker.

I070-7

High Speed Rail Stations

The DEIR/DEIS project description describes the Fresno to Bakersfield HST Project as:

"The Fresno to Bakersfield HST Project section would connect a Fresno station, a potential Kings/Tulare Regional station in the Hanford/Visalia/Tulare area, and a Bakersfield station."

Page 7 of 12

I070-7

The DEIR/DEIS does not define what "potential" is meant when describing the Kings/Tulare station and there is no description or discussion on how or what potential situation would create the Kings/Tulare station. Without any clear direction or certainty for the construction of such a facility, the DEIR/DEIS fails to make the appropriate analysis throughout the document regarding impacts associated with the station. The DEIR/DEIS is most appropriate to make analysis given no station is present to determine the most conservative impacts and the most realistic impacts given this project description.

The DEIR/DEIS also weaves the discussion of the Kings/Tulare station in and out of the DEIR/DEIS without any consistency. In areas of the DEIR/DEIS the station and potential for impacts are discussed but rarely delve into the true detailed impacts of this station. The HSR and the subsequent stations were designed to be constructed in urban settings to create transportation hubs that would spur development for businesses and housing. In the case of the Kings/Tulare station the location is located 3 miles from Downtown Hanford in an agricultural zoned and operated setting. The location for the potential station will induce sprawl within the Hanford community if the principles of HSR stations holds and businesses and homes begin to develop around the station. The other problematic design flaw is the failure to properly address the "urban reserve" areas between the City of Hanford and the proposed station. Although the DEIR/DEIS recognizes the urban reserve setting, there is no discussion of ways to address this or mitigate this concern. What potentially could happen is a "leap frogging" effect where development does not progress from the eastern edges of the city outward, and jumps over the urban reserve area and begins to develop around the proposed Kings/Tulare Station.

The DEIR/SDEIS should recognize and study the impacts of the Kings/Tulare station if the Authority can confirm the inclusion and construction of the station will be a part of this project. If the Authority cannot provide funding or confirmation that the Kings/Tulare station will be built, it is not appropriate to include a potential (small potential) station as a part of this DEIR/DEIS. The Authority is advised that an appraisal level of analysis and inclusion of the Kings/Tulare station should be revisited and adjusted within the EIR/EIS

I070-8

Urban vs. Rural Analysis

The DEIR/DEIS does not provide a clear analysis of the issues surrounding the alignment through rural versus agricultural areas. In many cases assumptions are made in regards to urban settings and neglected when addressing a rural atmosphere. Examples include:

Page 8 of 12

Submission I070 (Aaron Fukuda, October 12, 2011) - Continued

I070-8

- In transportation there is no analysis provided to impacts to farm equipment and movement in the rural areas. Impacts include safety, level of service and movement of oversized equipment on overpass structures.
- Air Quality - there is no analysis of increased traffic due to farm vehicles and equipment to navigate around the HSR to access fields.
- In relation to the Kings/Tulare station there is no discussion of impacts to agriculture and the rural setting given the construction of an urban transportation station.

I070-9

I070-10

The Authority is required to appropriately analyze the impacts to the surrounding setting. The DEIR/DEIS does not appropriately differentiate between different setting when making analysis. The DEIR/DEIS should be revisited by the Authority to ensure that each impact is appropriately applied to its local setting for analysis.

I070-11

Ponderosa Community

The homeowners located along Ponderosa Street and Edna Street were identified in the DEIR/DEIS as a unique situation. Section 3.12 Socioeconomics, Communities, and Environmental Justice states:

"Two exceptions to this finding of sufficient vacant current residences are rural residential subdivisions in the vicinity of Ponderosa Road and Edna Way northeast of Hanford and the Newark Avenue area northeast of Corcoran. In these two locations, residents enjoy a unique blend of amenities (spacious lots, city services, and a country setting close to town). There may be very few vacant, comparable, developed rural residential homesteads to be used as relocation resources. If so, it may be necessary to consider constructing housing of last resort, or even duplicating the disrupted residential areas elsewhere in the vicinity. This will not be a substantial number of homes and therefore the impact is less than significant under CEQA."

The mitigation measure stated to address the unique amenities and situation afforded residents in the Ponderosa Community are not clearly stated. The determination of "last resort" is not determined, therefore the reader and/or decision maker cannot appropriately determine the level of significance for this impact. The DEIR/DEIS also does not set the criteria established to duplicate the area in the near vicinity and the parameter that such a mitigation practice would entail. Although the DEIR/DEIS is able to appropriately characterize the uniqueness of the Ponderosa Community, the mitigation measures to properly address this impact need to be fully vetted.

Public Participation

I070-12

The DEIR/DEIS addressed the participation by public in Section 7.0 Public and Agency Involvement. The Authority points out that involvement by the public was achieved through meetings with groups and individuals. Given that the participation of the public in scoping for this project is integral, I would like to document two instances of violations of NEPA and CEQA by Authority consultants and staff. These two actions indicate that the process by which the Authority administered this project did not provide adequate and accurate information to the public during the scoping process.

In November 2010 I made contact with Mr. Tom Tracy, Regional Director for Parson Brinckerhoff to confirm the location of the HSR alignment as my wife and I were in the process of designing a new home. During my conversation with Mr. Tracy I was informed that the alignment as proposed in April 2010 was under consideration. One week later Mr. Tracy asked Mr. Bill Courris of Bender Rosenthal to confirm the location of the alignment and was informed that the April 2010 alignment would be utilized. The April 2010 alignment traveled approximately 1/8 of a mile west of my property. With this information, my wife and I began the design of our custom home on our 2 acres. By December we had our floor plan and site plans completed. On January 1, 2011 I was informed that URS engineers were bringing maps around the Central Valley to local engineering firms and I was informed that the alignment had changed. I confirmed this on January 3, 2011 along with the information that the alignment had been moved prior to October 2010. Based upon further investigating I discovered that I had been misled by Mr. Tracy. On February 24, 2011 Mr. Tracy attended a meeting in Hanford at which time I asked him for an explanation of his actions. His explanation was that he was unaware of my address, however I indicated to him that my line of questioning to him in November was to ask if the alignment had been moved to which he indicated that it was still the April 2010 alignment (this was also followed by a confirmation phone call from Mr. Courris). On March 27, 2011 I sent an email to Mr. Tracy requesting a explanation for his actions (See Attachment 3), to which I have yet to receive a response. The issuance of misleading information by a senior consulting agent has severely called into question the ethical nature of this monumental project.

As I moved through this process I was also introduced to Mr. Jeff Abercrombie, who upon introduction was seen as a very friendly and responsible engineer. As the Regional Director for the Authority I hoped that a transparent process was going to transpire, however this quickly was not the case. In May 2011 the Authority was scheduled to have a Board meeting on May 5, 2011. Based upon a scheduled work trip I was unable to attend the meeting and based upon the posted agenda I realized the Fresno to

Submission I070 (Aaron Fukuda, October 12, 2011) - Continued

I070-12

Bakersfield section would be discussed. I placed a call to Mr. Abercrombie approximately 1 week prior to the meeting to ask what would be discussed at the meeting. Mr. Abercrombie had indicated to me that the staff was going to make a presentation to the Board based on "value engineering" principles that had indicated that by removing the aerial tracks through Fresno would save the project money. Mr. Abercrombie indicated that this would be the focus of the meeting and I indicated to him that residents surrounding my home would not necessarily need to attend. All of the residents that would attend all have jobs and it would require a full day off to attend the meeting, and being that the Kings County sections would not be discussed it would be more efficient to attend a later meeting where our section would be discussed. Mr. Abercrombie agreed that this would be the most prudent way to proceed. To my surprise I watched the online webcast of the meeting and discovered that the new alignment was introduced, described as having no issues and subsequently approved. Residents in Kings County within the proposed alignment were not able to provide public testimony or be present at the May 5, 2011 Board Meeting due to misleading information provided by Mr. Abercrombie. Upon my return to Hanford several messages were left and an email was sent (See Attachment 4) to Mr. Abercrombie. I was finally able to reach Mr. Abercrombie by phone and was informed that he was unaware that the alignment through Kings County was going to be discussed. As the Regional Director for the Authority it is not realistic that Mr. Abercrombie was unaware of the information being presented to the Authority Board.

On June 27, 2011 I filed a grievance letter with the Authority and addressed it to Mr. Roelf Van Ark. There has been no response to this letter and no action has been taken. Given these two incidences with the Authority staff and consultants, I wonder what other actions were taken by these individuals and others that could mislead the public or other public agencies. Please see the attached Parsons Brinckerhoff Updates (Enclosed CD of Files) for an understanding of the lack of issues from Kings County shared with the Authority. I ask that the DEIR/DEIS provide an analysis of the quality of outreach that was conducted. Although the public outreach section identifies the number of meetings, the quality of meetings is not obvious. The DEIR/DEIS should publish any complaints or grievances filed so that the reader and/or decision maker can determine the level and quality of outreach that was conducted by the Authority during the process.

Conclusion

Page 11 of 12

I appreciate the opportunity to provide comments and concerns on the Draft Environmental Impact Report/Environmental Impact Statement for the Fresno to Bakersfield section of the California High-Speed Rail Project. Reading this document I would like to caution the Authority and the State of California that proceeding with this project only at a 15% level and attempting to extrapolate impacts and mitigation measures will leave a great deal of impacts to be discovered at a later time. As a Professional Civil Engineer, I have the responsibility to propose, analyze and design projects with the utmost integrity. Professionally I feel it is inappropriate to pursue such a monumental project with the limited information that has been gathered so far. I look forward to providing my full analysis of the current DEIR/DEIS and the revised DEIR/DEIS in the Spring of 2012.

Respectfully Submitted,



Aaron Fukuda

Attachments

CC: Governor Brown
Federal Railroad Administration
US Environmental Protection Agency
US Army Corp of Engineering
Other interested parties

Page 12 of 12

Submission I070 (Aaron Fukuda, October 12, 2011) - Continued

ATTACHMENT 1
October 5, 2011 CHSRA Press Release

The screenshot shows the California High-Speed Rail Authority website. The header includes the organization's name and logo, along with navigation links for Home, Project Overview, News & Facts, Library, Routes, Gallery, Calendar, Board, and Contact. A search bar and social media icons are also present. The main content area features a 'Press Release' section with the following text:

FOR IMMEDIATE RELEASE: October 5, 2011 CONTACT: Rachel Wall, 916.384.9028

HIGH-SPEED RAIL AUTHORITY TO ISSUE REVISED ENVIRONMENTAL REPORT FOR FRESNO-BAKERSFIELD SECTION

SACRAMENTO, Calif. – The California High-Speed Rail Authority announced today that it will issue a Revised Draft Environmental Impact Report (ERIS)/Supplemental Draft Environmental Impact Statement (EIS) for the Fresno-to-Bakersfield section of the high-speed train project. The revised environmental document is scheduled to be released next spring. This additional analysis of alternatives in the Fresno to Bakersfield section will not impact the construction schedule, set to begin late next year in Fresno, nor will it affect the Draft EIR/EIS for the Merced-to-Fresno section.

In response to stakeholder, agency, and public feedback on the high-speed train alignment that bypasses Hanford to the east, the Authority will re-introduce an alternative route, along with an alternative station location to serve the Kings/Tulare region along that portion of the Fresno to Bakersfield section. The Authority will also investigate improvements to the existing Fresno to Bakersfield alternatives. This step will also afford additional time to review the information contained in the current Fresno to Bakersfield Draft EIR/EIS.

"Our job is to oversee and provide the best possible high-speed train project for California. We encourage the public to take advantage of this additional step in the Fresno-to-Bakersfield environmental process by continuing to review the current Draft EIR/EIS and provide additional comments next year on the revised document," said Roelof van Arck, CEO of the California High-Speed Rail Authority. "Construction will still begin on schedule in Fresno next year."

The Hanford West Bypass alternative was identified in the 2005 Statewide Program EIR/EIS, and including this alternative is consistent with input from regulatory agencies.

Rather than issuing a Final EIR/EIS for the Fresno-to-Bakersfield section in January as previously scheduled, the Authority will now use the coming 5-6 months to further engineer the additional Hanford West Bypass route and new station alternative, conduct the additional environmental analyses needed, seek "value engineering" opportunities to reduce costs, and make other necessary revisions including those based on comments received through Oct. 13, 2011, after which a "Revised Draft EIR/Supplemental Draft EIS" will be issued for public comment.

Subsequent construction packages are scheduled to begin in mid to late 2013, after the Fresno to Bakersfield section environmental review has concluded.

Planned construction is composed of approximately 140 miles dependent on the alternative selected, and has an estimated contract value of nearly \$9 billion. Constructing the backbone of the state's high-speed rail segment is anticipated to generate tens of thousands jobs over the span of construction.

The formal comment period for the Fresno to Bakersfield Draft EIR/EIS section will still end on Oct. 13, 2011, and the revised document, to be issued in the spring of 2012, will have a separate, additional 45-day formal comment period. The public is encouraged to take advantage of the additional time for the Fresno to Bakersfield environmental process to provide further comments on the revised Draft EIR/Supplemental Draft EIS after it is released in the spring. Only comments submitted during the official comment periods will be treated as formal comments and subsequently responded to, in writing, as part of the Final EIR/EIS. As noted, the Merced to Fresno section's environmental review schedule will not change, the formal comment period for the Merced to Fresno section will end on Oct. 13, 2011.

Local officials welcomed the news.

*Local officials anticipate that the Authority will announce the route to address concerns and process.

1 of 1 10/7/2011 4:54 PM

Submission I070 (Aaron Fukuda, October 12, 2011) - Continued

ATTACHMENT 2

Email Correspondence from Rachel Wall, Press Secretary

Gmail - CHSRA October 5th Hanford West By-Pass Press Release <https://mail.google.com/mail/?ui=2&ik=ed7b177027&view=pt&search...>



Aaron Fukuda <afukuda77@gmail.com>

CHSRA October 5th Hanford West By-Pass Press Release

Rachel Wall <rwall@hsr.ca.gov>

Sat, Oct 8, 2011 at 11:12 PM

To: "frank.oliveira" <frank.oliveira@me.com>

Cc: Aaron Fukuda CCHSRA <afukuda77@gmail.com>, Rebecca Nicholas <rebecca_nicholas@urscorp.com>,
Fresno - Bakersfield <fresno_bakersfield@hsr.ca.gov>, "gapatton@witwerparkin.com"

<gapatton@witwerparkin.com>, Jeff Abercrombie <jabercrombie@hsr.ca.gov>

Mr. Oliveira,

First, I apologize for any confusion stemming from the announcement – our goal was to provide information. To further that goal I hope the information below will clarify your outstanding questions. These answers were gathered in coordination with the environmental and engineering team. I have copied the appropriate team representatives so that they can take note of your questions or provide additional information as needed. Additionally, we intend to put answers to questions like these into a FAQ or similar document on our website soon. Thank you for writing and again, I hope this information is helpful.

Sincerely,

Rachel Wall

Rachel Wall

PRESS SECRETARY

California HIGH-SPEED RAIL Authority

rwall@hsr.ca.gov | (916) 384-9026, direct

Will the current/to be revised DEIR/S comment period still end on October-13th ?

Yes. "The formal comment period for the Fresno to Bakersfield Draft EIR/EIS section will still end on Oct. 13, 2011. The revised document, to be issued in the spring of 2012, will have a separate, additional 45-day formal comment period," as stated in http://www.cahighspeedrail.ca.gov/10052011_fb.aspx.

Will comments received until October-13th be responded to by CHSRA officially?

Yes. However, these will not be officially responded to until the Final EIR/EIS is released sometime next year after the circulation of the revised document.

1 of 3

10/10/2011 9:31 PM

Submission I070 (Aaron Fukuda, October 12, 2011) - Continued

Gmail - CHSRA October 5th Hanford West By-Pass Press Release <https://mail.google.com/mail/?ui=2&ik=ed7b177027&view=pt&searc...>

Will comments received between October-13th and the spring of 2012 not be officially responded too?

Only comments received during the formal comment periods will be formally responded to in the Final EIR/EIS. Comments received between Oct 13 and the release of the revised document will not be officially responded to in the Final EIR/EIS unless they are re-submitted during the formal 45-day comment period later in the spring. Input received from the public and agencies will be helpful in revising the document.

Will the current DEIR/S Hanford East By-Pass data be part of the DEIR/S to be released in the spring?

Yes. The Authority and FRA are investigating potential improvements to the east of Hanford bypass.

Will the current DEIR/S Hanford East By-Pass be considered as its own report and be referenced to that way in the future?

No.

Will the current DEIR/S Hanford East By-Pass be simply eliminated and replaced by the revised DEIR/S in the spring?

No. The east of Hanford Bypass will be evaluated and included in the Revised Draft EIR/Supplemental Draft EIS.

Will we only have 45-days in the spring to review the current plan that will be combined with the new Hanford West By-Pass data?

Yes. There will be a 45-day comment period to comment on the revised document, so there will only be 45-days to review the revisions to the current Draft EIR/EIS. However comments may be made on any part of the Revised Draft EIR/ Supplemental Draft EIS including information unchanged from the Draft EIR/EIS. Therefore, since the revised document won't be released until the spring, there is more than six additional months to review the current Draft EIR/EIS for Fresno to Bakersfield.

If we do not submit all of our comments before October-13th, on the existing DEIR/S Hanford East By-Pass, will all of our comments on the Fresno to Bakersfield section (Hanford East & West By-Passes) still be considered for official review and mitigation during the spring 2012 revised DEIR/S comment period?

Substantive comments will be considered and responded to as long as they are submitted during one of the two comment periods, the current period ending on October 13 or the comment period for the revised document.

2 of 3

10/10/2011 9:31 PM

Gmail - CHSRA October 5th Hanford West By-Pass Press Release <https://mail.google.com/mail/?ui=2&ik=ed7b177027&view=pt&searc...>

We know that some of the questions may seem redundant but the press release about the EIR/S process is reflecting a process that does not seem to have been used commonly. Our confusion stems from the status of the current DEIR/S. Is the report/statement and processes/timelines still in play or has it been scrapped to be combined in a report in the spring that also reflects the Hanford West By-Pass data. If the existing DEIR/S is scrapped, why is there still an October-13th deadline for comments?

The current DEIR/EIS remains an important part of the environmental review process and is not "being scrapped." The Authority and FRA encourage the public to submit comments by October 13 for consideration as the Revised Draft EIR/Supplemental Draft EIS is prepared. The Revised Draft EIR/Supplemental Draft EIS to be released in the spring will be expanded to include reintroducing the former statewide program EIR preferred alignment the West of Hanford Bypass, with an associated station option.

From: frank.oliveira [mailto:frank.oliveira@me.com]
Sent: Thursday, October 06, 2011 11:39 AM
To: Rachel Wali; Roelof Van Ark
Cc: Aaron Fukuda CCHSRA
Subject: CHSRA October 5th Hanford West By-Pass Press Release

Dear Mr. van Ark and/or Ms. Wells,

[Quoted text hidden]

3 of 3

10/10/2011 9:31 PM

Submission I070 (Aaron Fukuda, October 12, 2011) - Continued

ATTACHMENT 3
Email Correspondence from Aaron Fukuda to Tom Tracy

Gmail - Follow Up

<https://mail.google.com/mail/?ui=2&ik=ed7b177027&view=pt&q=tra...>



Aaron Fukuda <afukuda77@gmail.com>

Follow Up

1 message

Aaron Fukuda <afukuda77@gmail.com>
To: "Tracy, Thomas" <tracyt@pbworld.com>

Sun, Mar 27, 2011 at 6:07 PM

Hi Tom,

I have been preoccupied with many work responsibilities and have not put much thought into what transpired at our February 24, 2011 meeting. However, this weekend I got to download the video and watched portions of the video. I know we discussed your failure to inform me when contacted in November, however my interpretation of your response was that you did not know where my home was. Looking back at our November discussion I find it hard to believe that you were unaware of where my home was and I can see that you were trying to point me towards John Tos, however that still does not relieve you from doing what is right. Given my explanation to you that we were designing a home, I felt it only responsible and ethical to inform me of change in alignment. The situation is further complicated, due to the fact that Bill Couris confirmed the old alignment.

The purpose of this email is to request a formal explanation for your actions. I want you to know that you have caused my wife and I a great deal of stress and worry. I only feel it appropriate that you explain what forces would cause a person of your education and training to conduct themselves in such a manner. I am allowing you the opportunity to explain, and offer what may be a perfectly reasonable answer to this question. I look forward to your response.

Aaron Fukuda

1 of 1

10/8/2011 8:32 PM

Submission I070 (Aaron Fukuda, October 12, 2011) - Continued

ATTACHMENT 4
Email Correspondence from Aaron Fukuda to Jeff Abercrombie

Gmail - Follow Up Items

<https://mail.google.com/mail/?ui=2&ik=ed7b177027&view=pt&q=jab...>



Aaron Fukuda <afukuda77@gmail.com>

Follow Up Items

Aaron Fukuda <afukuda77@gmail.com>

Thu, May 12, 2011 at 10:08 PM

To: Jeff Abercrombie <jabercrombie@hsc.ca.gov>

Cc: Rebecca Nicholas <rebecca_nicholas@urscorp.com>

Jeff,

In reviewing tonight the HSRA Board meeting I realized something. The week before the meeting when I asked you what specifically you were going to be discussing about our alternative you indicated that the main discussion had to do with the elevation of tracks and trying to place them on the ground for cost savings.

I was shocked to see that during the presentation one of the recommendations was the alteration of the route north and south of the proposed Hanford Station. Does this mean that Board approved yesterday the movement of the alignment from the April 2010 alignment to the new alignment that travels through our neighborhood?

I would appreciate a quick response.

Aaron Fukuda

On Thu, May 12, 2011 at 1:55 PM, Jeff Abercrombie <jabercrombie@hsc.ca.gov> wrote:

[Quoted text hidden]

1 of 1

10/8/2011 8:55 PM

Submission I070 (Aaron Fukuda, October 12, 2011) - Continued

ATTACHMENT 5
Grievance Letter Filed with CHSRA

June 27, 2011

Roelof van Ark
California High Speed Rail Authority
770 L Street, Suite 800
Sacramento, CA 95814

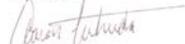
Dear Mr. van Ark,

I received a letter today from Jeff Abercrombie, Area Program Manager Central Valley for the California High Speed Rail Authority. In this letter Mr. Abercrombie has informed my wife and I that surveyors will be entering our property for survey purposes, and under the Civil Code your surveyors have the right to enter the property. As has been done in the past, I would like bring to your attention that your staff has again managed to carry out the appropriate notification **AFTER the act was conducted**. URS surveyors have been working in our area since the first week in June, and this letter was delivered to our home today. Landowners in our area have witnessed URS surveyors entering private property without any notification. As landowners who will potentially lose our land my wife and I should not be subject to so much incompetence.

Being a Professional Civil Engineer myself I can understand the need to gather information. However, I do find it absolutely inexcusable for your staff to conduct themselves in the manner in which you are carrying out this project. I have been lied to and misled by your consultants and your staff in the past and this latest act is a continuance of the poor management of this project, which cannot be allowed to continue. Kings County residents have also been ignored and disregarded and do not deserve to be treated in the fashion that you are proceeding. **Please accept this letter as an official grievance against your staff and consultants, namely Jeff Abercrombie and Tom Tracy.** I would like to meet with you as soon as possible to discuss the basis for my complaint and the resolution I am seeking. I can no longer allow this abuse of public funds and professional practices to occur. My interest in sending this letter is to try and bring integrity to the engineering profession and this project, as your staff has severely damaged the engineering principles which we have vowed to follow.

Please contact me immediately to resolve this situation. I can be reached at 559-707-8928.

Sincerely,



Aaron Fukuda

CC: Chairman Tom Umberg
Greg Gatska - King County

Submission I070 (Aaron Fukuda, October 12, 2011) - Continued

**California High-Speed Train Project EIR/EIS
 Fresno to Bakersfield Section**

Comments provided by Aaron Fukuda

Section 3.02 Transportation

	Page	Comment
I070-13	7	Traffic counts were conducted in November 2009 to collect turning movement volumes during the peak-hour traffic periods (generally 7 a.m. to 9 a.m. and 4p.m. to 6 p.m.). In the rural ag areas, did the Authority take into account the heavy farming equipment seasons, which is not seen during the months of November. During November, most agricultural activities have tapered off. Peak traffic conditions occur during the spring, summer and fall months. The study also neglected an entire 7 hour period from 9:00 AM to 4:00 PM. During this time, traffic patterns are not obtained for lunch hour and also during the peak agricultural equipment movement period. Recommendation: To capture the average traffic patterns the Authority should conduct a spring, summer or fall in the rural and agricultural areas, which will better reflect the impacts to this area. Traffic volumes should also be conducted throughout the entire proposed section for an afternoon period.
I070-14	22	SR 198 is two lanes in each direction west of SR 43, and one lane in each direction east of SR 43. SR 43 is one lane in each direction within the study area. Highway 198 is currently under construction to be two lanes in each direction east of Highway 43. Recommendation: EIR/EIS should reflect the two lanes in each direction east of Highway 43 and make all appropriate adjustment in studies and finding.
I070-15	23	Table 3.2-8 Can the Authority please verify the LOS for the intersection of Highway 43 and Lacey Boulevard. This is a very congested intersection that is within close proximity to the Highway 198/Highway 43 on/off ramps. This intersection is a very critical junction as it serves a small community to the east, a school to the east and also acts as an entrance to Hanford to the west. It is difficult for me to believe that the LOS for this intersection is better than a D. Recommendation: Please reflect the intersection of Lacey Boulevard and Highway 43 and provide the necessary adjustments to the EIR/EIS studies and findings.
I070-16	23	The Kings/Tulare Regional Station study area, located northeast of the SR 198 and SR 43 interchange, is in a rural area with no existing bike or pedestrian facilities. By placing this alignment on outskirts of Hanford, it limits the potential for encouraging pedestrian or bicycle use of the station. However, if pedestrians or bicyclists do attempt to access the station, there are no provisions within the EIR/EIS that would allow safe access to the Station. Recommendation: The location of this station presents a major safety concern and could lead to fatalities when trying to cross Highway 43 and should be reflected as a significant impact with no current mitigation. An analysis of this safety concern should also be addressed in subsequent safety sections.
I070-17	25	Figure 3.2-10 Can the Authority please verify that the speed limit on Highway 43 between Hanford-Armons Road and Grangeville Boulevard is 55 and not 50. Also given that this document is making the case to use future traffic flows, Highway 198 is currently under construction to become a 4-lane highway, therefore the speed limit is anticipated to be 65 mph. Recommendation: Verify all roadway speed limits and reflect updated near future plans for Highway 198 4-lane expansion, and adjust all studies and findings within the EIR/EIS

I070-18	39	The connectivity that all project alternatives would provide between local and regional transit and the statewide HST System would result in beneficial impacts for commuters and local residents. It is inappropriate for the Authority or this document to make this claim without providing any evidence that it will provide beneficial impacts. In the case of Kings County, the alignment is approximately 3 miles from the downtown area, in an area dominated and zoned for agriculture. There are no transportation linkages in that area. Recommendation: EIR/EIS should provide documentation and studies indicating the benefit.
I070-19	50	Kings County, three roads would be closed (9th, North, and Douglas avenues), but all other roads can maintain crossings or would be shifted/modified to avoid the HST within Kings County The EIR/EIS sites the road closures incorrectly. Lansing Avenue in Kings County will also be closed. Recommendation: Provide the appropriate reference number of road closures and adjust any studies of findings to reflect the additional road closure. Also provide a road closure and traffic impact for all roads being closed in Kings County. This study should provide alternate routes and potential increase in VMT.
I070-20	51	There may be potential impacts associated with property access as a result of these closures depending on the availability of alternative access routes. Because of potential property access issues, the road closure impacts are considered to be moderate under NEPA and significant impact under CEQA because local residents and commuters would experience worsening transportation service level due to the need for new access routes or increased travel times and congestion from redirected traffic to adjacent roadways Did the Authority analyze the impacts to properties that will lose access due to the overpasses? Did the Authority look at impacts to traffic due to the agricultural traffic being forced into a confined roadway (overpass) with other traffic? Recommendation: Provide a study to analyze the impacts of road closures to home access and also vehicle and farming practice impacts. These impacts may cause traffic to increase mileage to access destinations, therefore causing the VMT to increase and diminish the benefits of the HSR. Please see the Circle T Farms materials attached to this document, which will show the increase mileage accrued to one farming operation on an annual basis.
I070-21	63	One potential site was studied for the Kings/Tulare Station. Primary access would be from SR 43. The EIR/EIS labels this station as a "potential" station. Recommendation: Provide a definition of "potential". Please identify if this station will be constructed as a part of this project, or will only be optional. If optional, the description and analysis as a part of this project should be removed. There is no guarantee that this station will be built and cannot be added to this project as a part of the analysis.
I070-22	66	Kings/Tulare Area Freight Impacts – As the proposed HST service would operate on an elevated structure through the Fresno Station area, it would not create any conflicts or impacts to UPRR freight operations. The EIR/EIS has an error in referencing the "Fresno Station" and the "UPRR" in the Kings/Tulare impact statement. Recommendation: Correct error.
I070-23	82	Maintenance of Bicycle Access. Prepare specific construction management plans to address maintenance of bicycle access during the construction period Under CEQA the EIR shall identify mitigation measures for each impact (see CEQA Guidelines Section 15126.4 subdivision (a)(1)(A)). The mitigation measure must be fully enforceable through permit conditions, agreements or other legally binding instruments. The Lead Agency is also precluded from making the required CEQA findings unless the record shows that all uncertainties regarding the mitigation of impacts have been resolved; and the agency may not rely on mitigation measures of uncertain efficacy of feasibility (Kings County Farm Bureau v. City of Hanford (1990) 221 Cal.App.3d692, 727-728). The EIR/EIS improperly defers the analysis and mitigation measure to some point

Submission I070 (Aaron Fukuda, October 12, 2011) - Continued

1070-24	82	in the future. During construction there is going to be a significant restriction of traffic in and around the alignment. How does the Authority intend to allow for public safety services to interface with the construction and road closures?
1070-25	89	Table 3.2-31 There is an incorrect label. The table indicates Seventh Street and Sixth Street. That should be 7th and 6th Avenue. Can the Authority please provide evidence that the inclusion of signal lights along Highway 198 has been studied and is planned or acceptable to CALTRANS.
1070-26	90	Table 3.2-31 Can the Authority please provide information that would show that the signalization as proposed does not impact the traffic patterns within the area, given most of them are located on Highways? Can the Authority also provide evidence that CALTRANS has reviewed this information and can concur that it is acceptable for these two highway systems.

California High-Speed Train Project EIR/EIS
 Fresno to Bakersfield Section

Comments provided by Aaron Fukuda

Section 3.03 Air Quality

Page	Comment
1070-27	13 Traffic data for the air quality analysis were derived from traffic counts and other information developed as part of an overall traffic analysis for the project. Where can this information be found? The ability to understand the traffic patterns that were observed are critical for the Kings County area. Timing of the study is important being that during seasonal operations, Kings County will see a surge of vehicular traffic to meet the agricultural demands. Therefore if the studies that were conducted were at certain times of the year, they may not capture the true traffic patterns. Recommendation: Provide a footnote or citation where to find the information utilized to determine traffic counts for the reader and the decision maker.
1070-28	16 According to EMFAC2007, fuel economy factors are forecast to improve only slightly between 2008 and 2035. However, this conclusion does not consider recent regulatory actions that will likely result in substantial future improvements in fuel economy and CO ₂ emission factors. The Authority made no attempt to factor in any improvements in fuel economy for vehicles that is improving annually to meet stricter requirements. Therefore, the results of their analysis will be biased towards vehicles being a higher pollutant source. My 2004 truck gets approximately 17 MPG, and my 2011 truck (same model Ford F150) is averaging 21 MPG. The President has mandated that fuel efficiencies reach an average of 35 mpg by 2020, which significantly increase efficiency and reduces emissions. Recommendation: The EIR/EIS should reflect current and future laws and regulations that are intended to improve air quality, without such analysis the results produced will be biased toward the beneficial side of the HSR.
1070-29	21 URBEMIS 2007 uses emission factor data for off-road equipment using the OFFROAD 2007 and EMFAC2007 models. There is a discussion of the methodology used and a reference to a report that was done, however the results are not indicated in this section so the reader does not have an idea of what the levels were that were calculated as they read. Given the volume of this report is prohibitive to be cross referencing. A summary of data should be provided.
1070-30	22 Emissions from the exhaust of trucks used to haul material to the construction site were calculated using the heavy-duty truck emission factors from EMFAC2007 and anticipated travel distances of haul trucks within the San Joaquin Valley Air Basin (SJVAB). There is a discussion of the methodology used and a reference to a report that was done, however the results are not indicated in this section so the reader does not have an idea of what the levels were that were calculated as they read. Given the volume of this report is prohibitive to be cross referencing. A summary of data should be provided.
1070-31	40 The unmitigated emissions for construction of the BNSF Alternative are included in the Fresno to Bakersfield Section: Air Quality Technical Report (Authority and FRA 2011a). A summary of the emissions should be included in this section of the report so the reader can understand what the levels are.
1070-32	41 Impacts affecting air quality plan compliance would last the entire construction period (8 years) and would increase nonattainment pollutant emissions, which would conflict with the ultimate goal of the air quality plan to bring the air basin into compliance. With

Submission I070 (Aaron Fukuda, October 12, 2011) - Continued

I070-32

	<p>mitigation, the annual construction emissions would exceed the SJVAPCD CEQA thresholds for VOC, NO_x, PM₁₀, and PM_{2.5} for the entire construction duration. Therefore, project construction may impede implementation of the 8-hour SJVAPCD 2007 Ozone Plan, the 2004 Extreme Ozone 1-hour Attainment Demonstration Plans, the 2007 PM₁₀ Maintenance Plan, and 2008 PM_{2.5} Plan.</p> <p>Although the Authority categorizes short-term as 8 years, this is a significant impact on the region. The region is currently paying fines to EPA and enduring taxation due to elevated particulate matter. Therefore, if this project is increasing the fines levied against the region and prolonging any taxation, this should be analyzed. Recommendation: Provide a study and mitigation to indicate how the HST will address the increased air quality impacts and potential fines that citizens will pay. This should also be addressed in the socioeconomic impacts.</p>
I070-33	<p>46 The concrete generated would include concrete for the elevated structures (elevated rail) and retaining wall (retained fill rail).</p> <p>The analysis does not include concrete that will be required for stations, maintenance facilities or for the numerous overpass structures. Recommendation: EIR/EIS should include an analysis of the concrete used for stations and supplemental structures along the alignment.</p>
I070-34	<p>52 The HST project is projected to affect four regional airports: Fresno Yosemite International Airport, Hanford Municipal Airport, Visalia Municipal Airport and Meadow Fields Airport. The Statewide Program EIR/EIS (Authority and FRA 2005) demonstrated that the long-distance, city-to-city aircraft take-offs and landings within the Fresno to Bakersfield Section would be reduced by about seven flights per day.</p> <p>The reduction of 7 flights per day would have a significant impact on FYI. Did the Authority analyze the loss of revenue and jobs at FYI and its socioeconomic impact?</p>

California High-Speed Train Project EIR/EIS
 Fresno to Bakersfield Section

Comments provided by Aaron Fukuda

Section 3.06 Public Utilities

I070-35

Page	Comment
2	<p>On May 19, 2009, President Obama issued a Presidential Memorandum proposing a new national fuel economy program that adopts uniform federal standards to regulate both fuel economy and greenhouse gas emissions. The program covers model year 2012 to model year 2016 and ultimately requires an average fuel economy standard of 35.5 mpg in 2016 (39 mpg for cars and 30 mpg for trucks). In response to the Presidential Memorandum, an October 2010 Regulatory Announcement developed with support from industry, the State of California, and environmental stakeholders was issued by the EPA and DOT.</p> <p>Did the Authority utilize this information in its analysis of air quality impacts? The Air Quality section continually referenced the benefits to air quality, however if this new regulation is in place one would expect the future air quality to improve faster than current levels. This would therefore change the cost/benefit ratio of this project. Is there a cost/benefit ratio for this project? Recommendation: Ensure that the policies and programs that have been implemented since 2005 (Program EIR/EIS) are accounted for in analysis and studies for the Project EIR/EIS.</p>
11	<p>Water demand estimates for construction are based on an estimated 5-year time period in which earthmoving and construction activities requiring water use would occur within a longer overall construction period concluding in 2020.</p> <p>In previous sections, like Air Quality, the document discusses a construction window of 8 years. Can the Authority please clarify which time line is correct? Recommendation: Once the proper time line is determined the analysis must be adjusted for the appropriate time. Also ensure that through each of the sections the appropriate time line for construction is used.</p>
11	<p>To identify the projected energy demand of the Fresno to Bakersfield Section of the HST System, estimated energy impact for the entire HST System was prorated based on the proportion of the length of HST guideway within the Fresno to Bakersfield Section study area.</p> <p>The prorating of energy consumption is not an acceptable determination of energy consumption for this level of analysis. This document also does not indicate the method for which energy usage was calculated therefore leaving the reader to trust that the appropriate methods were used. For the Fresno to Bakersfield section the energy consumption would be drastically different than the mountain sections because you have to take into account several variables, including elevation change, temperature changes, wind effects and many other things. The electrical impacts on the valley, which is at times at its maximum service also has transmission issues. Recommendation: Therefore an independent analysis of energy consumption should be conducted. Energy consumption should also be based upon transects utilized, station utilization, HMF utilization and other facilities that will consume power. Given the project has moved towards 15% drawings the design and specifics from 2005 to now have changed. Simply relying on old data and prorating it is not acceptable at this level of the EIR/EIS. The practice of prorating energy consumption would be appropriate at the Program level, however for the analysis required at the project level the reader and the decision maker need a much more detailed analysis of energy consumption. This analysis should also take into account the timing of the power consumption.</p>
24	<p>The City of Hanford treats wastewater at a city-operated facility at 10555 Houston Avenue. The facility is permitted, and designed to treat 8.0 mgd (City of Hanford Public Works Department 2010a). The plant currently treats approximately 5.5 mgd of wastewater.</p>

I070-36

I070-37

I070-38

Submission I070 (Aaron Fukuda, October 12, 2011) - Continued

1070-38		The HST alignment through Kings County travels outside of the City of Hanford. The City does not have any sewer lines in the vicinity of the HST. How does the Authority intend to bring sewer to the proposed station? Will the City have to pay for this and is it feasible given the distance from the wastewater treatment plant?
1070-39	39	The electrical demand for the propulsion of the trains, the operation of the trains at terminal stations, and in storage depots and maintenance facilities etc., has been conservatively estimated by the project's engineers to be 8 GWhs per day. Transmission losses, the percentage of energy lost due to transmission from the power plant to the project, have been estimated to be approximately 4%. Applying this factor to the 8 GWh per day electrical requirement of the HST System results in a total electrical requirement at the power plant to be approximately 8.32 GWhs, or 28,389 MMBtus, per day. Recommendation: Provide the reader and the decision maker with data that shows where this information was developed, or how it was developed.
1070-40	40	The Fresno to Bakersfield Section of the HST System would contribute approximately 14% to the statewide estimates of HST energy demand and savings, as compared with the energy use of conventional means of transportation. The payback period for energy used demand during HST construction would be less than a year. There is no evidence provided that supports these numbers or this statement, therefore it is simply a statement and not fact. Can the Authority please provide data that supports these findings.
1070-41	41	Shutdown could interrupt utility services to industrial, commercial, agricultural, and residential customers. This would result in a negligible effect under NEPA and a less-than-significant impact under CEQA. Does the Authority have a plan to ensure that irrigation systems and wells will be constructed such that they will ensure water supply to farms. Given crops are dependent upon water, if there is a lack of supply, is the Authority prepared to pay damages for lost crops. Does the Authority evaluate the crops for potential damage, ie. permanent crops like nut trees have a long life and production value. Lack of water can stress and kill the trees.
1070-42	44	Existing water use within the project footprint is estimated to be 4,044 acre-feet/yr for the BNSF Alignment Alternative, and varies between 4 to 159 acre-feet/year depending on which of the five prospective alignment alternatives is selected. Both during construction and operations, where will the Authority be getting water. Given that the Authority does not own any water supplies or wells, they will have to find a source of water.
1070-43	45	As standard construction practice, the contractor would divert construction and demolition waste from landfills by reusing or recycling to aid with implementing the Local Government Construction and Demolition (C&D) Guide [Senate Bill 1374] and meet solid waste diversion goals to the extent practicable. This has been laid out as a potential. How does the Authority intend to ensure this practice is carried out?
1070-44	61	28,404.48 MMBtus per day. This energy estimate, reflecting a refinement of the analysis conducted in the 2005 Bay Area to Central Valley Program EIR energy assessment, utilizes current conversion factors, ridership forecasts, trainsets, and vehicle miles traveled. This analysis was based on the original ridership forecasts. The Authority is refining ridership forecasts and must redo this analysis with the new ridership numbers.
1070-45	62	When compared to future conditions, analysis of the projected effects of the HST on VMT in the Fresno to Bakersfield region indicates that the HST would reduce daily VMT in Fresno, Kings, Tulare, and Kern counties by nearly 7.3 million miles a day, or 10%, due to travelers choosing to use the HST rather than drive. Did this analysis take into account the Kings/Tulare Station? The current proposal does not have the Kings/Tulare station listed as a construction project, however it is listed as a "potential" station. If it was used, the Authority is requested to run the numbers again to determine if it is still a 10% value.

1070-46	62	As shown in Table 3.6-20, the number of plane flights statewide (intrastate) would decrease with the California HST System when analyzed against both the future conditions and existing conditions baselines because travelers would choose to use the HST rather than fly to their destination. This document is lacking the information that would indicate that travelers would choose HST over airlines. Without this information this is an unsubstantiated claim and cannot be accepted as fact or used in this document. Also did the analysis of financial revenue take into account the lower of airline fares to compete with HST if the above statement is true and what effect that would have on HST tickets and its revenue stream?
1070-47	64	To enhance the benefits of the HST, the Authority would purchase up to 100% clean, renewable electricity to provide power for HST operations. Note to Authority: This is one of my favorite quotes from the EIR. "up to 100%". Thanks! How does the Authority intend to discriminate between Green power and traditional power? If the HSR is not generating its own electricity it is somewhat difficult to identify what the source is.
1070-48	64	The Statewide Program EIR/EIS (Authority and FRA 2005) predicted that the HST System would increase overall direct electric energy consumption by 10% over current conditions, increasing projected electricity demand statewide by approximately 0.96% in 2030. The Authority should provide evidence that the methodology used to derive these numbers is legitimate.

Response to Submission I070 (Aaron Fukuda, October 12, 2011)

I070-1

Refer to Standard Response FB-Response-GENERAL-07.

Although the Fresno to Bakersfield EIR/EIS is large, it is not 30,000 pages long. The three volumes of the document are approximately 4,800 pages long. This total includes engineering drawings as well as text.

The comment period for the Revised DEIR/Supplemental DEIS was 90 days, from July 23 through October 19, 2012. Changes in the text of the Revised DEIR/Supplemental DEIS from what was presented in the Draft EIR/EIS were highlighted to help readers focus on those changes and not have to reread material that was already provided in the Draft EIR/EIS.

I070-2

Refer to Standard Response FB-Response-GENERAL-15, FB-Response-GENERAL-21.

I070-3

Refer to Standard Response FB-Response-GENERAL-21.

In the event that there are changes to the project as engineering design progresses that result in impacts outside of the footprint analyzed in the Fresno to Bakersfield Section EIR/EIS, the CEQA and NEPA environmental review process will be revisited.

I070-4

The proposed HST will be electrically driven. This reflects the statement of purpose in Section 1.2.1 which provides, in part: "The purpose of the statewide HST System is to provide a reliable high-speed electrified train system that links the major metropolitan areas of the state, and that delivers predictable and consistent travel times." For technical reasons, the construction effort along these sections will occur in phases, with track installation being followed by installation of electrical facilities and overhead contact structures. At the conclusion of construction, the facility will be ready for electrified HST service.

The Fresno to Bakersfield Section will be built to support an electrified, high-speed train.

I070-4

This is clearly stated in the EIR/EIS. Chapter 2, Alternatives, contains an extensive discussion of the trains and supporting electrical infrastructure components. This includes typical infrastructure component illustrations with pantograph poles clearly shown (see section 2.2.4) and descriptions of the components of the electrical traction power distribution system (see section 2.2.6).

There is no plan for any part of the HST service to be diesel-powered. A diesel switch engine may be used in order to move trainsets within the HMF, but it would not be used on the main line. At the same time, the Revised 2012 Business Plan calls for interim use of the completed Central Valley sections by Amtrak to improve that service's travel times (Authority 2012a). If that is agreeable to Amtrak, then during the period between completion of the track and HST passenger operation, Amtrak would operate diesel trains on the HST tracks.

The Fresno to Bakersfield Section is a portion of the statewide, electrically powered HST System. The impacts of the statewide system were disclosed in the Final Statewide Program EIR/EIS completed in 2005, as the first phase of a tiered environmental review process (Tier 1) (Authority and FRA 2005). The present EIR/EIS is a Tier II document that examines at a finer level of detail one section of the statewide system.

Some confusion about the purpose of the project has arisen from a misunderstanding of the requirements of the American Recovery and Reinvestment Act (ARRA) grant that will partially fund the Fresno to Bakersfield Section. (ARRA funding also covers a portion of the cost of the Merced to Fresno Section.) The ARRA funding is for preliminary engineering and design work, and construction of an electrified HST along this section of the statewide system.

To comply with Federal Railroad Administration (FRA) requirements for assuring the operational independence of the Fresno to Bakersfield Section, the ARRA grant agreement establishes an "Interim Use Reserve" fund to address the contingency that before construction is completed the FRA (in coordination with the Authority) determines there could be a "significant delay" in securing the funding necessary to complete the investments needed in order to begin HST revenue operations. This fund would be used only in that situation, and would finance the capital improvements necessary to allow the

Response to Submission I070 (Aaron Fukuda, October 12, 2011) - Continued

I070-4

section to be placed into service for intercity, non-HST passenger rail purposes. The funding agreement specifies that only federal money would be used for this purpose and that no state bond funds would be used. Further, the Authority would neither construct nor operate any such connection.

In summary, the project itself does not include construction or operation of any non-HST passenger rail service. The ARRA grant that provides a portion of the money to design and construct the Fresno to Bakersfield Section contains a contingency fund to be used only in the event that the HST System cannot begin revenue operations within a reasonable time. At this time, there are no plans to build the Fresno to Bakersfield Section as a means to improve Amtrak service or to operate Amtrak trains on the section, except as an interim use during the completion of the Initial Operating Section. Any such interim use would be dependent upon action by the Amtrak operator to undertake interim service.

Improved non-electrified passenger service utilizing the Central Valley sections is not part of the project (i.e., a high-speed electrified train project) for environmental review purposes. If such service were to be proposed, environmental review would be conducted by the agency(ies) that would institute and operate such service. As an indirect practical matter, however, potential environmental impacts of construction that would permit such service were fully analyzed in the Revised DEIR/Supplemental DEIS because any such service would run on HSR track, the construction impacts of which were fully analyzed.

I070-5

The environmental analysis in the Revised DEIR/Supplemental DEIS extends east of the Bakersfield Station site alternatives to Oswell Street, where the alternatives that run through Bakersfield merge.

I070-6

Refer to Standard Response FB-Response-GENERAL-02.

This comment implies that project planning studies conducted by a lead agency must follow the same public noticing process as an EIR under CEQA or an EIS under NEPA.

I070-6

There are no state or federal laws that require this process.

As indicated in the comment, at the completion of the Statewide Program EIR/EIS for the California HST System (Authority and FRA 2005), the Authority planned to conduct an additional study for the location of a possible station in the Visalia/Tulare/Hanford area. That study was completed in August 2007 (Authority 2007). Workshops on the results of the study were held with the Hanford City Council and the Kings County Board of Supervisors in February 2009. The results of the study were also presented at the Authority Board meeting in December 2009.

40 CFR 1502.14 requires an EIS to include all reasonable alternatives, which must be rigorously explored and objectively evaluated, and those other alternatives that are eliminated from detailed study with a brief discussion of the reasons for eliminating them. This requirement does not mean that all alternatives considered over the course of project planning must be "rigorously explored" in an EIS. All alternatives considered over the course of project planning must be evaluated objectively at a level of detail commensurate with the stage of planning being conducted. At any time during that planning process, an alternative may be removed from further consideration because it does not meet the project purpose and need, it is not practicable, or it has greater environmental impacts than other reasonable alternatives for the project.

As summarized in Section 2.3.1 of the EIR/EIS, the development of project-level alternatives followed the process described in *Alternatives Analysis Methods for Project-Level EIR/EIS*, Version 2 (Authority 2009a). The assessment of potential alternatives involved both qualitative and quantitative measures that address applicable policy and technical considerations. These measures included field inspections of corridors; project team input and review considering local issues that could affect alignments; qualitative assessment of constructability, accessibility, operations, maintenance, right-of-way, public infrastructure impacts, railway infrastructure impacts, and environmental impacts; engineering assessment of project length, travel time, and configuration of key features of the alignment, such as the presence of existing infrastructure; and Geographic Information System (GIS) analysis of impacts on farmland, water resources, wetlands, threatened and endangered species, cultural resources, current urban development, and infrastructure. Specific decision criteria under Section 404(b)(1) of the Clean Water

Response to Submission I070 (Aaron Fukuda, October 12, 2011) - Continued

I070-6

Act include Consistency with Project Purpose; Logistics and Technology; Impacts on Aquatic Resources; Environmental Effects (including national wildlife refuges, parklands, cultural resources, agricultural resources, and displacements of residences and commercial and industrial facilities); Agency, Stakeholder, and Public Positions; and Benefits of Alternative.

The potential alternatives were evaluated against the HST System performance criteria: travel time, route length, intermodal connections, capital costs, operating costs, and maintenance costs. Screening also included environmental criteria to measure the potential effects of the proposed alternatives on the natural and human environment. The land use criteria measured the extent to which a station alternative supports transit use; is consistent with existing adopted local, regional, and state plans; and is supported by existing and future growth areas. Constructability measured the feasibility of construction and the extent to which right-of-way is constrained. Community impacts measured the extent of disruption to neighborhoods and communities, such as potential to minimize (1) right-of-way acquisitions, (2) division of an established community, and (3) conflicts with community resources. Environmental resources and quality measured the extent to which an alternative minimizes impacts on natural resources.

The range of alternatives reported in the *Preliminary Fresno to Bakersfield Alternatives Analysis Report* (Authority and FRA 2010b) that are referenced in this comment are summarized in Figures ES-1, ES-2, and ES-3 in that report and Figures 2-18, 2-19, and 2-20 in the EIR/EIS. This comment mistakenly interprets Figure 1-1 of the Preliminary Alternatives Analysis Report as showing alignment alternatives. That figure, which is titled "Fresno to Bakersfield Section Study Area" and not Kings County Alignment Options, as stated in this comment, only shows how the area between Fresno and Bakersfield was divided to identify potential alternatives.

All of the alternative analysis studies done for the Fresno to Bakersfield Section have been posted on the Authority's website for public review and use.

As stated Chapter 2, Alternatives, of the Draft EIR/EIS, the route west of Hanford identified as the preferred alternative in the Statewide Program EIR/EIS was not carried forward for further consideration because it would have greater impacts on aquatic

I070-6

resources, special-status species habitat, and agricultural land than the Hanford East Bypass. Because of public and agency comments on the Draft EIR/EIS, alternatives west of Hanford similar to the preferred alternative in the Statewide Program EIR/EIS were added to the environmental analysis in the Revised DEIR/Supplemental DEIS.

I070-7

The EIR/EIS provides an analysis of the impacts of a Kings/Tulare Regional Station. It has not yet been determined whether this station will be built. However, if it is built, the impacts of that station are provided in the EIR/EIS.

The station locations are not designed to provide transportation hubs that would spur development for businesses and housing. The locations are designed primarily to tie into the existing transportation network. City centers are where existing transit facilities are and typically have good connections to the existing highway system.

In the case of Hanford, it was not feasible to follow the BNSF Railway through the city. The BNSF Railway in the Hanford area has several curves that are too severe for an HST System, and constructing the HST project through Hanford would have resulted in a substantial impact to residential and commercial properties in the city. For those reasons, the preferred alignment for the Fresno to Bakersfield Section was selected to bypass Hanford in the Statewide Program EIR/EIS for the California High-Speed Rail System (Authority and FRA 2005).

The Revised DEIR/Supplemental DEIS provides additional information on the land use impacts of a Kings/Tulare Regional Station in Section 3.13, Station Planning, Land Use, and Development. That information includes a discussion of the types of growth that could occur in the vicinity of the station alternatives and the consistency of that growth with land use plans.

I070-8

Refer to Standard Response FB-Response-S&S-01.

All roads that cross the alignment were evaluated for average daily traffic, and roads that serve high volumes of traffic or are otherwise important routes were considered for

Response to Submission I070 (Aaron Fukuda, October 12, 2011) - Continued

I070-8

overcrossings, whether they were in a "rural" area or not. Roads with volumes under 500 vehicles per day were considered for closure because the vehicles could use other crossings on alternative detour routes that would add 1 mile or less in out-of-direction travel to a trip. The shift of traffic from the proposed closed rural roads to other routes was also considered unlikely to change levels of service, given the relatively low volumes. This change would be an inconvenience but would not restrict continued access.

I070-9

Refer to Standard Response FB-Response-AQ-03.

I070-10

The Kings/Tulare Regional Station (either West or East alternatives) are not consistent with the general plans of either Kings County or the City of Hanford; nor are they discussed in the San Joaquin Valley Blueprint. The West alternative is in line with urbanization trends in the Hanford area; the East alternative, on the other hand, is surrounded by agricultural land. Development of this station in either location would reinforce the importance of Hanford as a transportation hub, but would not result in higher density development in the City's downtown. The Kings/Tulare Regional Station would be located outside Hanford and would provide an economic incentive for new development outside the city center. Although the project would provide for access to downtown from the station and includes a program to support agricultural preservation through conservation easements, it is likely that this station would result in agricultural conversion.

Agricultural resources in the area of the Kings/Tulare Regional Station (both West and East alternatives) are identified and discussed in Section 3.14.4, Affected Environment, of the Revised DEIR/Supplemental EIS. Section 3.14.5 discussed the specific amounts of agricultural land expected to be converted under both alternatives, with Tables 3.14-5 and 3.14-6 comparing the relative amount of conversions among the alignment alternatives (BNSF Alternative to the east of Hanford and Hanford West Bypass alternatives). The discussion under Impact AG#4 discusses the permanent conversion of agricultural land to nonagricultural uses. Impact AG#6 discloses the effects of the Project on land under Williamson Act or FSZ contracts, local zoning, or

I070-10

conservation easements.

Mitigation measure Ag-MM#1 commits the Authority to the acquisition of agricultural conservation easements from willing sellers through the Department of Conservation's Farmland Conservancy Program. Under that measure, the selection criteria for prioritizing acquisitions will include "lands that are adjacent to other protected agricultural lands or that would support the establishment of greenbelts and urban separators." Although this measure cannot avoid the Project's impact on agricultural land, the acquisition of conservation easements will increase the amount of land which is enforceably restricted to agricultural use.

The impact of a Kings/Tulare Regional Station is also discussed Section 3.18 relative to its contribution to cumulative impacts on agricultural land. The growth inducing effects of the Kings/Tulare Regional Station alternatives, including the effect on agriculture, are analyzed and described in Section 3.18 on pages 3.18-33, 3.18-34, and 3.18-37 of the Revised DEIR/Supplemental DEIS.

I070-11

Refer to Standard Response FB-Response-SO-01, FB-Response-SO-04.

See the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12, Impact SO #7, for potential impacts on the Ponderosa community. For information about how potential impacts on the Ponderosa community will be mitigated, see Volume I, Section 3.12.7, Mitigation Measure SO-1.

I070-12

This comment deals with information received in conversations prior to the release of the Draft EIR/EIS to the public and does not address the adequacy of the environmental document. The Draft EIR/EIS and Revised DEIR/Supplemental DEIS provide the boundaries of the areas that would be temporarily and permanently disturbed by project alternatives. The Authority apologizes for any misinformation that may have been provided by staff and consultants during public meetings. Unintentional errors may occur during the planning process when project elements are in a state of flux and design changes are made after providing information, hearing agendas have not been finalized

Response to Submission I070 (Aaron Fukuda, October 12, 2011) - Continued

I070-12

and new items are added to the final agenda after the commenter's inquiry, and verbal information exchanges are misunderstood or misinterpreted by either staff/consultants or the commenter.

The grievance letter submitted by the commenter and referred to in the comment alleged that he had been misled and lied to by Authority staff and consultants working on the HST Program. The letter also complained that surveyors for the project were working in his area at the time he received a letter outlining the reason for this survey. As discussed above, there was no intent on the part of either the Authority staff or its consultants to mislead the commenter.

The right of entry by professional land surveyors conducting a survey of legal boundaries is not contingent on the provision of prior notice to the land owner or tenant and is not subject to the legal definition of trespass in California (Civil Code Section 846.5 and Penal Code Section 602.8). As a courtesy, the Authority sent letters to landowners prior to or at the time of surveys to advise them surveyors would be working in their area. However, no prior landowner approval is necessary in order for surveyors to do their work.

I070-13

Details of the traffic study methodology are contained in the *Fresno to Bakersfield Section: Transportation Analysis Technical Report* (Authority and FRA 2012j), which is the basis for the transportation section in the EIR/EIS. A traffic analysis focuses on the "peak period" of traffic because it is the time of day when the most vehicles are using the roadway and intersections, and the highest level of congestion might occur if the roadway or intersection does not have adequate capacity to handle all vehicles without delays. If a road or intersection can accommodate the peak period of traffic, it can accommodate all other periods of the day or night because the non-peak period volumes are lower. Thus, only the peak period is usually discussed in a traffic study.

The peak-period (a.m. and p.m.) turning-movement volumes at the study intersections were collected during multiple periods in November 2009, March 2011, January 2012, and February 2012 during the peak periods from 7 to 9 a.m. and from 4 to 6 p.m. These periods capture the general commute times of potential high-speed train users, as well

I070-13

as any other typical traffic that occurs during that time, and it is considered the highest level of traffic that would be experienced. In addition to the traffic counts, future-year traffic forecasts are used to increase the volumes to represent future year conditions (growth), and finally the capacity of the roads and intersections are considered for how traffic distributes across the future roadway network. These tools and methods are designed to collectively generate a representative future year peak period traffic condition for the impact and mitigation evaluation. The predicted peak period conditions would include or be greater than non-peak events during the day that generate traffic, such as lunch hour, school traffic, and slow moving farm vehicles.

I070-14

The upgrade of SR 198 to four lanes (construction beginning in November 2009) was included in the 2035 traffic analysis. This was documented in the HST Fresno to Bakersfield Transportation Analysis.

I070-15

As stated in Table 3.2-24 and confirmed in the *Fresno to Bakersfield Section: Transportation Analysis Technical Report* (Authority and FRA 2012j), the intersection of SR 43 and Lacey Boulevard currently operates at level of service (LOS) D under both a.m. and p.m. peak conditions.

I070-16

The EIR/EIS describes the proposed station setting with respect to non-motorized access in Section 3.2, pages 3.2-103. The stations would include bicycle racks, pedestrian connections to the existing sidewalks, and bicycle lanes and facilities where they can be accommodated. Outside of the HST station, future bike improvements would have to be developed by the agency with jurisdiction, including Caltrans and/or the county, on or across SR 43. Refer also to Impact S&S #5 – Motor Vehicle, Pedestrian, and Bicycle Accidents Associated with HST Operations.

I070-17

The upgrade of SR 198 to four lanes (construction beginning in November 2009) was

Response to Submission I070 (Aaron Fukuda, October 12, 2011) - Continued

I070-17

included in the 2035 traffic analysis. This was documented in the HST Fresno to Bakersfield Transportation Analysis. Figure 3.2-12 will be updated in the Final EIR/EIS to reference the speed limit for SR-43 as 55 miles per hour.

I070-18

The Final EIR/EIS states that there is no existing transit service at the sites of the proposed Kings/Tulare Regional Station—East Alternative or the Kings/Tulare Regional Station—West Alternative because these currently are in relatively undeveloped areas. Potential station designs will allow for development of local or regional transit service to these stations in the future, and the Authority will work with local jurisdictions to integrate high-speed rail with local interconnected transit service.

I070-19

The list of road closures for the entire project is included in the tables in Appendix 2-A. The reference to closures of "Ninth Avenue, North, and Douglas" was incorrect. The text on page 3.2-73 of the Final REIR/EIS has been corrected to refer to closures at Ninth Avenue, Jersey Avenue, and Lansing Avenue," consistent with the text on 3.2-74. Elder Avenue, Flint Avenue, and Fargo Avenue would have crossings over or under the alignment. Jersey Avenue would be closed. The impacts assessment remains the same.

I070-20

Refer to Standard Response FB-Response-TR-02.

I070-21

The Kings/Tulare Regional Station—East Alternative and the Kings/Tulare Regional Station—West Alternative are described in Section 3.2.4 of the Revised DEIR/Supplemental DEIS. The Kings/Tulare Station was an optional station, with analysis included to inform the public and decision makers of the potential impacts associated with a station at either of these locations. Since publication of the Revised DEIR/Supplemental DEIS, the Authority and FRA have committed to constructing a Kings/Tulare Regional Station in the vicinity of Hanford as part of the project. The Kings/Tulare Regional Station is no longer considered a "potential" station. Construction

I070-21

timing would be based on ridership demand in the region, and would occur during Phase 2 of the statewide project, sometime after 2020.

I070-22

Corrections were made to the text in Section 3.2, Transportation, of the Revised DEIR/Supplemental DEIS.

I070-23

Refer to Standard Response FB-Response-GENERAL-01.

I070-24

Refer to Standard Response FB-Response-TR-01.

I070-25

Refer to Standard Response FB-Response-GENERAL-08.

The California High-Speed Rail Authority will continue to coordinate with the City of Hanford, the Kings County Association of Governments (KCAG), and the California Department of Transportation (Caltrans) during the procurement stage to agree on the required level of roadway improvements associated with the HST project. Table 3.2-31 is updated in the Final EIR/EIS to reference 7th Avenue and 6th Avenue for these specific intersections.

As stated in Table 5.5-3, Level-of-Service Summary Analysis for Mitigated Study Intersections under Future plus Project Conditions, of the Fresno to Bakersfield Transportation Analysis Technical Report (Authority and FRA 2012j), the intersections with State Route (SR) 198 were analyzed under with-mitigation-implemented scenarios, which include the installation of signals. The intersections of 2nd Avenue/SR 198, 7th Street/SR 198, and 6th Street/SR 198 are all predicted to perform at level of service (LOS) B or C under the future plus project plus mitigation scenario. Any installation of traffic lights on SR 198 would have to be done by Caltrans or under its oversight.

The HST project would not preclude Caltrans from constructing any planned road

Response to Submission I070 (Aaron Fukuda, October 12, 2011) - Continued

I070-25

improvements. If the proposed HST mitigation measures are constructed under a separate project, then the measure would no longer be required to reduce impacts. All improvements on state facilities will include consultation with Caltrans.

I070-26

Please refer to Section 5.5.3 of the *Fresno to Bakersfield Section: Transportation Analysis Technical Report* (Authority and FRA 2012j) for level-of-service summary analysis for mitigated study intersection under future plus project conditions. Caltrans has received copies of the Revised DEIR/Supplemental DEIS, and the Authority is coordinating with Caltrans to address impacts on their facilities.

I070-27

A footnote for the traffic count data will be provided in Chapter 2 of the Revised DEIR/Supplemental DEIS.

I070-28

The Revised DEIR/Supplemental DEIS was revised to include information about future CAFE fuel standards, adopted on May 7, 2010, which would require substantial improvements in fuel economy for all vehicles. Information about the updated federal fuel economy standards can be found in Section 3.3.4.2 of the Revised DEIR/Supplemental DEIS.

I070-29

Given the large amount of data associated with exhaust emissions from off-road construction equipment, a summary cannot be provided in the Revised DEIR/Supplemental DEIS. Project-specific data are presented in the Air Quality Technical Report (Authority and FRA 2012e) of the Revised DEIR/Supplemental DEIS, which is available on the Authority's website. Detailed data and emission calculations for construction activities are presented in Appendix A of the technical report.

I070-30

Given the large amount of data associated with exhaust emissions from off-road construction equipment, a summary cannot be provided in the Revised

I070-30

DEIR/Supplemental DEIS. Project-specific data are presented in the Air Quality Technical Report (Authority and FRA 2012e) of the Revised DEIR/Supplemental DEIS, which is available on the Authority's website. Detailed data and emission calculations for construction activities are presented in Appendix A of the technical report.

I070-31

Given the large amount of data associated with exhaust emissions from off-road construction equipment, a summary cannot be provided in the Revised DEIR/Supplemental DEIS. Project-specific data are presented in the Air Quality Technical Report (Authority and FRA 2012e) of the Revised DEIR/Supplemental DEIS, which is available on the Authority's website. Detailed data and emission calculations for construction activities are presented in Appendix A of the technical report.

I070-32

Refer to Standard Response FB-Response-SO-05.

See the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12.4, for a description of the fiscal conditions of the affected counties and cities in the study area. See Volume I, Section 3.12, Impact SO #3, Impact SO #4, and Impact SO #13, for effects on property and sales tax revenues. Vehicle registration fees are assessed on vehicles registered in the San Joaquin Valley Air Basin as part of the San Joaquin Valley Air Pollution Control District's (SJVAPCD's) alternative fee collection pursuant to Section 185 of the Clean Air Act (CAA). The mandatory fee for ozone non-attainment established by the CAA requires collection of fees equivalent to \$5,000 (1990 dollars) per ton of nitrogen oxide (NOx) or volatile organic compound (VOC) emitted by stationary sources. NOx and VOCs are ozone precursors. However, under Section 172e of the CAA, the district may propose alternative means of collecting this fee if it can demonstrate that an equivalent amount is collected. Since mobile sources are a major source of NOx and VOC in the air basin, the SJVAPCD determined that this source should have incentives placed on it to decrease the emissions associated with it. This is allowed under the public safety code and vehicle code of California.

Furthermore, Assembly Bill 2522 (Arambula 2008) authorized additional vehicle

Response to Submission I070 (Aaron Fukuda, October 12, 2011) - Continued

I070-32

registration fees to be collected in the San Joaquin Valley Air Basin of up to \$36 through 2024 only if the area has been reclassified by the EPA from "severe" to "extreme" by the end of the 2012-2013 fiscal year. Any additional fees imposed on motor vehicles would require amendments to the state law. To the extent that the vehicle fees assessed by Assembly Bill 2522 are insufficient to cover the shortfall in the mandatory fee established under the CAA, the district would cover the remaining shortfall in a second round of fee collection from major sources of air pollution per air district Rule 3170. Therefore, no additional fees would be assessed to individuals through vehicle registration fees. Furthermore, the fees would not be required once the air basin achieves attainment of the NAAQS, which is projected to occur in the future with current and proposed regulations to reduce emissions. The fees collected are used to implement emission reductions in the air basin and to reduce the vehicle miles traveled, with at least a portion focused on public health and communities disproportionately affected by the emissions.

Exceedances of the ozone standards are based on regional emissions from a wide range of emission sources. These exceedances cannot be attributable to a single source of emissions, such as construction projects. Thus, the emissions from construction of the project would not be the sole contributor to any particular ozone exceedance. Therefore, there will be no additional fines to individuals in connection with construction of the project.

I070-33

The Revised DEIR/Supplemental DEIS accounts for emissions from concrete batch plants used to provide concrete for elevated structures as well as for station platforms and buildings.

I070-34

Refer to Standard Response FB-Response-GENERAL-02, FB-Response-SO-03.

Also, for information on new job creation and the resulting impacts on the regional economy, see the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12, Impact SO #5 and Impact SO #14. Also see Section 5.1.2 of the Community Impact Assessment Technical Report for more detailed information on short-term and long-term

I070-34

job creation.

I070-35

Refer to Standard Response FB-Response-GENERAL-14, FB-Response-GENERAL-02.

The HST project was compared to the No Project Alternative throughout the entire EIR/EIS. For information on how the HST system supports the statewide and regional need, see Volume I, Chapter 1 and Chapter 2.

Although there may be localized increases in vehicle miles traveled (VMT) and air emissions, HST operations would help improve long-term air quality in the San Joaquin Valley Air Basin by reducing VMT, a major source of air pollution. As described in the EIR/EIS, Section 3.3.6.3, the reductions in VMT, and the consequential reduction in air pollution, cover both inter-regional (from county to county) and intra-regional (within the county) travel.

The Revised DEIR/Supplemental DEIS was revised to include information about the future CAFÉ fuel standards, adopted on May 7, 2010, which would require substantial improvements in fuel economy for all vehicles. Information about the updated federal fuel economy standards can be found in Section 3.3.4.2 of the Revised DEIR/Supplemental DEIS.

I070-36

Both time lines are correct. The current schedule calls for mobilization to begin in 2014 with project construction completed by 2021, a period of 8 years. However, within that 8 years, water demand will be most intensive for 5 years during demolition, land clearing, earthmoving, construction of elevated structures, construction of track, and the initial phases of station and HMF construction which will extend from 2014 through 2019.

I070-37

The potential impacts of the HST System on electricity generation and transmission includes the entire state of California (and western states that produce energy that is exported to California) because the HST System would obtain electricity from multiple

Response to Submission I070 (Aaron Fukuda, October 12, 2011) - Continued

I070-37

connection points throughout the statewide grid. Prorating the electricity requirements for any one segment of the HST System based on statewide demand is a reasonable approximation due to the operational requirements of HST across multiple project sections and the power for those sections being provided by the statewide (and multi-state) electrical grid. The HST System is expected to require less than 1% of the state's future electricity consumption. The Fresno to Bakersfield Section of the HST is estimated to require 78 megawatts (MW) of peak demand, which is within existing reserves. The HST project would not require the construction of a separate power source and would not impact power reliability.

Appendix 3.6-C of the Revised Draft EIR/Supplemental Draft EIS discusses the methodology for estimating electricity demand.

I070-38

Should the Kings/Tulare Regional Station-East Alternative (located east of SR 43 (Avenue 8) and north of the San Joaquin Valley Railroad on the BNSF Alternative) be selected as part of the preferred alternative, the Authority would seek an extension of wastewater infrastructure from the City of Hanford to accommodate the station. The Authority would provide mutually agreed upon compensation to the City of Hanford for this infrastructure extension.

I070-39

Appendix 3.6-C of the Revised DEIR/Supplemental DEIS discusses the methodology for estimating electricity demand. In the 2008 Bay Area to Central Valley Program EIR (Authority and FRA 2008), the statewide energy impacts of the proposed high-speed rail project were analyzed using a methodology from the 2005 Statewide Program EIR/EIS (Authority and FRA 2005). The 2012 energy impact analysis reflects a refinement to the analysis presented in those documents. The 2012 analysis utilizes updated conversion factors, ridership forecasts, train sets and vehicle miles traveled, among other parameters. Please refer to Appendix 3.6-C and cited references and assumptions for detailed information on various parameters, along with their values used in the two analyses.

I070-40

The construction energy payback period is the number of years required to pay back the energy used in construction with operational energy consumption savings of the HST alternative prorated to statewide energy savings. The payback period is calculated by dividing the estimated HST System construction energy by the amount of energy that would later be saved by the full operation of the HST System (based on the prorated statewide value). The calculations assume that the amount of energy saved in the study year (2035) would remain constant throughout the payback period.

The construction energy is estimated in Table 3.6-2 in the Revised DEIR/Supplemental DEIS. The energy saved is estimated in Table 3.6-12. These estimates have also been updated to consider revised vehicle miles traveled and other new data.

I070-41

Refer to Standard Response FB-Response-SO-01, FB-Response-AG-04.

I070-42

Water supply sources are identified on page 3.6-B-13 in Appendix 3.6-B, Technical Memorandum: Water Usage Analysis for California High-Speed Train Fresno to Bakersfield Section.

I070-43

It is standard construction practice that the contractor would divert construction and demolition (C&D) waste from landfills by reusing or recycling to aid with implementing the Local Government C&D Guide (Senate Bill 1374) and meet solid waste diversion goals. The potential locations for disposal of nonrecyclable materials and their capacities are discussed in the Revised DEIR/Supplemental DEIS, concluding that use of these established facilities would result in a less-than-significant impact because the maximum amount of C&D material generated would be only a fraction of the permitted capacity of nearby facilities. Refer to Section 3.6.5.

The Authority has included contract provisions that require the design-build contractor to recycle all concrete and steel construction and demolition waste, and to divert 75% of all non-hazardous construction and demolition waste from landfills, or to adhere to local

Response to Submission I070 (Aaron Fukuda, October 12, 2011) - Continued

I070-43

waste ordinances, whichever is stricter.

I070-44

The energy estimate of 28,404.48 MMBtu per day reflects a refinement of the analysis conducted in the 2008 Bay Area to Central Valley Program EIR energy assessment by the Authority, utilizing current conversion factors, ridership forecasts, trainsets, and vehicle miles traveled (Authority and FRA 2008). This projected increase in energy consumption of approximately 28,404 MMBtu per day is less than 1% of statewide consumption, which is equivalent to the energy usage for a city of 200,000 people.

I070-45

The vehicle miles traveled reduction of 7.3 million miles a day assumes full project build-out, including a Kings/Tulare Regional Station.

I070-46

The decrease in the number of plane flights expected to occur due to high-speed rail travel is discussed in Appendix 3.6-A, Existing Plus Project Conditions Energy Analysis. CEQA Guidelines Section 14384 (b) states that substantial evidence shall include facts, reasonable assumptions predicated upon facts, and expert opinion supported by facts. The anticipated switch of airline travelers to HST is based on the experience of foreign HST systems with fare strategies that are similar to the California HST's approach (Spain's Seville to Madrid and France's Paris to Lyon lines, for example). Because HST fares are to be set at a portion of the cost of airline tickets for a similar trip, they will take into account fluctuations in airline fares. This strategy is discussed in more detail in the Revised 2012 Business Plan (Authority 2012a).

The extent to which airlines might reduce fares in order to compete with the HST, if such reductions were to occur at all in the face of increased costs of operations and fuel in the future, is not known and cannot be known with any degree of certainty. CEQA Guidelines Section 15145 states that if, after thorough investigation, a Lead Agency finds that a particular impact is too speculative for evaluation, the agency should note its conclusion and terminate discussion of the impact. The comment suggesting that airline fares may be reduced as a result of the project is highly speculative, and in the

I070-46

CEQA/NEPA context, airfare reductions are not impacts on the natural or human environment and do not need to be analyzed in the Revised DEIR/Supplemental DEIS.

I070-47

Refer to Standard Response FB-Response-PU&E-02.

I070-48

The methodology for estimating electricity demand is discussed in Appendix 3.6-C of the Revised DEIR/Supplemental DEIS. In the 2008 Bay Area to Central Valley Program EIR (Authority and FRA 2008), the statewide energy impacts of the proposed HSR project were analyzed using a methodology from the 2005 Statewide Program EIR/EIS (Authority and FRA 2005). The 2012 energy impact analysis reflects a refinement to the analysis presented in those documents. The 2012 analysis utilizes updated conversion factors, ridership forecasts, train sets and vehicle miles traveled; among other parameters. Please refer to Appendix 3.6-C for detailed information on various parameters, along with their values used in the two analyses.