Submission I001 (Ashley Kammeraad, October 10, 2011)

Fresno - Bakersfield (May 2011 – July 2012) - RECORD #518 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 :	Ashley
	Last Name :	Kammeraad
	Professional Title :	
	Business/Organization :	
	Address :	
	Apt./Suite No. :	
	City :	
	State :	CA
	Zip Code :	93301
	Telephone :	
	Email :	ashleykamm@gmail.com
	Email Subscription :	
	Cell Phone :	
	Add to Mailing List :	No
I001-1	**Stakeholder Comments/Issues :**	Please take an extra 60 days to review the high speed rail route. Thank you.
	EIR/EIS Comment :	Yes
	Affiliation Type :	Individual
	Official Comment Period :	Yes

Response to Submission I001 (Ashley Kammeraad, October 10, 2011)

I001-1

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

Submission I002 (Emi Kaneshiro, October 6, 2011)

Fresno - Bakersfield - RECORD #1414 DETAIL

Status :	Action Pending
Record Date :	10/6/2011
Response Requested :	No
Stakeholder Type :	CA Resident
Submission Date :	10/6/2011
Submission Method :	Website
First Name :	Emi
Last Name :	Kaneshiro
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	San diego
State :	CA
Zip Code :	92128
Telephone :	
Email :	emikaneshiro@yahoo.com
Email Subscription :	Statewide Planning Only
Cell Phone :	
Add to Mailing List :	No
I002-1 **Stakeholder Comments/Issues :**	I still think You should only follow highway 5 all the way and someday follow 101 all the way. You need to think replace freeway and be an alternative to car and airplane. There should be high speed freight to help with revenue. Think railroad barons and pick 4 / 400 (Remeber your history)top 1%s to invest in the railroad promise them riches from providing them space to put their solar pannels to provide energy for the train. Tunnel in densly populatyed areas. Avoid the hassle of iminent domain by tunneling and digging up the highways. If Bakersfield and Fresno and Merced want to be part of high speed let them build their own on ramp. Lets simply go from LA to Sacramento and Sacrament to SF and someday San diego and then up to Seattle. Do not use past technology lets go 400 miles/hr not ameasely 200. Use magnetts elevate and then let it run in a vauum. Cannot wait for the future. I mean it we need some railroad barons to focus on this and I don't mean government ones. The Republicans don't want government doing it all> I think the railroad barons would satisfy Republicans insistance for free enterprise
EIR/EIS Comment :	Yes

Response to Submission I002 (Emi Kaneshiro, October 6, 2011)

I002-1

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

The purpose of the HST System is to provide another reliable mode of transportation for intercity travel in California connecting the major urban population centers of the state. These population centers include Merced, Fresno, and Bakersfield in the San Joaquin Valley. The State Legislature has required the HST System to include the major population centers of the Valley.

Closing freeways and using the freeway right-of-way for an HST is not a practicable alternative that would be accepted by the public. This assumes people will freely give up their investment in cars and the public investment in freeways in exchange for the use of a high-speed train. In addition, the geometrics of any HST are different than those of a highway used to move cars at 70 mph. There would be many locations where the HST would have to deviate from the highway right-of-way because the highway curves are too tight for an HST.

A large-scale tunnel is also not practicable for the project. An at-grade section for a two-track HST is estimated to cost approximately $2.5 million/mile. A tunnel for a 2-track section would cost from about $183 million to $495 million per mile, depending on the type of tunneling method used, the nature of the material being tunneled through, and the depth of the tunnel. Large-scale use of tunneling would make the project financially infeasible.

I-5 was determined not to be a reasonable corridor for the HST, as described in Standard Response, FB-Response-GENERAL-02. Therefore, it was not carried forward in the Statewide Program EIR/EIS for the California HST System (Authority and FRA 2005) and is not addressed in the EIR/EIS for the Fresno to Bakersfield Section.

Neither the federal government nor the State of California have seen fit to franchise private investors to plan and develop the HST System. While this may have been done in the 1860s, it is not the current practice for major infrastructure projects. The Authority will be seeking private-sector capital investment for the project as it is developed.

There is no proven technology that allows trains to travel at a sustained speed of 400

I002-1

miles per hour. There are test sections of magnetic levitation (maglev) trains, but this technology is not yet proven reliable over a long period of time and over great distances. Large infrastructure projects are not based on unproven technologies. This was the case in the 1860s when the first transcontinental railroads were built in the United States, and it is true today.

Submission I003 (Karl Kassner, October 8, 2011)

Fresno - Bakersfield - RECORD #478 DETAIL

Status :	Action Pending
Record Date :	10/8/2011
Response Requested :	No
Stakeholder Type :	CA Resident
Submission Date :	10/8/2011
Submission Method :	Website
First Name :	Karl
Last Name :	Kassner
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	Corcoran
State :	CA
Zip Code :	93212
Telephone :	
Email :	kkassner@ci.visalia.ca.us
Email Subscription :	
Cell Phone :	
Add to Mailing List :	No
Stakeholder Comments/Issues :	I003-1 I003-2 I003-3 I003-4 I003-5
EIR/EIS Comment :	Yes

I003-1 I003-2 I003-3 I003-4 I003-5

I would like to say I don't agree with any of the options for the passage of the high speed rail by Corcoran. The community of Corcoran is an economically depressed City depending upon agriculture as its primary industry. Additionally, the City of Corcoran is predominately a Hispanic community, which is categorized as a minority group that is underserved.

The EIR fails to address the additional economic impact that the community will suffer when farmland is no longer being cultivated and earning revenue. The loss of this revenue will also result in loss of jobs and taxes that the local government collects creating a decrease in service provided to a minority community. Provisions for businesses to relocate within the city are not addressed in the EIR and will create even more hardship on the community as jobs, taxes and services are reduced.

The proposed construction of this project will create a barrier on the East and West travel of business and employees. This increased travel of moving products, personnel, and equipment around the limited crossing points will increase pollution and expense of doing business. Farming is conducted in open areas due to the logistics necessary to conduct this work efficiently. The lack of knowledge of farming operations of the staff that published the EIR is apparent by the lack of provisions for farming, which will devastate the farming industry.

In conclusion, there is absolutely no benefit to the Central Valley for the construction of a high speed rail, but many drawbacks to project that is aimed at oppressing the already underserved minority communities that stand in the way of Southern and Northern California tourist. The EIR is deficient in clearly addressing how this project will minimize the economic and environmental impact it will have on local government, which service low income residents.

Response to Submission I003 (Karl Kassner, October 8, 2011)

I003-1

Refer to Standard Response FB-Response-GENERAL-04, FB-Response-SO-05.

For information on the economic effects on agriculture, see Volume I, Section 3.12, Impact SO #16. For a detailed analysis of the effects of the HST project on agricultural production, see Appendix C of the Community Impact Assessment Technical Report. The analysis in this appendix provides these results by county and by project alternative in terms of the number of acres of agricultural production loss, the resulting annual revenue loss in both dollar and percentage terms for each type of agricultural product, and the employment loss.

For information on the HST operation-related property and sales tax revenue effects, see Volume I, Section 3.12, Impact SO #3, Impact SO #4, and Impact SO #13. This section describes how some short-term reductions in sales tax revenues are expected because the need to acquire land will necessitate the relocation of businesses along the project alignment. Although relocations in the same vicinity would limit losses in sales tax revenues for local jurisdictions, the potential for temporary sales tax loss would remain, either because businesses would temporarily close during these relocations or because some might choose to close down rather than relocate. The expected annual gain in sales tax revenue from project spending is greater than the expected loss from business relocation. The project would generate an estimated $1.5 million annually in direct new sales tax revenues for the region through project spending on operation and maintenance.

I003-2

Refer to Standard Response FB-Response-GENERAL-14, FB-Response-SO-01, FB-Response-SO-03, FB-Response-SO-05.

The expected annual gain in sales tax revenue from project spending is greater than the expected short-term loss in sales tax revenue from business relocation. See the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12, Impact SO #3, Impact SO #4, and Impact SO #13. As a result local government funds for minority community services would not be reduced as a result of the project.

Please refer to Appendix 3.12-A, Residential, Business, and Mobile Home Relocation

I003-2

Assistance Brochures, which describes the process for property acquisition and relocation compensation. See Volume I, Section 3.12, Impact SO #11, for business relocation, by community. Also, for details on the business analysis, including the type of businesses affected, vacancies, and number of employees potentially impacted, see Section 5.2.3 of the Community Impact Assessment Technical Report (Authority and FRA 2012g).

For information on new job creation and the resulting impacts on the regional economy, see Volume I, Section 3.12, Impact SO #5 and SO #14.

I003-3

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

Corcoran is already divided by linear features such as Route 43 and existing freight rail lines. The HST would become an additional linear feature but, because of its grade-separated tracks, transportation from east to west would be maintained across existing roadways. HSR policy is to provide roadway overpasses approximately every 2 miles, resulting in no more than 1 mile of out-of-direction travel for vehicles to cross the HST tracks. In most locations roadway overpasses would be provided more frequently, approximately every mile or less, because of the existing roadway infrastructure, and would therefore not create a barrier or increase the cost of doing business.

I003-4

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

I003-5

Refer to Standard Response FB-Response-GENERAL-09.

The commenter is expressing an opinion regarding the benefits of the HST System. As discussed in
The Economic Impact of the California High-Speed Rail in the Sacramento/Central Valley Area (Kantor 2008), the benefits of the system would extend to all income levels.

Response to Submission I003 (Karl Kassner, October 8, 2011) - Continued

I003-5

The HST System will move riders for both business and pleasure trips along the San Joaquin Valley and between the Valley and the coastal population centers. It will provide a convenient, speedy, and relatively inexpensive (fares will be set at a fraction of air fare over a similar distance) transportation option over long distances. When linked to public transit, it offers an accessible mode of transportation for those without automobiles or with limited automobile availability. This includes the minority communities that are of concern to the commenter.

Submission I004 (Karl Kassner, October 8, 2011)

Fresno - Bakersfield - RECORD #479 DETAIL

	Status :	Action Pending
	Record Date :	10/8/2011
	Response Requested :	Yes
	Stakeholder Type :	CA Resident
	Submission Date :	10/8/2011
	Submission Method :	Website
	First Name :	Karl
	Last Name :	Kassner
	Professional Title :	
	Business/Organization :	
	Address :	
	Apt./Suite No. :	
	City :	Corcoran
	State :	CA
	Zip Code :	93212
	Telephone :	
	Email :	kkassner@ci.visalia.ca.us
	Email Subscription :	
	Cell Phone :	
	Add to Mailing List :	No
I004-1	**Stakeholder Comments/Issues :**	What will the total loss of property tax in Kings County and City of Corcoran be when property is converted to the rail Authority? How will this loss be made up to local government?
I004-2		How much revenue and sales tax will be loss due the acquisition of farmland in Kings County. How will this affect Kings County's ability to provide services?
I004-3		What will the economic impact be on the City of Corcoran if businesses are displaced and fail to relocate in the City?
I004-4		What will the increased level of pollution be when East-West ravel is limited to access points with increasing distance for Farmers moving personnel, product, and equipment?
I004-5		How many long term jobs will be created or lost in the City of Corcoran due this project and what provisions will be taken for the already lower income residents?
I004-6		How will this project affect the ISO ratings and subsequently insurance rates of business falling on the wrong side of the tracks? Has a standard of response coverage been considered for the proposed division of services that will incurred with the high speed rail construction?
I004-7		Will revenue be provided to public safety for the additional burden on protecting two side of the track with limited crossing points? How will response times be affected?
	EIR/EIS Comment :	Yes

Response to Submission I004 (Karl Kassner, October 8, 2011)

I004-1

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

For information on the HST operation-related property and sales tax revenue effects, see the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12, Impact SO #3, Impact SO #4, and Impact SO #13.

I004-2

Refer to Standard Response FB-Response-GENERAL-04, FB-Response-SO-05.

For information on the economic effects on agriculture see Volume 1, Section 3.12, Impact SO #16. Information related to reduced agricultural revenues and associated employment in Kings County is shown on Table 3.12-16, "Effects of the Proposed Alternatives on Agricultural Revenues and Associated Employment."

I004-3

Refer to Standard Response FB-Response-GENERAL-05, FB-Response-GENERAL-14, FB-Response-SO-01, FB-Response-SO-03, FB-Response-SO-05.

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, Impacts SO #5 and SO #14.

For information on the HST operation-related property and sales tax revenue effects, see the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12, Impact SO #3, Impact SO #4, and Impact SO #13. This section describes how a short-term reduction in property tax revenues may occur due to property acquisition, which would remove parcels from county tax rolls. This estimated amount ranges from 0.03% of the total fiscal year 2009-2010 property tax revenue of Tulare County to 0.2% in Kings County. Therefore, the intensity is negligible for all alternatives, because although the economic impact is measurable, it would not be perceptible to community residents.

Some short-term reductions in sales tax revenues are expected because the need to acquire land will necessitate the relocation of businesses along the project alignment. Although relocations in the same vicinity would limit losses in sales tax revenues for

I004-3

local jurisdictions, the potential for temporary sales tax loss would remain, either because businesses would temporarily close during these relocations or because some might choose to close down rather than relocate.

As discussed in the examination of suitable replacement properties, most businesses would have the opportunity to relocate within the same tax jurisdiction. Therefore, the duration of business disruptions would be minimal. The expected annual gain in sales tax revenue from project spending is greater than the expected loss from business relocation. The project would generate an estimated $1.5 million annually in direct new sales tax revenues for the region through project spending on operation and maintenance.

I004-4

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

I004-5

Refer to Standard Response FB-Response-GENERAL-18, FB-Response-SO-03, FB-Response-SO-07, FB-Response-GENERAL-14.

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 SO #14.

The analysis of the potential job loss due to residential and business displacement and relocation was performed by alternative and the results are presented in Volume I, Section 3.12, (Impact SO #10, SO #11, and SO #12).

I004-6

Refer to Standard Response FB-Response-SO-03, FB-Response-S&S-01.

The California High-Speed Rail Authority's policy is to provide roadway overpasses approximately every 2 miles, which will result in no more than 1 mile of out-of-direction travel for vehicles to cross the HST tracks. In most locations in the Fresno to Bakersfield

Response to Submission I004 (Karl Kassner, October 8, 2011) - Continued

I004-6

Section, roadway overpasses would be provided more frequently, approximately every mile or less, because of the existing roadway infrastructure. Consequently, out-of-direction travel would be limited to approximately 1 mile in nearly all locations in the study area. Section 3.11.6 of the Revised DEIR/Supplemental DEIS explains that the project design would include coordination with emergency responders to incorporate roadway modifications that maintain existing traffic patterns and fulfill response route needs, resulting in negligible effects on response times by service providers. Section 3.11.5, Safety and Security Environmental Consequences, of the Revised DEIR/Supplemental DEIS provides additional detail regarding emergency response time during HST operations.

Therefore, homeowners insurance rates would not increase as a result of the HST project.

I004-7

Refer to Standard Response FB-Response-S&S-01, FB-Response-S&S-04.

Submission I005 (Cynthia Keith, August 30, 2011)

Fresno - Bakersfield - RECORD #168 DETAIL

Status :	Action Pending
Record Date :	8/30/2011
Response Requested :	
Stakeholder Type :	Other
Submission Date :	8/30/2011
Submission Method :	Website
First Name :	Cynthia
Last Name :	Keith
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	Ovilla
State :	TX
Zip Code :	75154
Telephone :	972 515-8094
Email :	c.keith54@gmail.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	No
I005-1 **Stakeholder Comments/Issues :**	Putting this train through Bakersfield High School is defacing a piece of Bakersfield's history. Once gone, it can NEVER be replaced. There are other routes available that would not cause such a horrific destruction of such an important asset.
EIR/EIS Comment :	Yes

Response to Submission I005 (Cynthia Keith, August 30, 2011)

I005-1

Refer to Standard Responses FB-Response-GENERAL-02 and FB-Response-SO-08.

Submission I006 (Bruce Kelsey, September 14, 2011)

September 14, 2011

Dear High-Speed Rail Authority,

This letter is in regards how I feel about the California High-Speed Rail. Californians are married to our automobiles, and depend on them. My opinion is that passenger rail service is unprofitable. It's the freight train and its extensive real estate holdings that create their profit. If railroads could have made money out of the railroad passenger car business, they would never have given it up. Amtrak is proof of that unprofitability the taxpayers subsidize it.

I006-1 On the other hand, just look at the negative concerns that have been expressed regarding the rail agency's projections over the past year: no handle on actual total costs, although it was noted recently that the rail authority understands the need to get real on costs. Passenger's projections are still suspects, as is the business plan and the final route. Point is this high-speed rail system is sponsored by dreamers with glorious plans. Remember, too, that sister states gave back their federal high-speed rail funds because the cost does not pencil out.

The point here is that the state of California is in the midst of difficult financial times with no relief in sight unless government raises our taxes, and if this bullet train becomes a reality, there is a great chance we are looking at a pending boondoggle to the taxpayers of California.

Lastly, if the taxpayers don't pay attention to this project, it will create a huge negative cash-flow drain forever. Just look at the track record of previous government/state projects. Many start out with good intentions but turn into financial disasters that never pay for themselves. Need I mention the Postal Service, Amtrak, Fanny Mae and Freddie Mac, Social Security, and Medicare?

Sincerely,

Bruce F. Kelsey

Response to Submission I006 (Bruce Kelsey, September 14, 2011)

I006-1

Refer to Standard Response FB-Response-GENERAL-17, FB-Response-GENERAL-19.

Submission I007 (Nathan Kerview, October 7, 2011)

10-07-11P01:08 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:

I007-1 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:

[Name]

[Organization]

9-30-11
Date

Response to Submission I007 (Nathan Kerview, October 7, 2011)

I007-1

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

Submission I008 (Pat Kerwaline, October 7, 2011)

10-07-11P01:08 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:

I008-1 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:

Pat Kerwaline
[Name]

[Organization]

9-30-11
Date

Response to Submission I008 (Pat Kerwaline, October 7, 2011)

I008-1

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

Submission I009 (Herk Klassen, September 19, 2011)

Fresno - Bakersfield (May 2011 – July 2012) - RECORD #222 DETAIL

Status :	Action Pending
Record Date :	9/19/2011
Response Requested :	
Stakeholder Type :	CA Resident
Submission Date :	9/19/2011
Submission Method :	Website
First Name :	Herk
Last Name :	Klassen
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	Reedley
State :	CA
Zip Code :	93654
Telephone :	559-638-2957
Email :	herknlu@yahoo.com
Email Subscription :	Fresno - Bakersfield
Cell Phone :	
Add to Mailing List :	Yes
I009-1 **Stakeholder Comments/Issues :**	The High Speed Rail project should be cancelled because it would be a financial disaster. It is no where near a feasible cost effective venture.There is no solid profitable base that c;ould be expected.
EIR/EIS Comment :	Yes
Affiliation Type :	Individual
Official Comment Period :	Yes

Response to Submission I009 (Herk Klassen, September 19, 2011)

I009-1

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

Submission I010 (Helen Krevtz, September 12, 2011)

CALIFORNIA High-Speed Rail Authority

09-12-11P04:27 RCVD

Comment Card
Tarjeta de Commentarios

SEP 1 2 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:
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 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: HELEN KREVTZ
Organization/Organización:
Address/Domicilio: 10500 PALM AVE BAKERSFIELD 93312
Phone Number/Número de Teléfono: 1-661-589-0776
City, State, Zip Code/Ciudad, Estado, Código Postal: BAKERSFIELD Ca. 93312
E-mail Address/Correo Electrónico:
(Use additional pages if needed/Usar paginas adicionales si es necesario)

I010-1 1) Will disrupt and divide our long established neighborhood!

I010-2 2) Will lower our property values with the horrendous block walls, noise, selling off of properties that the authority buys, because ½ of the property or more was shaved off, and sells at a lower price. (What money has been set aside to reimburse homeowners who are planning on the money from their home for retirement and will now have much less than they planned.)

3) There is no like property in Bakersfield close to the city which has ½ - ¾ acre of land zoned for animals where we could relocate and continue our current lifestyle.

4) No consideration has been made for the back access to our ½ - ¾ acre properties. Many of the homes in our neighborhood have no access to the back of their property other than the right of way behind our homes which runs from Calloway to Jewetta. Homeowners with animals, recreational vehicles which might be stored in the "back" property, hauling wood in or out, or other multitude of uses why we bought these ½- ¾ acre properties.

I010-3 5) Dubious ridership forecasts: If built, this segment would still not be able to operate on a profit and thus without a subsidy based on the experience of every high-speed train system in the world. So it will be a cost burden to the taxpayer. We do not want our taxes increased 8-11% to pay for this train on which only the wealthy and business people will be able to afford to ride (it will not benefit the people of the middle class! In the central valley, it is a "train to nowhere". Most of these people don't really need public transportation?)

you don't care what we have to say
you're going to do what you want anyway.

Response to Submission I010 (Helen Krevtz, September 12, 2011)

I010-1

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

For information on the disruption to existing communities, including Bakersfield, see the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12, Impact SO #7, and Section 7, Mitigation Measure SO-3.

I010-2

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

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).

Information on the access issue at Palm Avenue in Bakersfield has been added to the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12, Impact SO #7. Discussions with the BNSF Railway revealed that the use of this access route by residents to bring horse trailers and supplies to the rear portions of their private properties is unauthorized because this is a BNSF railroad maintenance road, not a public right-of-way or private easement.

I010-3

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

Submission I011 (Arnold Kriegbaum, September 14, 2011)

09-14-11P04:39 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:

I011-1 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: Arnold Kriegbaum

[Name]

[Organization]

9/10/11
Date

Response to Submission I011 (Arnold Kriegbaum, September 14, 2011)

I011-1

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

Submission I012 (Arnold Kriegbaum, October 12, 2011)

CALIFORNIA High-Speed Rail Authority

10-12-11P02:09 RCVD

Comment Card
Tarjeta de Commentarios

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

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

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: Arnold Kriegbaum
Organization/Organización:
Address/Domicilio: 277 Robinwood Cir.
Phone Number/Número de Teléfono: 559 638 8815
City, State, Zip Code/Ciudad, Estado, Código Postal: Reedley, CA 93654
E-mail Address/Correo Electrónico: mimizhusband@gmail.com
(Use additional pages if needed/Usar paginas adicionales si es necesario)

There is an inconsistency in the DEIR/S regarding the positive green house gas reduction calculation in the Greenhouse Gas Reduction Category of the report.

I012-1 The report counts 460,000 (based on census) as the possible ridership pool which can be counted favorably as potential reduction in green house gas emissions due to reduction in car/bus traffic. However, the station in Hanford that is the basis for this ridership number is only a proposed station, and was not in any guaranteed station construction list. At the very least, the greenhouse gas number should be revised in the report to reflect that as "potential". At best, there should be mitigation for the increased greenhouse gases given in the report based on the lack of a station in Hanford.

Will this be addressed in the newest report?

Response to Submission I012 (Arnold Kriegbaum, October 12, 2011)

I012-1

Greenhouse gas (GHG) reductions are not based on ridership from the proposed Kings/Tulare Regional Station; they are based only on the Fresno and Bakersfield stations. GHG increases from station building operations and from employee and passenger traffic were included in the calculations to be conservative. Therefore, the GHG reductions do not need to be labeled as potential.

Submission I013 (Arnold Kriegbaum, October 12, 2011)

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CALIFORNIA High-Speed Rail Authority

10-12-11P02:09 RCVD

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

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

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

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Name/Nombre: Arnold Kriegbaum
Organization/Organización:
Address/Domicilio: 277 Robinwood Cir.
Phone Number/Número de Teléfono: 559-638-8815
City, State, Zip Code/Ciudad, Estado, Código Postal: Reedley, CA ~~93610~~ 93654
E-mail Address/Correo Electrónico: mimizhusband@gmail.com
(Use additional pages if needed/Usar paginas adicionales si es necesario)

This comment is regarding the possible negative aesthetic impacts that are not addressed in the report since the expected HSR corridor might be built, but due to funding problems facing the completion and actual use of the corridor.

I013-1 I see no way that the report addresses the aesthetic blight that might result from partial corridor completion.

If this is in fact in the DEIR/S, please advise. If not, please address this in the next draft in the aesthetic category, giving appropriate mitigation.

Response to Submission I013 (Arnold Kriegbaum, October 12, 2011)

I013-1

Refer to Standard Response FB-Response-AVR-02 and FB-Response-AVR-03.

The visual impacts that would occur under a partial completion scenario would be as described in Section 3.16, Aesthetics and Visual Resources, of the Revised DEIR/Supplemental DEIS for those locations that fall within the partial construction segments.

If portions of the project were partially completed and placed on hold for an extended period, then the construction impacts identified in the Revised DEIR/Supplemental DEIS would extend for a longer period than anticipated. In this case, construction impact Mitigation Measures AVR-MM#1a and AVR-MM#1b would remain in place and would continue to minimize or avoid construction impacts.

Submission I014 (Arnold Kriegbaum, October 12, 2011)

CALIFORNIA High-Speed Rail Authority

10-12-11P02:09 RCVD

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

Two comments and questions regarding Utilities/Service Systems/Public Services area of the DEIR/S.

I014-1 1) Where in the report is the increased response time by first responders to 911 calls, health emergencies and agricultural emergencies such as chemical spills?

I014-2 2) I see no explanation other than "will be resolved later" regarding HSR corridor security breaches. This seems to rise to the level of significance and should be addressed by the report. Will local
I014-3 responders be involved in derailments (note China recently)? If so, how will they be trained, who will fund their training + certification to enter
I014-4 the rail corridor? Car/bus/truck traffic that in an accident leaves an overpass and lands on the HSR track itself? This detail is not addressed in the report.

Response to Submission I014 (Arnold Kriegbaum, October 12, 2011)

I014-1

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

I014-2

Refer to Standard Response FB-Response-S&S-05.

I014-3

Refer to Standard Response FB-Response-S&S-05.

I014-4

It is possible that vehicles could come off an overpass onto the HST tracks. The probability of such an accident is extremely low because there would be guardrails along the overpass to prevent vehicles from leaving the roadway. In the unlikely event that a vehicle crashed through the barrier and fell onto the tracks, it would be detected by the intrusion monitoring system and trains would be automatically stopped on either side of the accident until the vehicle could be removed and any damage to the track repaired.

Submission I015 (Arnold Kriegbaum, October 12, 2011)

CALIFORNIA High-Speed Rail Authority

10-12-11P02:10 RCVD RECEIVED

47

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

I015-1 Regarding section 3.12 of DEIS/R -
The initial report indicated a proposed rider cost in the $40 range. The latest number is closer to $140.
In what section of the report does this price increase address the increased cost to the environment of reduced ridership by families now that the cost per household has become much greater which will lead to smaller greenhouse gas improvements since those families will continue to use cars + busses?

Response to Submission I015 (Arnold Kriegbaum, October 12, 2011)

I015-1

Refer to Standard Response FB-Response-GENERAL-23.

The air quality and greenhouse gas analyses in Section 3.3.6 of the Revised DEIR/Supplemental DEIS that are related to ridership have been updated to reflect two ridership scenarios— one with fares at 50% of airfare prices and one at 83% of airfare prices—to provide a range of potential impacts. These fare scenarios are for analysis purposes only and may not reflect the actual cost of travel. Even with reduced ridership, the HST would still lead to a decrease in greenhouse gas emissions as a result of reduced on-road miles traveled and reduced intrastate travel.

Submission I016 (Arnold Kriegbaum, October 12, 2011)

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CALIFORNIA High-Speed Rail Authority

10-12-11P02:09 RCVD

Comment Card
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kersfield High-Speed Train Section aft Environmental Impact Report/ Environmental Impact Statement (EIR/EIS)
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The current CEQA section 21061.1 defines ~~feasibel~~ feasible. The project in its current reporting does not reach the level of feasibility for two reasons that I can see in the current DEIR/s:

I016-1 1) The job gain numbers do not identify ~~nor~~ discuss the job loss due to discription in the local economy due to the expected 6-8 year construction period. Will the next report address this as a significant local impact?

I016-2 2) No project can be considered ~~feasible~~ feasible unless there is a fixed route, identified equipment and cost structure. Since none of these three components have been fully established, there is no way that a possible project such as CAHSR can be considered feasible. The next draft of the report should address each of these areas.

Will the next report fully establish realistic feasibility which addresses actual equipment (needed to finalize Noise tuibation category) cost structure (so as to finalize greenhouse gas section) and finalized route (needed to fully determine local agricultural impacts)?

Response to Submission I016 (Arnold Kriegbaum, October 12, 2011)

I016-1

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

The analysis of the potential job loss due to business displacement and relocation was performed by alternative, and the results are presented in Volume I, Section 3.12, Impact SO #11. A gap analysis of available properties was performed for the relocated businesses, and the results showed that there are suitable replacement locations in the surrounding areas, which means employees would remain employed at these businesses. See the Draft Relocation Impact Report for the complete analysis (Authority and FRA 2012h). Employees would not lose their jobs because the property acquisition and compensation plan includes provisions to ensure that relocated businesses would remain fully operational at their new locations; the plan includes the option of renovating existing structures to fit the needs of businesses if no comparable properties exist in the surrounding area.

See Volume I, Section 3.12, Impact SO #5 (Temporary Construction Employment), for information on the number of construction jobs created as a result of the project; the ability of the existing regional labor force to fill the demand for the direct construction jobs; and the resulting indirect and induced jobs.

I016-2

The EIR/EIS addresses a range of alternative routes to an equal level of detail. A preliminary engineering design has been done for each alternative.The 15% design generates detailed information, like the horizontal and vertical location of track, cross sections of the infrastructure with measurements, precise station footprints with site configuration, and temporary construction staging sites and facilities. The 15% design also yields a "project footprint" overlaid on parcel maps, which shows the outside envelope of all disturbance, including both permanent infrastructure and temporary construction activity. This 15% design translated into a project description in the EIR with 100% of the information that is required under CEQA Guidelines Section 1512447 (see *Dry Creek*, supra, 70 Cal.App.4th at pp. 27-36 [upholding EIR conceptual project description as inadequate when based on preliminary design]).

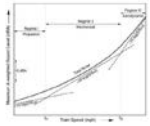
The methodology used to develop capital costs for the project is described in Section 5.2.1 of the EIR/EIS. This methodology has developed feasibility-level cost estimates for

I016-2

project construction. There is no substantive evidence provided in this submission that these cost estimates are not adequate for determining project feasibility. There is adequate information on high-speed trains to project noise from project operations.

There are three different regimes involved in predicting noise levels because certain regimes dominate the overall noise level, depending on the previously mentioned noise components and the speed of the train. For steel-wheeled trains, low speeds are dominated by mechanical noise sources that are involved with the propulsion of the train (Regime I). Internal cooling fans are located near the power units at approximately 10 feet above the rails and dominate noise levels around the frequency spectrum near 1,000 Hz when the train is in motion, while external cooling fans dominate the total noise level when the train is stopped at a station. Wheel interactions with the railway define Regime II. Noise is generated when the steel wheels roll along the rail. A majority of the noise falls into the frequency spectrum that ranges from 2 kHz to 4 kHz. A majority of the vibratory effects from high-speed trains result from these interactions. Wheel-rail interactions tend to dominate the A-weighted overall noise levels up to about 160 miles per hour (mph). After the train reaches above 160 mph, aerodynamic noise (Regime III) begins to become a critical part of the overall noise level. Significant contributions to the overall noise level from aerodynamic noise begin at 180 mph. Noise is generated by the airflow around the train. Discontinuities in the surface along the length of the train and inter-coach gaps are a couple of the structural components that contribute to aerodynamic noise.

Figure 5-1 illustrates the generalized sound level dependence on speed for the three Regimes. Vt represents the speed of the train where the dominant train noise source transitions to another dominant train noise source. Vt1 is the speed where the dominant noise source transitions from propulsion to wheel-rail interaction. Vt2 is the speed where the dominant noise source transitions from wheel-rail interaction to aerodynamic noise.



Source: FRA 2005.

Response to Submission I016 (Arnold Kriegbaum, October 12, 2011) - Continued

I016-2

Figure 5-1

Regime sound level dependence on speed

The reference sound exposure level (SEL), length, and speed relationship for each noise subsource generated by the train is then used to find the total noise level that is propagating from the train. The source reference level is referenced to a given distance. Generalized noise levels will need to be established for each subsource under a fixed set of operating conditions. Table 5-1 lists five different types of systems that are commonly used for determining sound levels generated by high-speed trains. The reference SEL for each subsource is given at a reference distance of 50 feet from the centerline of the proposed track alignment. The SEL levels in Table 5-1 originate from background measurement and research programs that examined noise levels from different high-speed trains throughout the world.

Table 5-1

System Category and Features[a]	Example Systems	Subsource Component		Subsource Parameters: Length Definition, len	Subsource Parameters: Height Above Rails (ft)	Reference Quantities: SEL_{ref} (dBA)	Reference Quantities: len_{ref} (ft)	Reference Quantities: S_{ref} (mph)	Reference Quantities: K
HS EMU • *Steel-Wheeled* • *High-Speed* • *Electric Multiple Units (EMU)*	Pendolino IC-T	Propulsion		len_{power}	10	86	73	20	1
		Wheel-rail		len_{train}	1	91	634	90	20
VHS ELECTRIC • *Steel-Wheeled* • *Very High-Speed* • *Locomotive-Hauled* • *Electric Power*	TGV Eurostar ICE Shinkansen	Propulsion		len_{power}	12	86	73	20	0
		Wheel-rail		len_{train}	1	91	634	90	20
		AERO	Train Nose	len_{power}	10	89	73	180	60
			Wheel Region	len_{train}	5	89	634	180	60
			Pantograph	[b]	15	86	-	180	60

[a] *HS* (High-Speed) = maximum speed 150 mph
VHS (Very High-Speed) = maximum speed 250 mph
MAGLEV = maximum speed 300 mph

[b] originates as a point source (no length)

[c] Turbulent Boundary Layer

Source Reference SELs at 50 feet

Source: FRA 2005.

For this HST project, the propulsion and wheel-rail source noise levels will come from the HS EMU components found in Table 5-1. For the aerodynamic noise, the VHS

I016-2

Electric components will be used in order to predict HST project noise levels.

HST project operating conditions are important in determining peak hour noise levels, hourly equivalent continuous noise level (Leq) values and day-night sound level/Community Noise Equivalent Level (Ldn/CNEL) values at noise-sensitive receivers. The values from Table 5-1 are used only as reference values in helping to determine the predicted HST project SEL values. Once the appropriate system category and reference quantities are established, the following input parameters are required to adjust each reference SEL to the appropriate HST project operating conditions:

- number of passenger cars in the train, *Ncars*,
- number of power units in the trains, *Npower*,
- length of one passenger car, *ulencar*,
- length of one power unit, *ulenpower*, and
- train speed in miles per hours,*S*.

The following equation should be used to adjust each "*n*th" subsource SEL to the HST project operating conditions identified above:

$$SEL_n = \left(SEL_{ref}\right)_n + 10\log\left(\frac{len}{len_{ref}}\right) + K\log\left(\frac{S}{S_{ref}}\right)_n$$

The consist adjustment in the above equation is reflected in the "10 log(*len*/*lenref*)" term, where *len* represents the subsource length (len*power*, len*train*) specified in Table 5-1. These variables are defined as:

$$len_{power} = N_{power} \times ulen_{power}$$

and

$$len_{train} = \left(N_{power} \times ulen_{power}\right) + \left(N_{cars} \times ulen_{car}\right).$$

The speed adjustment is given by the "*K* log(S/*Sref*)" term, using the appropriate value for *K* in Table 5-1.

Response to Submission I016 (Arnold Kriegbaum, October 12, 2011) - Continued

I016-2

The propagation of noise from the three high-speed train subsources depends on several key components that pertain to the specific noise exposure-versus-distance relationship. The propagation characteristics between each subsource and each receiver need to be determined. Using these characteristics, an SEL-distance relationship for each subsource can be made. Final adjustments are then made to the SEL-distance relationship due to terrain, shielding, or any other propagation path intervening features.

The distances between each subsource on the high-speed train and noise-sensitive receivers have a unique relationship pertaining to how the noise levels attenuate over a given distance. Sound levels naturally attenuate over distance. Figure 5-2 shows the attenuation over distance for both point sources and line sources from a high-speed train. For point sources, noise levels are attenuated by 6 decibels (dB) per doubling of distance. Each subsource on the high-speed train radiates individually as a point source. Most of the individual subsources on the train are arranged in a linear arrangement and act as line sources. Noise levels from line sources attenuate by 3 dB per doubling of distance for Leq and Ldn values, and 3 to 6 dB per doubling of distance for maximum sound level (Lmax) values. The amount of attenuation for Lmax values is dependent upon the length of the train. Once the distance from the noise source to the noise-sensitive receiver is equal to that of the length of the train, the Lmax values attenuate by 6 dB per doubling of distance. This is illustrated in Figure 5-2. The cross-section geometry between the subsource and the receiver is a very significant aspect in determining the SEL-distance relationship. More attenuation due to ground absorption will occur as the distance between the subsource and receiver increases. The heights of both the receivers and the subsources, and their relation to each other and the ground, are all relevant to the propagation path and SEL-distance relationship. The amount of attenuation due to ground absorption from subsource to noise-sensitive receiver is dependent upon the direct line of sight from one to the other and the average height between the two. As the average height decreases, the ground will absorb more noise generated by propulsion subsources and wheel-rail interaction. Ground absorption does little to attenuate aerodynamic noise. The following equations are examples of how to determine the effect of ground attenuation on the noise propagation path. Heff represents the average path height between the subsource and the noise-sensitive receiver. G represents the ground factor. For hard ground, there is no noise attenuation due to ground absorption.

For soft ground: For hard ground:

I016-2

$$G = \begin{cases} 0.66 & H_{eff} < 5 \\ 0.75\left(1 - \frac{H_{eff}}{42}\right) & 5 < H_{eff} < 42 \\ 0 & H_{eff} > 42 \end{cases}$$

G = 0

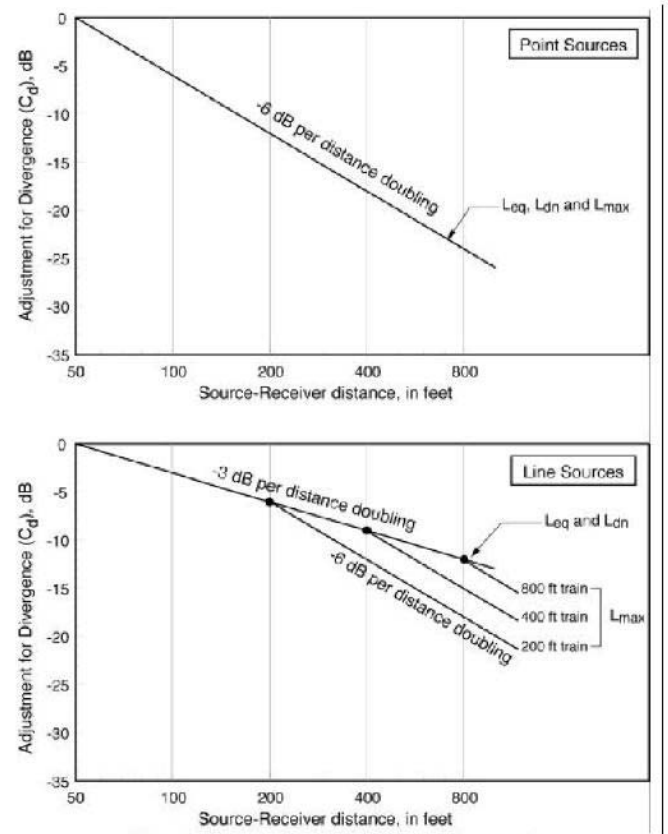


Figure 2-10 Attenuation due to Distance (Divergence)

Response to Submission I016 (Arnold Kriegbaum, October 12, 2011) - Continued

I016-2

Source: FRA 2005

Figure 5-2

Attenuation due to distance (divergence)

Shielding due to terrain and the introduction of noise barriers are two important components in determining the propagation of noise to noise-sensitive receivers. If there is line of sight from a subsource on the high-speed train to a noise-sensitive receiver, the ground factor becomes more critical in determining the amount of attenuation over a given distance. Once line of sight is broken, additional attenuation will be accrued. Line of sight may be broken due to intervening noise barriers and uneven terrain features in the natural topography, and this allows for shielding along the noise propagation path.

An SEL versus distance relationship can be established for the three types of subsources from the high-speed train. Using the distance from the each subsource to the noise-sensitive receiver and the amount of ground absorption and attenuation provided by intervening noise barriers and shielding due to natural topography, the total noise exposure at specific noise-sensitive receivers can be determined as a result of the HST project.

In order to calculate the future noise level from proposed HST operations, the noise parameters and equations within the protocol (FRA 2005a) needed to be compiled into a useable coded noise model. During the development of the noise model, the environmental program manager for the Authority distributed a series of input parameters and output results against which the noise model could be compared for accuracy. The input parameters included operational assumptions (length of train, number of trains during daytime and nighttime hours, train speed) as well as a range of site conditions (height of source, height of receiver, distance to receiver). The results of our analysis were compared to the sample results provided, and the results of these comparisons are presented in Tables 5-2 and 5-3.

In order to establish the cumulative noise exposure at noise-sensitive receivers, all subsource SEL values need to be combined to form a total SEL value for a single train pass-by. Operating schedules are critical to the cumulative noise exposure at noise-sensitive receivers. The total SEL value, total number of train pass-bys, and the time of day that the pass-bys will occur all determine the cumulative noise exposure. Noise-sensitive hours provide different weightings for noise levels at different times during the day and night. Cumulative noise exposure is modeled at residential noise-sensitive receivers by the noise measurement matrix Ldn because municipal codes and general

I016-2

plans use Ldn values to define noise level standards at residential land uses over a 24-hour period. Projected hourly Leq values will also be calculated at other land uses that include, among other uses, churches, schools and libraries. Ldn values will not be useful at these locations because these noise-sensitive land uses are not in use 24 hours a day. Peak hour Leq values will be estimated in order to produce a worst-case scenario at non-residential noise-sensitive land uses. All high-speed train subsource noise levels, operating schedules, and the propagation paths of noise from subsources to individual noise-sensitive receivers factor into the prediction of noise levels at all noise-sensitive receivers as a result of the project.

Submission I017 (Raghunath Kuchakulla, October 5, 2011)

Fresno - Bakersfield - RECORD #433 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 :	Raghunath
Last Name :	Kuchakulla
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	93311
Telephone :	
Email :	rrkmd@yahoo.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	No

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

I am a resident of Bakersfield since 2009 and work in the local hospitals here. We love Bakersfield as it offers a good community programs for our families. We are a member of the Chinmaya Mission Bakersfield.

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. I017-1

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.

• Result in substantial adverse physical impacts associated with the

Submission I017 (Raghunath Kuchakulla, October 5, 2011) - Continued

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.

I017-2 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.

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.

4. Additional Concerns

I017-3 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.

I017-4 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.

I017-5 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.

I017-6

I017-7 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.

I017-8 Fifth, we recommend that the HSR Authority re-evaluate the proposed site on 7th Standard Rd and Freeway 99.

I017-9 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.

I017-10 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 demolishment 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.

I017-11

Thank you for your time and consideration.

Yours very truly,

(Dr. Raghunath Kuchakulla)

EIR/EIS Comment : Yes

Response to Submission I017 (Raghunath Kuchakulla, October 5, 2011)

I017-1

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.

I017-2

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

For information about the potential impacts on the Chinmaya Mission, see 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 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.

I017-3

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

I017-4

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 horizontal and vertical alignments were considered. The Union Pacific Railroad West

I017-4

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.

I017-5

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 are 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 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

Response to Submission I017 (Raghunath Kuchakulla, October 5, 2011) - Continued

I017-5

will not affect the Hageman Grade Separation Project.

I017-6

The specific location of incorrect street names was not provided in the comment, so therefore the responder was unable to address the comment.

I017-7

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 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.

I017-7

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.

I017-8

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

I017-9

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

I017-10

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.

I017-11

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

Submission I018 (Stephen Layla, October 7, 2011)

10-07-11P01:06 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:

I018-1 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:

Stephen Layla
[Name]

[Organization]

10/4/11
Date

Response to Submission I018 (Stephen Layla, October 7, 2011)

I018-1

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

Submission I019 (Cheryl Leal, October 7, 2011)

10-07-11P01:08 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:

I019-1 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: Cheryl Leal

CHERYL LEAL
[Name]

[Organization]

Sept. 30, 2011
Date

Response to Submission I019 (Cheryl Leal, October 7, 2011)

I019-1

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

Submission I020 (George J. Lehn, 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:

I020-1 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: George J Lehn

GEORGE J LEHN
[Name]

[Organization]

Date 9/16/11

Response to Submission I020 (George J. Lehn, September 26, 2011)

I020-1

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

Submission I021 (Austin Lindsey, August 29, 2011)

Fresno - Bakersfield (May 2011 – July 2012) - RECORD #1711 DETAIL

Status :	Action Pending
Record Date :	8/29/2011
Response Requested :	
Stakeholder Type :	CA Resident
Submission Date :	8/29/2011
Submission Method :	Website
First Name :	Austin
Last Name :	Lindsey
Professional Title :	Mr.
Business/Organization :	Save Bakersfield High School
Address :	
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	93313
Telephone :	1-661-431-3769
Email :	Austinlindsey1@gmail.com
Email Subscription :	Bakersfield - Palmdale
Cell Phone :	
Add to Mailing List :	Yes
I021-1 **Stakeholder Comments/Issues :**	Bakerfield High school is a historic place. You know we as Bakersfield high school have the files and documents to back up all of our statements. You will NOT tear down my school, We don't stop fighting, we will not give up. Think of all the money this state will save if the railway isn't built, we are in debt yet you want to spend money on a railway that not many will use. Doesn't seem logical to me. Would you like part of your high school torn down? i think not, so why would you do it to my school ? i will stand up for those people who have previously graduated before me, over 100 years worth of high school students. Oh and stop trying to act smart by switching the name of the blue route to make it not sound as if that one isn't going through my school.
EIR/EIS Comment :	Yes
Affiliation Type :	Individual
Official Comment Period :	

Response to Submission I021 (Austin Lindsey, August 29, 2011)

I021-1

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

Submission I022 (Robert Lohse, October 12, 2011)

RECEIVED
10-12-11P02:15 RCVD

22

Dear California High-Speed Rail Authority,

I022-1 My name is Robert Lohse, I live with my wife Teresa and our children at 7549 Excelsior Avenue Hanford, CA. The current proposed High-Speed Rail route runs approximately 200 feet west of our home. At this time, there is also a proposed overpass which would be built, in front of our house just north of Excelsior Avenue. Speaking with members of the High-Speed Rail Team , I was told that the overpasses had been curved to reduce the impact on homeowners near these overpasses. I would prefer to be bought out and have the Excelsior Avenue overpass built straight inline with the current roadway. My wish to be bought out is not only in my families best interest, but also those of the other citizens of Kings County.

I022-2 As proposed, most of the ramps for the overpasses in Kings County are curved. Kings County has some very dense Tule fog in the winter months. I have lived in Kings County for almost 49 years. I have seen days when the fog was so thick, you could only see one or two center lines on the road. Requiring four changes in direction to negotiate each curved overpass in this Tule fog will be very dangerous. It would also seem more likely that a vehicle might miss one of these curves and end up on or near the high speed rail. The curved ramps would seem to increase the likelihood of head-on vehicle accidents on these overpasses. Therefore, I believe as many of these overpasses as possible should be built straight inline with the existing roadway. What steps will the High-Speed Rail Authority take to mitigate these dangers to Kings County citizens?

I022-3 My other concerns with the curved overpass is the increased noise we will hear. The curved overpass would seem to act as an amplifier when a train is going by, directing more noise towards our house than a straight overpass would. What steps will the High-Speed Rail Authority take to mitigate this increased noise?

I022-4 The headlight on the train could also be an issue. I would think a very bright light would be need to give the train a safe distance to stop in. With the proposed track being eight feet above the existing ground and the train headlight being another 12 - 15 above the track, the light will shine over a long distance. When north bound trains are passing the headlight will be shining right on the back of our home as the tracks will be curving west at that point. What steps will the High-Speed Rail Authority take to mitigate this headlight issue?

I appreciate your time looking into these issues. Please feel free to contact me if you need any further information. (559) 451-1257

Sincerely,

Robert Lohse

Robert Lohse

Response to Submission I022 (Robert Lohse, October 12, 2011)

I022-1

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

The roadway alignment was chosen to minimize the overall impacts on properties in the area. Right-of-way negotiations will continue throughout the design and procurement process. Once the preferred alternative is selected, property owners affected by the alignment will be contacted by the right-of-way acquisition team to review the nature of the impacts on their respective properties. Currently, the Authority and FRA do not plan to acquire properties that are not directly affected by the alignment.

I022-2

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

I022-3

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.

I022-3

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.

I022-4

The HST headlights would be directed such that their direct illumination would not extend beyond the project right-of-way. 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 I023 (Sylvia Lopez, October 5, 2011)

CALIFORNIA High-Speed Rail Authority

10-05-11P03:51 RCVD

Comment Card
Tarjeta de Commentarios

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:
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 Aug 28, 2011. Comments must be recei postmarked, on or before S

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

entario es del 15 de Agosto al 28 2011. Los comentarios tienen que ser camente, o matasellados, el o antes bre del 2011.

Name/Nombre: Sylvia Lopez - Law Office of Sylvia Lopez
Organization/Organización: Attorney at Law
Address/Domicilio: 315 Truxtun Ave, Bakersfield, Ca 93301
Phone Number/Número de Teléfono: 661-324-5911, 661-381-9928
City, State, Zip Code/Ciudad, Estado, Código Postal:
E-mail Address/Correo Electrónico: slopez@lopezlaw.net
(Use additional pages if needed/Usar paginas adicionales si es necesario)

See attachment:
RE: Eminent Domain Actions against 315 and 331 Truxtun Avenue, Bakersfield

RE: Eminent Domain Actions against 315 and 331 Truxtun Avenue, Bakersfield

I am both an owner of properties [MTM Properties, Inc.] and businesswoman [Law Office of Sylvia Lopez] with a legal practice at the 315 Truxtun Avenue location since 1986, who may be subject to eminent domain proceedings because of the Bakersfield High Speed Station. I own two buildings adjacent to each other at 315 Truxtun Avenue and 331 Truxtun Avenue located on the north side of the tracks, a block west of Union Avenue.

In November 2007 my building at 315 Truxtun Avenue, and professional legal office, burned to the point that the office had to be torn down and totally reconstructed. I and my 8 employees were devastated. We had to move out from one day to another and relocated on an emergency bases across the street in a tiny building. It took one year before we could return. Fortunately, it was a very successful reconstruction and I can truly say I am very proud of my building. Needless to say, this event caused an extreme financial hardship associated with the re-establishment of my business.

I023-1 As to both of my buildings, I have taken an active role and invested substantial time and money to make sure both of my buildings are esthetically pleasing and a pride for the city and business community. Now, one of your plans threatens all of this and the thought of going through a daunting process is again devastating, only this time I will see my brand new beautiful building torn down.

I understand there will be casualties along the way for the betterment of society, however, I plead that you consider long and hard as to what your objective is for the future of this downtown area.

I023-2 I have been informed that a consideration is based on a desire to develop the area north of the tracks. I would ask you to look beyond the obvious and consider that given the construction of the new Federal building by Central Park, the development of this area is already well underway. A more positive and long-range plan would be to place the station and the majority of the related construction on the south side of the tracts. This will truly allow for a new and much needed re-development surge of the downtown area east, west and south of the tracks. A connection to the Truxtun Avenue area can be through the overpass that is part of one of the plans. By adopting this plan, you would accomplish a much broader positive effect on the downtown area.

Response to Submission I023 (Sylvia Lopez, October 5, 2011)

I023-1

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

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

I023-2

Refer to Standard Responses FB-Response-GENERAL-02 and FB-Response-GENERAL-10, FB-Response-86.

All of the HST alignments east of Chester Avenue are located south of the BNSF tracks, and the station for the Bakersfield South Alternative is located south of the BNSF tracks. Locating the alternatives further to the south would have placed the station away from the site selected by the City of Bakersfield, Kern County, and the Kern Council of Governments as the preferred location for a station.

Submission I024 (Stephanie Lowas, September 20, 2011)

09-20-11A11:01 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:

I024-1 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: Stephanie Lowas

Stephanie Lowas
[Name]

[Organization]

9/15/2011
Date

Response to Submission I024 (Stephanie Lowas, September 20, 2011)

I024-1

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

Submission I025 (Jerry Ludeke, September 29, 2011)

CALIFORNIA High-Speed Rail Authority

09-29-11P04:53 RCVD

Comment Card
Tarjeta de Commentarios

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:
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 28, 2011. Comments must be received postmarked, on or before Sept

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)11. Los comentarios tienen que ser nente, o matasellados, el o antes e del 2011.

Name/Nombre: (Ms) Jerry Ludeke
Organization/Organización: Archivist at Bakersfield College
Address/Domicilio: 2941 Summit Circle, Bakersfield, CA 93306-1063
Phone Number/Número de Teléfono: 661-871-6737; 661-395-4949
City, State, Zip Code/Ciudad, Estado, Código Postal:
E-mail Address/Correo Electrónico: j@ludeke.com
(Use additional pages if needed/Usar paginas adicionales si es necesario)

I025-1 1. Please do NOT select the route through Bakersfield that impacts the Bakersfield High School campus. This campus, over 100 years old, holds a unique spot in the history and traditions of Bakersfield. Once the only high school in the county, remarkably it has remained consistently a high school of high academic and athletic prowess. The foot print of its campus has never changed in that time, a rarity among institutions anywhere. It houses historic Harvey Auditorium, beloved and still current venue of many Bakersfield events and performances. The first forty three years of Bakersfield College's 98 year existence and development were on this campus. Its two mottoes through the years have been "Pride" and "Once a Driller, always a Driller". Among many others, its two best known graduates, Earl Warren, Chief Justice of the US Supreme Court, and Frank Gifford, renown NFL player and sportscaster, both felt Driller pride and returned for reunions. Please do not let the High-Speed Rail impact this Kern County treasure.

I025-2 2. Like many others, I supported the idea of High-Speed Rail coming right into town ..... until I saw the projections of what that impact would look like in Bakersfield. I no longer support an in-town terminal. As a regular Amtrak passenger now and thus a prospective High-Speed Rail passenger, I would prefer a secure place in town to park my car and check my luggage, and then board a regular dedicated bus which would deliver me and my luggage to the terminal at the edge of town.

Jerry Ludeke

Response to Submission I025 (Jerry Ludeke, September 29, 2011)

I025-1

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

I025-2

Refer to Standard Response FB-Response-GENERAL-02, FB-Response-GENERAL-10, FB-Response-GENERAL-25, FB-Response-SO-08.

Submission I026 (Anthony Lusich, September 23, 2011)

Anthony N. Lusich, PE, GE, F.ASCE
12511 Colorado Avenue
Bakersfield, California 93312
(661) 717-1209
alusich@lusich.com

September 23, 2011

California High-Speed Rail Authority
770 L Street, Suite 800
Sacramento, CA 95814

I made some comments yesterday at the Bakersfield hearing and I'd like to elaborate on my views. I address the need for High Speed Rail, then the reasons for having the Bakersfield to Fresno section built first, and finally, where the alignment should go through Bakersfield.

I026-1

Necessity of High Speed Rail

Existing and Future Highway Capacity

I understand that without a High Speed Rail system, we will have to have an additional 3,000 addition lane miles for our freeways and 90 additional gates at our airports. This will because of our increasing population as well as California's economic growth and commerce. Our heavy freight truck traffic is dependent on both Highway 58 and I-5 up the Grapevine. Without fully operational routes, California's ability to move our goods will be crippled and the risk of reduced economic competitiveness is increased.

There is not enough room for more lanes over the Highway 58 or I-5 alignments. If you have ever traveled these routes you will know that when these trucks go uphill, they are very slow. They will frequently pass each other and travel time for me and other passenger vehicles is greatly increased. Although these trucks are supposed to stay in the truck lanes, they will often take several lanes and this causes a bottleneck for us. As truck traffic increases over the years, this will only get worse. Improvements to Highway 99 will do nothing to improve the bottlenecks.

The situation with the additional gates for the airports is similar. Every possible gate location has been used up. There is no more room at these airports.

I026-1

When you look at High Speed Rail, the width of the right-a-way is narrow. In the future, additional capacity is achieved by running longer trains or increasing the frequency of trains.

Fuel Efficiency and Reduced Emissions

I026-2

If you review *Sustainable Energy — Without the Hot Air* by David JC MacKay - 2009 (Figure 20.23. on page 128), you will see that travel by High Speed Rail is significantly more efficient that passenger vehicles or by jet planes. This implies that resultant criteria air pollutants and green house gas emissions will also be lower.

I026-3

Air quality in our area is about the worse in the country. Reduction by other mobile sources, stationary sources and area wide sources have been made to the lowest practical limits. While reductions due to implementation of sustainable land use practices, actual benefits will be attained very slowly. We can make things better by reducing the number of vehicles through our area.

Recently, we in the Central California Valley have had our vehicle license fees increased due to fines by the US EPA because of non-attainment of air quality requirements. An operational High speed Rail system will efficiently move our people to their destinations. Our industries and businesses are severely restricted right now. We need every practical method available to help our air quality situation.

Amtrak

I026-4

Amtrak trains will be able to be used this section's track. This will increase efficiency and lower travel times. Amtrak will provide an excellent support system for local travel.

Initial Construction of the Bakersfield-Fresno Section

Future Operational Use

The initial operational use of the system will either be from this section north or from this section south to southern California. By having this section constructed first, for whichever route is chosen, it is assured that it is complete and ready to go for initial operational use.

Location of Heavy Maintenance Facility

The Heavy Maintenance Facility, will more than likely, be constructed along this section. It has to be ready for both initial and full operations. It will be essential for the success of the system.

Submission I026 (Anthony Lusich, September 23, 2011) - Continued

Test Track Location and Private investment

I026-5 Financing this system will require private investment. This is the only section that can be tested at maximum speed. It is essential that testing in this section demonstrate the capability of the system. When fully operational, the maximum high speed in this section is needed to keep trip times to a minimum.

Private investors will want to know that the system will operate at the planned speeds. If there is a higher risk due to the unproven system performance, they will want a higher return on their investment. This will unnecessarily increase the cost of the project.

Efficiency of Construction

I026-6 Our area has the material resources needed for construction. Aggregates and cement manufacturing capabilities are in this vicinity. This will help make initial construction be less expensive.

Further, construction of this section, on a cost per mile basis, is the lowest of the entire system. Track can be laid down cheaper than anywhere else. This will demonstrate to the public that their investments are being applied prudently.

Economic Need

I026-7 The current unemployment in many of our communities is 40%, if not higher. This includes all employment sectors and nearly all industries. Our area desperately needs this project for economic recovery. It is well recognized that infrastructure investment has ripple effect in economic benefit.

Selection of Route through Bakersfield - Bakersfield High School

Tradition

I026-8 There is a lot of discussion by the students and alumni of Bakersfield High School regarding the loss of the use of this part of their campus. For them, the tradition of their school is reportedly essential for their well-being.

Structures in Question

The fact is that the buildings in question are old and underutilized structures. Very little education is actually occurring there. There is nothing special about the architecture. It is not a formally recognized historical structure. It does not connect to the Harvey Auditorium, where my Baccalaureate was held.

Risk

I026-9 If the High Speed train is located there or a few yards to the north, there will not be a significant noise reduction. There will be an unperceivable difference in risk to students.

I used to live next to east Orangethorpe Avenue in Anaheim. Heavy freight trains tracks were located a hundred feet or so from our home and they ran frequently, but we got used to it. It did not destroy our well-being.

Technology

The High Speed may be a benefit in that the students will be better exposed to technology. It may encourage students to pursue engineering or science careers. These are disparately needed professions for the future vitality and competitiveness of our nation.

Mercy Hospital

I026-10 By moving the alignment north, it will be closer tp Mercy hospital. The people there need to have as low a disturbance of their environment as possible. Some are very ill. Some are trying to recover from a serious surgery. Their well-being is immensely important. When I compare the needs of these patients as compared to the loss of “tradition” and an underutilized part of the BHS campus, I choose the people whose live are more tenuous. The comparison is not even close.

Closure

I026-11 In summary, I believe the construction of the High Speed rail is essential. Construction should be started in this section, and the alignment should result in the removal the industrial arts buildings at BHS, rather that increasing effects to Mercy Hospital patients. Thank you for your kind consideration of my comments.

Respectively submitted,

Anthony N. Lusich, PE, GE, F.ASCE
12511 Colorado Avenue
Bakersfield, California 93312
(661) 717-1209

Response to Submission I026 (Anthony Lusich, September 23, 2011)

I026-1

Refer to Standard Response FB-Response-GENERAL-09.

I026-2

Refer to Standard Response FB-Response-GENERAL-09.

I026-3

Refer to Standard Response FB-Response-GENERAL-09.

I026-4

Refer to Standard Responses FB-Response-GENERAL-12 and FB-Response-GENERAL-13.

I026-5

The steel-wheel-on-steel rail high-speed train technology is well proven throughout Europe and Asia, and is the basis of all HST systems for the past five decades. Beginning with the Shinkansen in Japan in 1964, which has a top speed of 130 mph, top speeds have steadily increased and now reach 190 mph on many HST lines. Test speeds for the technology have reached as high as 356 mph on the French TGV. The Authority will borrow from this existing technology for the California HST System. Because the technology has been in place for so long, the risk of not accomplishing the design objective for the California HST System is low.

I026-6

The Authority concurs with this general assessment.

I026-7

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

See Section 5.1.2 in the Community Impact Assessment Technical Report (Authority and FRA 2012g) and refer to the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12, Impacts #5 and #14, for information on project job creation during construction and operation.

I026-8

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

I026-9

There are planned mitigation measures for Mercy Hospital in the form of noise barriers along all potential alignments.

I026-10

Refer to Standard Response FB-Response-SO-01, FB-Response-SO-04.

See the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12.7, Mitigation Measure SO-4, for information on measures to reduce impacts on Mercy Hospital.

See Section 3.3, Air Quality, Mitigation Measure AQ-3: Reduce the Potential Impact of Concrete Batch Plants, for information about how concrete batch plants will be sited at least 1,000 feet from sensitive receivers, including daycare centers, hospitals, senior care facilities, residences, parks, and other areas where people may congregate.

See Section 3.4, Noise and Vibration, for information about planned mitigation measures for Mercy Hospital in the form of noise barriers along all potential alignments. The potential sound barrier mitigation for this area for operation noise from 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.

See Section 3.5, EMF/EMI, for more information about EMF impacts on Mercy Hospital, and see Mitigation Measure EMF/EMI-1: Protect Sensitive Equipment, for information about how the final design will include suitable sign provisions to prevent interference.

See Section 3.16, Aesthetics and Visual Resources, for information about temporary impacts related to new sources of light and glare during construction. The section explains that the impacts are of negligible intensity, and because their context would be localized, temporary, and with appropriate mitigation from Mitigation Measure AVR-1a and AVR-1b, minimally affected, they are therefore not significant under NEPA and

Response to Submission I026 (Anthony Lusich, September 23, 2011) - Continued

I026-10

would be reduced to less-than-significant levels under CEQA.

I026-11

Refer to Standard Response FB-Response-GENERAL-09.

Submission I027 (Radhika Madireddy, October 4, 2011)

Fresno - Bakersfield - RECORD #397 DETAIL

Status :	Action Pending
Record Date :	10/4/2011
Response Requested :	
Stakeholder Type :	Other
Submission Date :	10/4/2011
Submission Method :	Website
First Name :	Radhika
Last Name :	Madireddy
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	93311
Telephone :	661-663-9281
Email :	rmadireddy@yahoo.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

I am Radhika Madireddy and I am a member of the Chinmaya Mission.

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. I027-1

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.

• 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

Submission I027 (Radhika Madireddy, October 4, 2011) - Continued

governmental facilities, the construction of which could cause significant environmental impacts.

I027-2 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.

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.

4. Additional Concerns

I027-3 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.

I027-4 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.

I027-5 Third, we find that the EIR report provided is incomplete and insufficient.

I027-5 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
I027-6 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.

I027-7 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.

I027-8 Fifth, we recommend that the HSR Authority re-evaluate the proposed site on 7th Standard Rd and Freeway 99.

I027-9 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.
I027-10 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
I027-11 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 demolishment 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.

Thank you for your time and consideration.

Yours very truly,

Radhika Madireddy

EIR/EIS Comment : Yes

Response to Submission I027 (Radhika Madireddy, October 4, 2011)

I027-1

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. Also see Volume I, Section 3.12.7, Mitigation Measure SO-4, related to the relocation of important community facilities.

I027-2

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. See also 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 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.

I027-3

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

I027-4

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

I027-4

horizontal and vertical alignments were considered. The Union Pacific Railroad West Alternative was carried forward in the Fresno to Bakersfield Section 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 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.

I027-5

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

A Detailed Noise Vibration Technical Report is included in the Technical Appendix of the EIR. Noise measurements began to be conducted in 2009 and additional measurements were 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 Technical Report. The number of trips per day are 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 I027 (Radhika Madireddy, October 4, 2011) - Continued

I027-5

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

I027-6

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

I027-7

Mitigation Measure N&V-MM#3 commits the Authority to implement noise mitigation for operational noise impacts caused by the HST and establishes guidelines for implementing that mitigation. As shown in Figure 3.4-19 of the Revised DEIR/Supplemental DEIS, noise barriers are an appropriate mitigation measure for the HST through Bakersfield. State law requires the Authority to meet its mitigation obligations and project cost estimates for project construction that include the cost of mitigation. This comment provides no evidence to substantiate the allegation that the Authority will not implement mitigation measures that it has committed to in the EIR/EIS.

I027-8

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

I027-9

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

The EIR/EIS is not 30,000 pages long. The Revised DEIR/Supplemental DEIS is 2,000 pages long. The appendices contain about 750 pages of text, a 280-page map book of the alternative alignments, and about 900 engineering drawings for a total of about 4,000 pages.

I027-10

Refer to Standard Response FB-Response-GENERAL-26.

I027-11

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

Submission I028 (Rebecca Mahan, September 24, 2011)

Fresno - Bakersfield - RECORD #391 DETAIL

Status :	Action Pending
Record Date :	10/4/2011
Response Requested :	No
Stakeholder Type :	CA Resident
Submission Date :	9/24/2011
Submission Method :	Project Email
First Name :	Rebecca
Last Name :	Mahan
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	CA
Zip Code :	NA
Telephone :	661-703-6049
Email :	alltwenty@yahoo.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	No
Stakeholder Comments/Issues :	To whom it may concern, I028-1 I am wondering if the idea of NOT going through Bakersfield has been thought of. A shuttle service to a scheduled stop location would/should be an option. If the train does not enter metro areas, there will be no concern of tearing down historic buildings or homes. There is potential of a great amount of savings. There are also safety issues that would also be solved with this option. A train station on the outskirts of town would be great. Transportation options could include taxi service...a bus shuttle...Personal vehicle (with a park and ride option)...car rental... Thank you for your time and consideration, Rebecca Mahan (661-703-6049)
EIR/EIS Comment :	Yes

Response to Submission I028 (Rebecca Mahan, September 24, 2011)

I028-1

Refer to Standard Responses FB-Response-GENERAL-02 and FB-Response-GENERAL-10, FB-Response-86.

Submission I029 (Michael V. Mahoney, October 12, 2011)

RECEIVED
10-12-11P01:43 RCVD

Michael V. Mahoney

595 Market Street, Suite 1350
San Francisco, CA 94105-2825
mmahoney@aceweb.com

California High-Speed Rail Authority
770 L Street
Suite 800
Sacramento, CA 95814

I offer the following comments on the draft environmental impact report for the Merced to Fresno section of the high-speed rail project. I would have liked to comment also on the Fresno to Bakersfield section, but time did not permit.

I represent no client and am making these comments only on my own behalf.

I029-1

1. Distribution of reports.

Paper copies or DVD copies of the environmental impact reports have been distributed to public libraries and public agencies along the path of the route being studied, together with one paper copy available at the Authority offices in Sacramento. No copies have been made available outside the affected zone.

I submit that persons living and working outside the affected zone are also interested in the project, and are entitled to see the reports. The Authority will supply DVD copies to those who ask, which is appreciated, but not all citizens have access to computers, or to computers that can read DVDs, and some citizens may prefer to work with a paper copy of the report in any case. I don't doubt that the cost of printing paper reports is considerable, but I also don't doubt that, once the printing job is under way, the marginal cost of printing additional paper reports is minimal.

I would therefore suggest that, in future, paper copies of environmental impact reports published by the Authority be placed in the public libraries of all the principal cities along the high-speed rail route, whether or not they pertain to portions of the route located in those cities. I would ask to see reports in the libraries of Sacramento, San Francisco, San Jose, Los Angeles, and Anaheim, with additional

consideration being paid to placing paper copies in the libraries of smaller cities along the route.

2. Noise.

I029-2

Earlier environmental impact reports on noise by the Authority were subject to criticism on various grounds. Among them was the calculation of noise effect by counting the number of dwellings near the route, without stating what was meant by "near." Also critics said that it was not helpful to divide noise impacts into low, moderate, and high, without defining what was meant by these words.

The first criticism appears to have been addressed, as the Authority has apparently gone out and counted the buildings along the route and categorized them. However, the second appears to have been let slip, because the categories of "no impact," "moderate impact," and "severe impact," as set forth at page 3.4-6, appear to be the same idea, expressed in slightly different words. I understand that the Authority is drawing this terminology from FRA documents, but the Authority has an independent obligation to investigate these matters and cannot rely on FRA reports for its justification.

Figure 3.4-1 is a considerable improvement over previous efforts by the Authority, because it purports to actually measure the noise emitted by a passing train. It shows that, at 100 feet distance from the track, the high speed train running at its projected 220 miles per hour will produce 95 dbA of noise, equivalent in level to something between a rock drill and a jackhammer. A high speed train traveling a more conservative 50 mph will produce only 80 dbA, equivalent to the noise emitted by a bus going 55 mph.

It is possible to begin to build a picture of the noise level. Figure 3.4-3, if I read it correctly, shows that at any level of ambient sound, starting at a low level and going right up to 80 dbA, a train passing at full speed will impose "severe" disturbance. However, even the 55 mph train, emitting 80 dbA , will impose severe disturbance. So the report has not made it clear why it states at Table 3.4-12, on Page 29, that 1,243 residences will experience only moderate disturbance. Is it because some of these residences are beyond the 100-foot limit of Figure 3.4-1? If so, should not Figure 3.4-1 be expanded to show the fall-off in adverse effect for listeners at greater distances, e.g., 200 feet, 300 feet, and so on?

Moreover, where did the number 1,243 come from? We now return to the problem of what the report means by "near." Presumably there are 1,243

Submission I029 (Michael V. Mahoney, October 12, 2011) - Continued

residences near the route, but at what distance?

At Appendix 5-A, Page 9: we learn that 120 trains per day are projected. The appendix goes on to explain that some of these trains will be "bond issue" trains, going full-on from San Francisco to Los Angeles with perhaps a stop only at San Jose, in order to rescue the bond issue by making the 2 hour, 40 minute timetable. Others will be stopping trains, which, when they are approaching or leaving a stopping station, will travel at less than the line speed of 220 mph. Thus some parts of the line will be exposed to the noise of 120 full-speed trains per day, while others will have a lesser noise level consisting of a mix between high-speed and lower-speed trains.

Yet even the slower traveling trains will have a noticeable impact on their surroundings. At 120 trains per day, running over a hypothetical 12-hour running time, we would have 10 trains per hour, I.e., one every 6 minutes, inflicting "severe" disturbance.

The report would give a much clearer picture, I think, if it drew a sound map, and told us how many residences lie within the 90 dbA zone, how many within the 85 dbA zone, and so on.

The report is also opaque on the question of the "surprise" effect. It asserts at Page 3.4-40 that the surprise zone for a high-speed train traveling at line speed is only 45 feet from the track, which is within the fenced right of way; thus there is no surprise effect. I find this hard to believe, and propose that, if the Authority wants to stand behind the 45-foot distance it should be prepared to explain in more detail how that number was arrived at.

Even if the 45-foot number is correct, there are places where humans can be found less than 45 feet from the track, that is, stations. Of course, a train coming slowly into a station and about to stop does not generate appreciable noise; but remember that the "through" trains will be banging through on the central tracks at 220 mph. The distance from platform edge to track center of the high speed line at the Merced station, according to the diagram at Volume III, Section A, Page 15, is 30.75 feet.

In addition, I continue to be perplexed by the unwillingness of the Authority to look at noise mitigation measures that have been employed by the high speed rail administrations of Europe and Asia. The physics of noise is the same the world over, although other cultures may react to it differently.

I029-3

3. Safety and Security.

The report contains a chapter on safety and security, Chapter 3.11. At first blush, safety and security would not seem to be environmental issues, although of course measures taken to cope with these problems could have environmental consequences. Nevertheless, the subject is discussed, although I think, based on the material presented, that the subject was not given much attention. This is obviously undesirable.

The two main safety issues are, first, preventing derailment of the high speed trains and, second, preventing intrusion of objects onto the high speed tracks that might foul the line and lead to derailment. The most important of these objects are conventional trains operating on adjacent tracks, such as the Union Pacific.

On the first issue, I note that Figures 3.11-7 and 3.11-8 show a curbing system designed to keep the train from jumping the tracks in the event of a derailment, and offer evidence that it worked, once, in Taiwan. The report also states that this curbing system would not be in place along the entire route, but only in areas where the risk of derailment was high or the consequences would be severe.

The report then concludes that the risk of derailment beyond the line of the curb would be "negligible" because of this system. But this is obviously incorrect, as there will continue to be some risk of derailment at areas not protected by the curbs.

The report asserts (Page 3.11-24-25) that the 1998 German derailment could have been prevented by proper maintenance of the train or by installation of the curbing system. That accident took place because a defectively designed wheel broke apart on one car, and, when the bogie holding that wheel came to a switch, the car derailed, and the accident happened shortly thereafter.

Quite likely, if the track in the area of the switch had been protected by the Taiwanese curbing system, the accident could have been avoided. It is a bit misleading, however, to say that it could have been avoided by proper maintenance. The flaw in the wheel design had already become apparent, even to someone not versed in materials design or rail systems engineering, and news of this was slowly percolating through the bureaucracy. Unfortunately, it did not get to the right people in time to replace the bad wheels.

Submission I029 (Michael V. Mahoney, October 12, 2011) - Continued

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In addition, the report is silent as to anti-derailment measures put in place by other foreign lines. For example, Since 1998, has the DB put such a system in place?

Turning from the question of derailment of the high speed train to that of fouling the tracks caused by derailment of the adjoining Union Pacific or BNSF trains, the report proposes physical separation of a minimum of 100 feet between the two tracks. However, the report takes an alarmingly blasé attitude towards the possibility of such fouling. "Historically, train derailments in the United States have generally occurred where there is special trackwork, such as turnouts and crossovers, *or where a rail network may not have been adequately maintained at the authorized speed.* "(Page 3.11-23, italics added)

The report seems to imply that horizontal separation would only be needed at areas of special trackwork. But American railroads employ deferred maintenance as a matter of course. This is not to single out UP; they all do it. The Authority cannot risk the lives of its passengers on the assumption that an adjoining railroad, operating in the private sector under the rules of free enterprise, will maintain its track up to top standards. Therefore, the minimum mitigation must be horizontal separation, or berms, throughout the entire length of route where the high speed line adjoins a private railroad.

If the 100-foot zone is entirely on state property, well and good. But the report also proposes that some of the zone could be on UPRR property. At Page 3.11-23 the report proposes that when the HST line is parallel to existing rail there will either be a gap of 100 feet between the centerline of the HST track way and the edge of the UPRR right-of-way, or 102 feet between the centerline of HST and UPRR tracks. The diagram at Volume III, Section A alignments, Page 13, shows a minimum space of 52 feet from the HST catenary pole to the edge of the UPRR right-of-way, then a further 50 feet in UPRR right-of-way to the UPRR track, total 102 feet.

The problem here is that, while this might be adequate on the day the line is open to service, the Authority has no power to stop Union Pacific from adding a track to its existing right of way. Although the national economy is in a slump right now, as it grows the need for rail freight will grow, and with it the need by UP for extra tracks. If UP, after the construction of the high speed line, begins to add a track, the Authority as a defensive measure will have to build a protective berm. The report might consider this possibility.

For that matter, the report could justifiably spend more time on the

6

unique safety problems of this project. There was a severe fatal accident on the Belgian railways near Brussels on February 15, 2010. It involved two conventional trains that collided, possibly because a drive had passed a red signal. The train cars fouled the adjacent track, which was dedicated to high speed Eurostar and Thalys service; fortunately, all trains were stopped before they reached the scene, and the only problem for the high speed systems was that the line had to be closed for several days to clear the tracks and check for damage.

But the trains on this line would have been traveling at conventional line speed, which in Belgium is probably around 85 mph. The European high speed trains operate at conventional speed in the cities and built-up areas, and only accelerate to high speed when they are out in the countryside, far from other railways or sources of intrusion on the line. The California trains, by contrast, will travel at full line speed, 220 mph, through cities, suburbs, the Merced train station, and other areas where they confront the continual possibility of unwanted intrusion on the line. The High Speed Rail Authority has yet to acknowledge this difference between its proposal and other high speed systems that have been built.

Respectfully submitted,

Michael V. Mahoney

Response to Submission I029 (Michael V. Mahoney, October 12, 2011)

I029-1

The Draft EIR/EIS and Revised DEIR/Supplemental DEIS were made available at dozens of community centers, libraries, and locations throughout the project footprint to encourage public participation and comment. A complete listing of locations is available at the Authority's website.

I029-2

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

I029-3

The EIR/EIS concluded that the risk of derailment of the HST is negligible. A negligible risk means that the risk is less than significant. It does not mean there is no risk.

Section 3.11, Safety and Security, of the Final EIR/EIS states that physical containment elements, such as derailment walls, are one of a variety of strategies to ensure containment of the HST within the right-of-way in the event of a derailment. Additional strategies encompass design, operation, and maintenance of the system to prevent derailments and to contain the train within the right-of-way in the event of a derailment. For example, the equipment specifications for the HST System 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 to keep the trains in alignment with the track structure. This feature, plus the tight-coupled, articulated nature of the trainsets will allow the trains to behave during a derailment in a manner that 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 that 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.

I029-3

With regard to the 1998 German derailment, the accident could have been prevented in several ways, including installation of a derailment wall or parapet or use of undercarriage clamps and traction-motor casing design that would have enabled the train to hug the rails in the event of derailment. After this accident, it is understood that all wheels of similar design on German HSTs were replaced with monoblock wheels. The entire German railway network was checked for similar arrangements of switches close to possible obstacles. It is not known if other anti-derailment measures were implemented. As indicated in the EIR/EIS, other HST systems in the world use a variety of anti-derailment systems.

The project design has been modified since circulation of the Draft EIR/EIS to provide greater separation between HST tracks and adjacent freight rail tracks to prevent intrusion of objects onto the HST tracks. This separation is shown on the engineering drawings provided in Volume 3, Alignments and Other Plans, of the Final EIR/EIS. In developing this separation, future plans for additional tracks to be constructed by the BNSF Railway were included in the design.

As discussed in Section 3.11, Safety and Security, of the Final EIR/EIS, a horizontal separation of approximately 102 feet between the centerlines of adjacent conventional and HST trackways has been determined by FRA to be a distance sufficient to require no additional protection. This minimum separation distance includes the distance of the maximum practicable excursion of the longest U.S. freight rail car from the center of track, plus an allowance for overhead contact system (OCS) masts. A car body length of 89 feet for the freight rail car displacement, plus an allowance of 12.5 feet to include an OCS mast foundation, results in a minimum separation distance, without an intrusion protection barrier of 101.5 feet, rounded up to 102 feet.

These separation requirements, described in Technical Memorandum 2.1.7, *Rolling Stock and Vehicle Intrusion Protection for High-Speed Rail and Adjacent Transportation Systems* (Authority 2008b), were developed specifically for the HST System and do not directly adopt existing criteria for separation requirements. The guidance for intrusion protection generally follows the recommended practices described in the American Railway Engineering and Maintenance-of-Way Association manual (AREMA 2012) and the design standards developed specifically for the construction and operation of HSTs

Response to Submission I029 (Michael V. Mahoney, October 12, 2011) - Continued

I029-3

are based on international practices. These practices include technical guidance from National French Railways for separation between an HST system and roadway infrastructure and International Union of Railways Codes for Structures Built over Railway Lines. For intrusion from highways/roadways and protection of highway motorists, the design guidance follows FRA recommendations and was revised to be compliant with the Caltrans Highway Design Manual, which was updated in 2012 to specifically address separation requirements for HST facilities adjacent to the state highway system (Caltrans 2012b).

If a railroad line is less than 102 feet from an HST track and if both are at ground level, additional protection is required. The need and type of protection are subject to the distance between tracks and the risk of a derailment. Earth berms can be used as intrusion protection for tracks with centerline separation of 45 to 102 feet. A minimum of 29 feet of separation is required between centerlines of HST and adjacent railroad tracks, and this separation requires a physical intrusion barrier. When intrusion protection is needed, the minimum total height must be 10 feet with either ditch plus berm, concrete wall plus screen, or only a concrete wall.

The need for and type of protection are subject to the distance between tracks and the risk of a derailment. In the city of Fresno, there would be a barrier between the HST and UPRR corridors from the northern end of the station tracks near Amador Street to about 700 feet south of Ventura Street. The Corcoran Elevated and Corcoran Bypass alternatives are located between the BNSF Railway and State Route (SR) 43, beginning at SR 43 where it parallels the BNSF Railway north of Corcoran. A barrier between the HST project and SR 43 would be required for the Corcoran Bypass Alternative from this point south to about Nevada Avenue, a distance of approximately 1.8 miles. For the Corcoran Elevated Alternative, the barrier between the HST project and SR 43 would be required from the point where the HST project is between SR 43 and the BNSF Railway south to Santa Fe Avenue, a distance of approximately 5 miles.

Submission I030 (Iyengar Malini, October 5, 2011)

Fresno - Bakersfield - RECORD #453 DETAIL

Status :	Action Pending
Record Date :	10/6/2011
Response Requested :	No
Stakeholder Type :	CA Resident
Submission Date :	10/5/2011
Submission Method :	Email
First Name :	Iyengar
Last Name :	Malini
Professional Title :	M.D.
Business/Organization :	Chinmaya Mission
Address :	
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	93311
Telephone :	6613236410
Email :	malinilg@aol.com
Email Subscription :	Fresno - Bakersfield
Cell Phone :	
Add to Mailing List :	Yes

Stakeholder Comments/Issues : Sent to the wrong section

Lisa Lanterman
URS Public Affairs
(916) 679-2210 direct
(916) 642-5406 cell

-----Original Message-----
From: support@pbcommentsense.com
[mailto:support@pbcommentsense.com]
Sent: Wednesday, October 05, 2011 11:46 AM
To: bakersfield_palmdale@hsr.ca.gov
Subject: California High-Speed Train Comment

Submission via http://www.cahighspeedrail.ca.gov/contact.aspx

First Name: iyengar
Last Name: malini
Contact Category: Bakersfield - Palmdale Interest As: Other
Organization: chinmaya member
Title: M.D.
Email Address: malinilg@aol.com
Telephone: 6613236410
City: bakersfield
State: CA
County: kern
Zip Code: 93311

Message:
I030-1 I am concerned about our religious place.I urge to save our place religious & spiritual place where several members our community & other communities come worship & learn peaceful way of living .Iam for speed rail , but not to distroy chinmaya mission. please think of some other route.

==========
Please note this record is also saved in PBCommentSense Bakersfield - Palmdale Corridor as record #36.
http://cahsr.pbcommentsense.com/pbcs/submission/edit.aspx?id=3787&projectID=2

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EIR/EIS Comment : Yes

Response to Submission I030 (Iyengar Malini, October 5, 2011)

I030-1

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

For information about the potential impacts on the Chinmaya Mission, refer to the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12, Impact SO #7. Also see Section 5.2.5 in the Community Impact Assessment Technical Report for a description of how the church property would be affected under each of the alternatives through Bakersfield (Authority and FRA 2012g). Volume I, Section 3.12, Mitigation Measure SO-4, addresses the impacts related to the relocation of important community facilities. For information on the property acquisition and compensation process. see Volume II, Appendix 3.12-A.

Submission I031 (Iyengar Malini, October 6, 2011)

Fresno - Bakersfield - RECORD #452 DETAIL

Status :	Action Pending
Record Date :	10/6/2011
Response Requested :	No
Stakeholder Type :	CA Resident
Submission Date :	10/6/2011
Submission Method :	Email
First Name :	Iyengar
Last Name :	Malini
Professional Title :	Psychiatrist
Business/Organization :	Chinamaya Mission
Address :	
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	93309
Telephone :	661-323-6410
Email :	malinilg@aol.com
Email Subscription :	Fresno - Bakersfield
Cell Phone :	
Add to Mailing List :	Yes

Stakeholder Comments/Issues :

Sent to wrong e-mail

Lisa Lanterman
URS Public Affairs
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-----Original Message-----
From: support@pbcommentsense.com
[mailto:support@pbcommentsense.com]
Sent: Thursday, October 06, 2011 10:53 AM
To: bakersfield_palmdale@hsr.ca.gov
Subject: California High-Speed Train Comment

Submission via http://www.cahighspeedrail.ca.gov/contact.aspx

First Name: iyengar
Last Name: mailini
Contact Category: Bakersfield - Palmdale Interest As: Other
Organization: chinamaya mission
Title: psychiatrist
Email Address: malinilg@aol.com
Telephone: 661-323-6410
City: bakersfield
State: CA
County: kern
Zip Code: 93309

Message:
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
Iam a member of chinmaya mission. Iam a psychiatrist practicing in bakersfieldfor more than 13years.this mission has helped me deal with stress of practice, also helped to teach my patients how deal with stress of daily life.
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

Submission I031 (Iyengar Malini, October 6, 2011) - Continued

I031-1 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.
- 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.

I031-2 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.

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

I031-2 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.

4. Additional Concerns

I031-3 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.

I031-4 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.

I031-5 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

I031-6 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.

I031-7 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.

I031-8 Fifth, we recommend that the HSR Authority re-evaluate the proposed site on 7th Standard Rd and Freeway 99.

I031-9 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

Submission I031 (Iyengar Malini, October 6, 2011) - Continued

I031-10

I031-11

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 demolishment 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.

Thank you for your time and consideration.

Yours very truly,
Iyengar malini.

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Please note this record is also saved in PBCommentSense Bakersfield - Palmdale Corridor as record #38.
http://cahsr.pbcommentsense.com/pbcs/submission/edit.aspx?id=3821&projectID=2

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EIR/EIS Comment : Yes

Response to Submission I031 (Iyengar Malini, October 6, 2011)

I031-1

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). Also see Volume I, Section 3.12.7, Mitigation Measure SO-4, for information about the relocation of important community facilities.

I031-2

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 Repor*t* (Authority and FRA 2012g). Also see Volume I, Section 3.12.7, Mitigation Measure SO-4, for information about the relocation of important community facilities.

The potential sound barrier mitigation for this area for operation noise from the project is listed in the Revised DEIR/Supplemental DEIS, 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.

I031-3

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

I031-4

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

I031-4

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 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.

I031-5

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.

Response to Submission I031 (Iyengar Malini, October 6, 2011) - Continued

I031-5

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.

I031-6

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 this.

I031-7

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 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.

I031-8

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

I031-9

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

I031-10

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

I031-11

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

Submission I032 (Richard Manies, September 22, 2011)

09-22-11P03:00 RCVD

DATE: September 19, 2011

TO: California High Speed Rail Authority
Fresno to Bakersfield Draft EIR/EIS
Comment

FROM: Richard Manies

SUBJECT: Kings / Tulare County Regional Train Station

Dear CHSRA,

I032-1 I want make a comment on the Kings/ Tulare County Regional Train Station stop. As a life long resident of Tulare County It is a " COLD HARD SLAP IN THE FACE " When the station is in Kings County and next to Hanford, CA. And you say that part of Tulare County "it is not". And further more that Visalia has a population of 123,000 and Tulare ha a population of 65,000 + within a 9 mile area.

And you will say that I can use the Cross Valley Railroad Project to gain access to the high speed stop.

So, what do I have to do. From Tulare take the transit bus to Visalia. Bring a folding chair with me as the Cross Valley

I032-1 Freight Train goes by the Visalia Transit Stop jump into a open box car and rocket over to the Hanford High Speed Station @ 15 MPH. And jump off in Hanford.

I know what else you will say: Just put a bus on @ the HSR station and that fixes everything.

I would like to think that the people of Tulare County would like to make easy to ride the California High Speed Rail.

Sincerely,

Richard Manies

Response to Submission I032 (Richard Manies, September 22, 2011)

I032-1

As discussed in Section 2.3.2.2 of the Revised DEIR/Supplemental DEIS, possible locations for the Kings/Tulare Regional Station were identified in the *Visalia-Tulare-Hanford Station Feasibility Stud*y (Authority 2007). Section 5.2.3 of the referenced Feasibility Study describes the development of station location zones that were defined on the basis of proximity to existing arterials (SR 198 and SR 99) (also depicted in Figure 2-19, Rural subsection alternatives). As station locations are associated with HST alignment alternatives, the Kings/Tulare Regional station locations considered in the Revised DEIR/Supplemental DEIS include locations along the BNSF Alternative (Kings/Tulare Regional Station-East Alternative) and the Hanford West Bypass 1 and Hanford West Bypass 2 alternatives (Kings/Tulare Regional Station-West Alternative). Local transit or shuttle service connecting downtown Hanford, Visalia, and/or Tulare with the Kings/Tulare Regional Station would be coordinated in consultation with local communities.

Please see Section 2.4 of the Revised DEIR/Supplemental DEIS for descriptions of the Fresno to Bakersfield Section alternatives evaluated in the EIR/EIS. The *Visalia-Tulare-Hanford Station Feasibility Study* is available on the Authority's website.

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 I033 (James Mann, October 12, 2011)

Fresno - Bakersfield - RECORD #650 DETAIL

Status :	Action Pending
Record Date :	10/12/2011
Response Requested :	
Stakeholder Type :	Other
Submission Date :	10/12/2011
Submission Method :	Website
First Name :	james
Last Name :	mann
Professional Title :	legal liaison
Business/Organization :	MPM healthcare
Address :	
Apt./Suite No. :	
City :	st. petersburg
State :	FL
Zip Code :	33702
Telephone :	7274175027
Email :	jimmannjr@gmail.com
Email Subscription :	Bakersfield - Palmdale, Fresno - Bakersfield
Cell Phone :	
Add to Mailing List :	Yes
I033-1 **Stakeholder Comments/Issues :**	Historical land marks such as a high school should remain. In these economic times, you are choosing to get rid.of a high school and then rebuild it or shift students to other high schools. It is a place of honor, achievement, and pride. This is not only a historical site but a site of constant memories for us. Other alternatives are better situated for this project. Sincerely James Ray Mann Jr.
EIR/EIS Comment :	Yes

Response to Submission I033 (James Mann, October 12, 2011)

I033-1

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

Submission I034 (Jayashree Manohara, October 12, 2011)

Fresno - Bakersfield (May 2011 – July 2012) - RECORD #655 DETAIL

Status :	Action Pending
Record Date :	10/12/2011
Response Requested :	No
Stakeholder Type :	CA Resident
Submission Date :	10/12/2011
Submission Method :	Website
First Name :	Jayashree
Last Name :	Manohara
Professional Title :	Treasurer
Business/Organization :	Chinmaya Mission
Address :	
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	93309
Telephone :	
Email :	Jmanohara@aol.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	No
I034-1 **Stakeholder Comments/Issues :**	Against the project of high speed rail as is.
EIR/EIS Comment :	Yes
Affiliation Type :	Individual
Official Comment Period :	Yes

Response to Submission I034 (Jayashree Manohara, October 12, 2011)

I034-1

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

Submission I035 (Susan Marmaduke, September 26, 2011)

09-26-11P04:24 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:

I035-1 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: Susan Marmaduke

Susan Marmaduke
[Name]

[Organization]

9.21.11
Date

Response to Submission I035 (Susan Marmaduke, September 26, 2011)

I035-1

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

Submission I036 (Veronica and Cruz Marquez, October 12, 2011)

Fresno - Bakersfield - RECORD #646 DETAIL

Status :	Action Pending
Record Date :	10/12/2011
Response Requested :	
Stakeholder Type :	CA Resident
Submission Date :	10/12/2011
Submission Method :	Website
First Name :	VERONICA AND CRUZ
Last Name :	MARQUEZ
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	SELMA
State :	CA
Zip Code :	93662
Telephone :	559-891-7710
Email :	Micrve99@aol.com
Email Subscription :	Fresno - Bakersfield
Cell Phone :	
Add to Mailing List :	Yes
I036-1 **Stakeholder Comments/Issues :**	This is in regards to the overpass that is going to be built on my property at 4630 E Elkhorn Ave, Selma Ca. 93662. They are stating they need to come thru a portion of the property that we have already done major and expensive work to. When we bought this house and property over 4 years ago it was a house we planned on doing a lot of work too because we planeed on staying there the rest of our lives and retiring in it. Some of the major work we have done has been plantings of..... 80 fruit trees 320 palm tress 50 rose trees 19 yards of cement work 25,000 feet of wiring for the sprinkler system 2,000 feet of sprinkler piping automatic sprinkler system (set up future irrigation) all new sod in the yard metal fencing around the whole property plus 250 hours of manual labor as you can see we have put alot of manual time and money into this property we truly love. By building the overpass it will be removing alot of plantings we have recently put it. If this overpass is built it will be causing loud noises and taking away any privacy and relaxation we may have.
EIR/EIS Comment :	Yes

Response to Submission I036 (Veronica and Cruz Marquez, October 12, 2011)

I036-1

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

Submission I037 (Hector Marroquin, October 12, 2011)

CALIFORNIA High-Speed Rail Authority

10-12-11P02:09 RCVD

Comment Card
Tarjeta de Commentarios

Fresno to Bakersfield High-Speed Train Section
Draft Environmental Impact Report/
Environmental Impact Statement (EIR/EIS)
Public Hearings
September 2011
Please submit your completed comment card at the end of the meeting, or mail to:

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
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 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: Hector Marroquin
Organization/Organización:
Address/Domicilio: 9844 Ponderosa Rd. Hanford Ca. 93230
Phone Number/Número de Teléfono: (559) 816-0351
City, State, Zip Code/Ciudad, Estado, Código Postal: Hanford Ca 93230
E-mail Address/Correo Electrónico: hectorm41@gmail.com
(Use additional pages if needed/Usar paginas adicionales si es necesario)

I037-1 We currently have natural gas. If we have to move how does the authority intend to address the fact of making sure we get natural gas at our new residence; or do they intend to pay the difference of natural gas verses propane. as propane is much more expensive. One of the main reasons we live where we do is the natural gas. and how inexpensive it is.

Response to Submission I037 (Hector Marroquin, October 12, 2011)

I037-1

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

Submission I038 (Donna Marshall, August 24, 2011)

August 22, 2011

RECEIVED
AUG 24 2011

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

Dear Mr. Umberg,

I038-1 As a resident of Kings County I would like to ask that you to please extend the 45 day review of the EIS/EIR to 90 days. This is a very busy time of year for the farmers. We still have to farm everyday to continue making a living during this time.

The EIS/EIR, as you know, is several thousand pages long and it is a complex document. It will take longer than 45 days to adequately go through all of it to develop proper and detailed responses. We simply need more time.

I have spent hours looking through this document to determine to what degree and how this project is going to affect my family's farming business and livelihood not just as farmers but as commercial harvesters. There is so much to pay attention to for only a 45 day window.

This project stands to change many parcels of land in Kings County forever and the Rail Authority only wants to give us 45 days to comment on how our lives will be ruined permanently? How is this fair? I ask graciously that you please grant us 90 days.

Thanks for your time!

Sincerely,

Donna Marshall

Donna Marshall
7530 Jersey Ave.
Hanford, CA 93230

Response to Submission I038 (Donna Marshall, August 24, 2011)

I038-1

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

Submission I039 (Donna Marshall, August 29, 2011)

August 22, 2011

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

Dear Mr. Szabo,

I039-1 I am writing this letter in regards to the California High Speed Rail project's EIS/EIR document that was released early August. As a resident of Kings County I would like to ask that you to please extend the 45 day review of the EIS/EIR to 90 days. This is a very busy time of year for the farmers. We still have to farm everyday to continue providing valuable commodities to the world while trying to make a living during this time.

The EIS/EIR is several thousand pages long and it is a complex document. It will take longer than 45 days to adequately go through all of it to develop proper and detailed responses to give to the CHSR Authority. We, as residents affected by this project, simply need more time!

I have spent hours looking through this document to determine to what degree and how this irresponsible and poorly guided project is going to affect my family's farming business and livelihood not just as farmers but as commercial harvesters. There is so much to pay attention to for only a 45 day window.

This project stands to change many parcels of land in Kings County forever and the Rail Authority only wants to give us 45 days to comment on how our lives will be ruined permanently? How is this fair? I ask that you please encourage the CHSRA to grant us 90 days to review and respond to this document.

Thanks for your time and support!

Sincerely,

Donna Marshall

Donna Marshall
7530 Jersey Ave.
Hanford, CA 93230

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

Response to Submission I039 (Donna Marshall, August 29, 2011)

I039-1

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

Submission I040 (Curtis Marshall, October 3, 2011)

10-03-11P03:02 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

I040-1 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: Curtis Marshall

Curtis Marshall
[Name]

D.B. Farms
[Organization]

9-29-11
Date

Response to Submission I040 (Curtis Marshall, October 3, 2011)

I040-1

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

Submission I041 (Donna Marshall, October 3, 2011)

10-03-11P03:05 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:

I041-1 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: Donna Marshall

Donna Marshall
[Name]

D.B. Farms
[Organization]

9-29-11
Date

Response to Submission I041 (Donna Marshall, October 3, 2011)

I041-1

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

Submission I042 (Carlion Marshall, October 6, 2011)

10-06-11P04:34 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:

I042-1 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: Carlion Marshall

CARLION MARSHALL
[Name]

D.B. Farms Inc
[Organization]

10-2-11
Date

Response to Submission I042 (Carlion Marshall, October 6, 2011)

I042-1

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

Submission I043 (Thomas Marshall, October 6, 2011)

10-06-11P04:35 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:

I043-1 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: Thomas Marshall

THOMAS MARSHALL
[Name]

D.B Farms Inc.
[Organization]

10-4-11
Date

Response to Submission I043 (Thomas Marshall, October 6, 2011)

I043-1

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

Submission I044 (John C. Marshall, October 7, 2011)

10-07-11P01:08 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:

I044-1 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:

John C. Marshall
[Name]

[Organization]

9-30-11
Date

Response to Submission I044 (John C. Marshall, October 7, 2011)

I044-1

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

Submission I045 (Betty Marshall, October 7, 2011)

10-07-11P01:08 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

I045-1 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:

Betty Marshall
[Name]

[Organization]

9-30-11
Date

Response to Submission I045 (Betty Marshall, October 7, 2011)

I045-1

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

Submission I046 (Mary Martin, September 22, 2011)

Fresno - Bakersfield - RECORD #242 DETAIL

Status :	Action Pending
Record Date :	9/22/2011
Response Requested :	
Stakeholder Type :	CA Resident
Submission Date :	9/22/2011
Submission Method :	Website
First Name :	Mary
Last Name :	Martin
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	93308
Telephone :	6613933173
Email :	mkmarti@pacbell.net
Email Subscription :	Bakersfield - Palmdale, Fresno - Bakersfield
Cell Phone :	
Add to Mailing List :	Yes
I046-1 **Stakeholder Comments/Issues :**	This is not a good time nor a good plan to build the high speed rail. Tearing apart neighborhoods that are established and healthy is not a good plan. Our state does not have the money to do it either. Please postpone this project until our state can actually afford it and put it out in the farmland areas where neighborhoods will not be affected. We can do bus connections out to the transit points...
EIR/EIS Comment :	Yes

Response to Submission I046 (Mary Martin, September 22, 2011)

I046-1

Refer to Standard Response FB-Response-GENERAL-02, FB-Response-GENERAL-14, FB-Response-GENERAL-17.

The purpose of the Fresno to Bakersfield HST includes providing travel between major urban centers and connectivity to airports, mass transit systems, and the highway network in the south San Joaquin Valley.
As discussed in FB-Response-GENERAL-14, the purpose of the Fresno to Bakersfield HST includes providing travel between major urban centers and connectivity to airports, mass transit systems, and the highway network in the south San Joaquin Valley. Chapter 1 of the EIR/EIS describes how California's population is growing rapidly and, unless new transportation solutions are identified, traffic will only become more congested and airport delays will continue to increase. The proposed 220-mph HST System would provide lower passenger costs than air travel for the same city-to-city markets and service competitive with automobile travel. It would increase mobility while reducing air pollution, decreasing dependence on fossil fuels, protecting the environment by reducing GHG emissions, and promoting sustainable development in the areas near the stations, in comparison to existing trends. By moving people more quickly and at lower cost than today, the HST System would boost California's productivity and also enhance the economy. See the discussion under Section 1.2.4, Statewide and Regional Need, in the EIR/EIS.

The evaluation of impacts on neighborhoods and communities within the study area is provided in Section 3.12 of the EIR/EIS and in the Fresno to Bakersfield Section Community Impact Assessment (Authority and FRA 2012b). This assessment considered the following key neighborhood and community issues: changes in neighborhood quality; barriers to social interaction in the analysis of potential impacts of the HST Project on neighborhoods, community cohesion, and community facilities; impacts on community facilities; and impacts on public services, safety, and security. In addition, the Community Impact Assessment provides a demographic analysis with complete race, ethnicity, income, and housing characteristics for socioeconomics, communities, and environmental justice. For more information, refer to the Authority's website.

The HST system would not preclude expansion of bus service in the region, but it would

I046-1

provide a fast, reliable, and safe transportation alternative year-round. The HST system consists of a fully grade-separated and access-controlled guideway, and therefore would remain fully operational during the tule fog conditions experienced in the Central Valley.

Submission I047 (Ray Martinez, Sr, September 29, 2011)

Comment Period Extended to October 13, 2011

El periodo a hacer comentarios está prolongado hasta del 13 de octubre de 2011

CALIFORNIA High-Speed Rail Authority

09-29-11P04:54 RCVD

Comment Card
Tarjeta de Commentarios

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

Tren de Alta Velocidad Sección Merced a Fresno
Anteproyecto del Informe de Impacto Medioambiental/Declaración de Impacto Medioambiental (EIR/EIS) - ***Audiencias Públicas***
Septiembre 2011

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

Por favor entregue su tarjeta al final de la reunión, o envíela a una de las siguientes direcciones:

Merced to Fresno HST Environmental Review, 770 L Street, Suite 800, Sacramento, CA 95814

The comment period on the Draft EIR/EIS begins August 15, 2011 and ends September 28, 2011. Comments received after **5:00 p.m.** on **September 28, 2011** will **not** be addressed in the Final EIR/EIS.

El periodo a hacer comentarios empieza a 15 de agosto y termina a 28 de septiembre. Comentarios reciben después de **5:00 p.m.** a **28 de septiembre no** se responderá en el EIR/EIS final.

Name/ Nombre: RAY MARTINEZ, JR, PE

Organization/ Organización:

(*Optional/Opcional*) Address/Domicilio: 2685 BELLAIRE

Phone Number/ Número de teléfono: 559-479-2754

City, State, Zip code/ Ciudad, estado, código postal: CLOVIS, CA. 93611

Email address/ Correo electónico: ray.martinez@gai-online.com

I047-1 HIGH SPEED RAIL CONSTRUCTION SHOULD NOT BE CONSIDERED YET ALONE BUILT UNTIL OUR NATION OR LOCAL ECONOMY IS PROVEN SOLVENT.

THE STATE OF CALIFORNIA PRESENTLY CANNOT AFFORD TO BUILD OR OPERATE THIS TYPE OF FACILITY. MONIES WOULD BE MORE WISELY SPENT UPGRADING OUR EXISTING INFRASTRUCTURES.

Response to Submission I047 (Ray Martinez, Sr, September 29, 2011)

I047-1

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

Submission I048 (Carl & Betty Matthews, September 23, 2011)

Sept 23, 2011

To Jim Eggert

We (Carl & Betty Matthews) are emphatically opposed to the high speed rail project in our City. The environmental impact report is incomplete as they have not included us in it as well as many others.

I048-1 Our Church at 800 Butte & King St. Sets where you plan to put tracks and would be distroyed. We have owned this property since 1971 and was always a church since the 1930's. Please dont let this happen. We pray you will stand with us against the rail in Bakersfield

Sincerly Carl & Betty Matthews

4700 KAYTLAN AVE.
BAKERSFIELD, CA 93313

Response to Submission I048 (Carl & Betty Matthews, September 23, 2011)

I048-1

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

For information on the impacts on the Full Gospel Lighthouse in Bakersfield, see Sections 5.1.1 and 5.2.5 in the Community Impact Assessment Technical Report, and refer to the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12.7, Mitigation Measure SO-4, for information about the relocation of important community facilities.

Submission I049 (Carla McBeath, September 18, 2011)

Fresno - Bakersfield - RECORD #215 DETAIL

Status :	Action Pending
Record Date :	9/18/2011
Response Requested :	
Stakeholder Type :	Other
Submission Date :	9/18/2011
Submission Method :	Website
First Name :	Carla
Last Name :	McBeath
Professional Title :	Attorney
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	Fort Lee
State :	NJ
Zip Code :	07024
Telephone :	6462798284
Email :	CarlaMcBeathEsq@gmail.com
Email Subscription :	Fresno - Bakersfield
Cell Phone :	
Add to Mailing List :	Yes
Stakeholder Comments/Issues :	Bakersfield High School has historical and cultural significance to the entire City of Bakersfield, alumni who are still alive and, especially, alumni, such as me, who have moved away, but were inspired by the history of the school. Earl Warren, Chief Justice of the Supreme Court, walked that campus, and that connection with history has made so many of us, proud of our backgrounds. We went to a school with actual diversity, before it became "popular" and even before it was court-ordered. I became a lawyer, and never forgot how I felt a part of something larger than myself, on that campus. It inspired me to go on to become a lawyer, and give back to society, as much as I could. I049-1 Furthermore, there is a petition to obtain historical recognition of several buildings and the campus, which should require a stay of demolition pending approval and classification.
EIR/EIS Comment :	Yes

Response to Submission I049 (Carla McBeath, September 18, 2011)

I049-1

Comment noted. The Historic Property Survey Report (HPSR) (Authority 2011c) includes an evaluation of the Bakersfield High School campus. The evaluation concluded that the campus as a whole does not meet the criteria for listing in the National Register of Historic Places (NRHP) or California Register of Historic Resources (CRHR) because it does not meet the criteria for significance in the broader context of state or county education, does not meet the criteria for significance in the context of secondary education in the city, and has undergone decades of changes that resulted in a substantial loss of integrity as a district.

The high school is not eligible for listing because of Earl Warren's attendance because the school does not have significant associations with Warren's historically important contributions.

Harvey Auditorium was found eligible for listing in the NRHP and CRHR as an important example of the work of local master architect Charles Biggar. The California State Historic Preservation Officer (SHPO) concurred with the findings of eligibility and non-eligibility in February 2012 (SHPO 2012), as presented in the technical documents of the Draft EIR/EIS (the Historic Architectural Survey Report [HASR] and the Historic Property Survey Report [HPSR] [Authority and FRA 2011b, 2011c]). The SHPO concurred that Harvey Auditorium is individually eligible for the NRHP. The auditorium is considered a historical resource for the purposes of the California Environmental Quality Act (CEQA). The SHPO also concurred that none of the other buildings or structures on the Bakersfield High School campus qualified for inclusion in the NRHP, either individually or as a cohesive grouping, as required for historic districts. The resources that did not meet the eligibility criteria for listing in the NRHP or CRHR are not considered historical resources under CEQA.

Submission I050 (David Mccormick, October 11, 2011)

Fresno - Bakersfield - RECORD #1321 DETAIL

Status :	Action Pending
Record Date :	10/25/2011
Response Requested :	No
Stakeholder Type :	CA Resident
Submission Date :	10/11/2011
Submission Method :	Project Email
First Name :	David
Last Name :	Mccormick
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	CA
Zip Code :	93312
Telephone :	
Email :	mdkshorthairs@gmail.com
Email Subscription :	Fresno - Bakersfield
Cell Phone :	
Add to Mailing List :	No
I050-1 **Stakeholder Comments/Issues :**	*Please* don't close off Palm Avenue West of Calloway (Country Breeze)! Those of us who live here in Rosedale (93312 zip code) love our horses and bought our property here because it was zoned specifically for horses and other agricultural animals. We have for many years used the road behind our properties (including all of Palm Avenue West of Calloway all the way to Jewetta Avenue and the whole East side of Torrey Drive) to get our horse trailers and other large vehicles in and out. Years ago, the county closed the exit at Jewetta Avenue. So now our *only* exit/entrance to this road is the one you are planning to close! I attended the public hearing in Bakersfield in September, where I became aware of this huge problem that affects so many of us here, and was urged to submit this comment. Many of my neighbors are unaware that their access road will be made useless by the current HSR design through our area. Those I've talked to are shocked and very upset by this possibility. Again, I plead with you, please find another route that does not close the access to the road behind our properties adjacent to the current railroad tracks. There must be another way!
EIR/EIS Comment :	Yes

Response to Submission I050 (David Mccormick, October 11, 2011)

I050-1

Information on the access issue at Palm Avenue in Bakersfield has been added to the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12, Impact SO #7. Discussions with the BNSF Railway revealed that the practice of residents in using this access route to bring horse trailers and supplies to the rear portions of their private properties is unauthorized because this is a BNSF maintenance road, not a public right-of-way or private easement.Therefore, residents who have engaged in the unauthorized use of this road would not be compensated for any perceived reduction in property values or perceived restricted access.

Submission I051 (Bonnie McCormick, October 11, 2011)

Fresno - Bakersfield - RECORD #1322 DETAIL

Status :	Action Pending
Record Date :	10/25/2011
Response Requested :	No
Stakeholder Type :	CA Resident
Submission Date :	10/11/2011
Submission Method :	Project Email
First Name :	Bonnie
Last Name :	McCormick
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	CA
Zip Code :	NA
Telephone :	
Email :	bonbo.mccormick@gmail.com
Email Subscription :	Fresno - Bakersfield
Cell Phone :	
Add to Mailing List :	No

I051-1

Stakeholder Comments/Issues :

I, along with many of my Bakersfield neighbors up and down the East Side of
Torrey Drive and the entire South side of Palm Avenue from Calloway/Country
Breeze to Jewetta Street have a problem with the current design.

For many years, those of us who purposely bought horse property here because
it is zoned for horses and other large animals, have used the access road
that all of our back yard gates open up to for getting our horse trailers and other large vehicles from our property and onto the open road. The only
exit for this road is through Country Breeze at Palm Avenue, which you are
proposing to permanently close!

Although the people we spoke to at the Bakersfield public hearing on Sept.
20 seemed to assume that the road is most likely a service road that belongs
to the railroad, several of our neighbors say that it was their understanding that our property extends 15 feet past the edge of the back
fences and gates. In any case, this well-established access road (the entrance/exit at Country Breeze is a paved road) that has been used by many
residents here for many years, will be rendered totally useless to all of us
if you close off the only exit!

>From the map, I can tell you that our family's property is nearby to parcels
#APN11001022 and #11028007. Our property, fortunately is not directly effected by the HSR, but blocking off the entrance/exit to our access road
would be very detrimental to our way of life.

Please take this concern seriously as you continue to make changes in your
design.

Thank you. Bonnie McCormick

EIR/EIS Comment : Yes

Response to Submission I051 (Bonnie McCormick, October 11, 2011)

I051-1

Information on the access issue at Palm Avenue in Bakersfield has been added to the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12, Impact SO #7. Discussions with the BNSF Railway revealed that the practice of residents in using this access route to bring horse trailers and supplies to the rear portions of their private properties is unauthorized because this is a BNSF maintenance road, not a public right-of-way or private easement. Therefore, residents who have engaged in the unauthorized use of this road would not be compensated for any perceived reduction in property values or perceived restricted access.

Submission I052 (Michele & Jim McManus, October 3, 2011)

Michele & Jim McManus
463 Pine St.
Shafter, CA 93263

10-03-11P03:05 RCVD

September 29, 2011

Fresno to Bakersfield Draft EIR/EIS Comment
770 L St., Suite 800
Sacramento, CA 95814
Email: Fresno_Bakersfield@hsr.ca.gov

I feel the current EIR for HSR from Fresno to Bakersfield is incomplete, especially in addressing the concerns of Agriculture and quality of life.

Problems with the Shafter Wasco Alternate

I052-1, I052-2,3,4, I052-5, I052-6

1. Table S-3 states there are no construction impacts to Agriculture. How will permanent crops be sustained during the construction phase? Irrigation water must be provided to both sides of a bisected field. Note that most Ag irrigation systems (supply, in-field, drainage) are basically gravity systems. The HSR corridor will isolate portions of farms without water. How long will the construction phase last? During construction more farmland will be involved than the corridor. What is the impact on water sources, permanent crops and native wildlife corridors? What will the vibration of construction and the HSR do to the existing pipelines? How is dust mitigated during construction? Will weeds be controlled? It takes 6 months plus to get power from PG&E. If a new well is needed resolving bisected properties will take 2-3 years. Is HSR going to finance modifications well in advance of construction?

I052-7

2. The Shafter Wasco alternate has more road closures. What is the impact on VMT, Ag traffic (tractor and commodity transport), wildlife corridors? Closures require driving the long way around, decreasing efficiency and creating disruptions. What is the impact of road closures to emergency response in rural areas isolated by road closures and the HSR corridors? During construction emergency vehicle will have to be re-route, costing time and maybe lives.

I052-8, I052-9

3. Water drainage will be affected during construction and HSR operation by Ag irrigation and potential rainfall. What is the impact of a bisected field where one side may pond due to the presence of construction or a corridor? Can the HSR short out due to flooding? What happens during a weather event if normal drainage is blocked by HSR berms? What happens to farmland blocked by HSR berms?

I052-10

4. The Shafter Wasco alternate has many acres of producing almonds. What effect shall wind created by HSR (frequency and speed) have on pollination by bees on almonds?

I052-11, I052-12

5. Who will be responsible for maintenance of roads next to HSR fence? Beside the right-of-way roads outside the fence on both sides must be maintained with dust control and weed control, and trash removal. Tumble weeds are noxious weeds that will lodge in the HSR cyclone fencing. Is the HSR responsible?

I052-13

6. What are the noise impact from construction and the HSR on farm animals (cattle, horses, sheep) and wildlife (bees, birds, coyotes, etc)? Quality of life the area that the rail will cross is rural land with low noise pollution. Who will be responsible for the noise that construction will make and the sound of the train. How will that impact the schools they are proposing to run tracks along.

I052-14

7. The Balkanization of Ag parcels will, in some cases, create non-farmable areas, which will result in non-desirable development and place people and activities closer than desirable to the HSR corridor. What is being done to maintain farm fabric?

I052-15

8. The Shafter Wasco alternate passes through the North Shafter oil field. Oxy Oil has a tank farm in its path. There are many producing wells, new wells under construction, and a myrid of pipelines connecting wells affecting the proposed route. If the Shafter Wasco alternate is chosen, how will the impact be mitigated? I believe the cost of this alternate has been grossly underestimated and not addressed in the EIR.

I052-16

9. The HSR consumes a great deal of electricity. Will it be obtained locally? Will it impact local service? Especially during brownouts and rolling black outs? How will the HSR impact local communities, commercial and agricultural users? What criteria will be used for emergency response power (water, sewer, flood control, hospital, etc)? Will the HSR affect local power needs in an emergency? How will electricity be provided to land, homes, and schools that are severed from the sub-stations, because of the HSR.

I052-17

10. S.8.1 states, "No substantial effect on energy and HSR's goal is to purchase all the power from renewable sources." Has the EIR validated this renewable energy is available and at what cost?

I052-18

11. HSR only improves air quality at maximum ridership. What is the impact at different ridership levels? Keep in mind the construction phase adversely affects air quality.

I052-19

12. The legislation passed stated the HSR was to be built along existing corridors. The public's conception was the HSR would be built along I5 or Hwy 99. Have

Submission I052 (Michele & Jim McManus, October 3, 2011) - Continued

I052-19

you conducted any polls that show people would vote against HSR with the current routes?

I believe the EIR greatly minimizes the impact on Agriculture. The costs and complexity of crossing Ag and oil land are grossly underestimated. Quality of life in these small rural communities must be addressed for the future of the Central Valley.

Thank you for your time.

Michele & Jim McManus

Response to Submission I052 (Michele & Jim McManus, October 3, 2011)

I052-1

Refer to Standard Response FB-Response-AG-02, FB-Response-AG-04 and FB-Response-SO-01.

See Volume I, Section 3.14.5.3 for information on the construction period impacts on agricultural lands. Also see Volume I, Section 3.14, Impact AG#5 for more information on effects on agricultural land from parcel severance. For information on the property acquisition and compensation process, see Volume II, Technical Appendix 3.12-A.

I052-2

Refer to Standard Response FB-Response-HWR-01, FB-Response-GENERAL-04, FB-Response-AG-01, FB-Response-BIO-01.

Water demand estimates for construction are based on an estimated 5-year time period in which earth-moving and construction activities requiring water use would occur within a longer overall construction period concluding in 2020. Annual operational water use estimates are based on full build-out of the project in 2035.

I052-3

See Volume I, Section 3.14.5.3 for information on the construction period impacts on agricultural lands.

I052-4

Refer to Standard Response FB-Response-BIO-01, FB-Response-AG-02 and FB-Response-AG-04.

Thanks for your comment. Impacts on wildlife movement are discussed in Section 3.7.5, Environmental Consequences, of the Revised DEIR/Supplemental DEIS.

See Volume I, Section 3.14.5.3, for information about the construction period impacts on agricultural lands. Also see Volume I, Section 3.14, Impact AG#5, for more information on effects to agricultural land from parcel severance.

I052-5

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. Pipelines 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 pipelines 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.

I052-6

Dust mitigation from project construction is identified as part of the Project Design Features (see Section 3.3.8).

I052-7

Refer to Standard Response FB-Response-TR-01, FB-Response-TR-02 and FB-Response-S&S-01 and FB-Response-BIO-01.

I052-8

Please see FB-Response-HWR-02 regarding site-specific drainage impacts. With respect to flooding, culverts and wildlife crossings will be installed periodically along the HST corridor to allow flood water to pass. This is to prevent ponding of water on the upstream side of the HST. Where the HST is constructed on fill, the tracks will be placed at least 3 feet above the 100-year water level. Electricity is delivered to the trainsets with an overhead contact system, which would be above the track. Flooding below the tracks will not cause the electrical system to short.

I052-9

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

I052-10

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

Response to Submission I052 (Michele & Jim McManus, October 3, 2011) - Continued

I052-10

See Volume I, Section 3.14, Impact AG#10 for information on the wind-induced effects on honey bees.

I052-11

For information on the maintenance of the property adjacent to the right-of-way, see Mitigation Measure SO-7 in the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12.7.

I052-12

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

The Authority would maintain all HST facilities, including the right-of-way and fence, and provide appropriate weed and pest control. Maintenance activities are described in Chapter 2, Section 2.6, Operations and Service Plan of the Revise DEIR/Supplemental DEIS. The Authority would not be responsible for maintaining lands outside of the project footprint.

I052-13

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

Research on noise effects on wildlife and livestock is limited, but suggests that noise levels about 100 decibels (dBA) Sound Exposure Level (SEL) (the total A-weighted sound experienced by a receiver during a noise event, normalized to a 1-second interval) may cause animals to alter behavior. The FRA High Speed Ground Transportation Noise and Vibration Impact Assessment Manual (2005) considers an SEL of 100 dBA the most appropriate threshold for disturbance effects on wildlife and livestock of all types. An animal would need to be within 100 feet of an at-grade guideway to experience an SEL of 100 dBA. Pile-driving activities related to construction may generate these noise levels if livestock/animals are located within 50 to 100 feet of the activity, but it is not likely that animals will be located this close as the right-of-way is 50 feet away from the centerline of the track. At this time, there is no conclusive evidence of noise and vibration decreasing production in livestock or affecting breeding

I052-13

habits. The Authority, or the subcontractor, will be responsible as they will be the ones generating the noise during construction of the project. Section 3.4, Noise and Vibration, of the Revised DEIR/Supplemental DEIS addresses the question of which schools will be severely and moderately impacted.

I052-14

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

I052-15

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 EIR/EIS.

Replacement wells would occur in the same field as the displaced wells and continue to withdraw from the expansive Eocene Total Petroleum System within the San Joaquin Basin Province. There would be no change to the capacity of the oil field or the ability of industry to extract crude oil. The cost for well decommissioning and replacement would be borne by the Authority, and the effect on the capacity or viability of the petroleum resource and industry extraction operations relative to public utilities and energy would be less than significant. The effect would have negligible intensity under NEPA, and impacts would be less than significant under CEQA.

I052-16

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

Occurrences of brownouts or utility policies to reduce impacts on communities and provide power during emergencies would not be altered by the proposed project. Utlities will be relocated or protected in place so that properties can continue to receive electricity from existing substations.

Response to Submission I052 (Michele & Jim McManus, October 3, 2011) - Continued

I052-17

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

I052-18

The air quality and greenhouse gas analyses in the Revised DEIR/Supplemental DEIS that are related to ridership have been updated to reflect two ridership scenarios—one with fares at 50% of airfare prices and one at 83% of airfare prices—to provide a range of potential impacts.

I052-19

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

Throughout the environmental review process, the Authority has actively engaged affected communities and stakeholders along the Fresno to Bakersfield route through a series of public participation opportunities to gauge public feedback. The public has been involved in the preparation of the Draft EIR/EIS through scoping meetings, workshops, public information meetings, and public hearings. Public comments and questions have helped shape the alignment alternatives currently under review. Each comment received regarding the environmental document will be reviewed, and substantive comments will be addressed in the Final EIR/EIS document.

Submission I053 (Anil Mehta, October 3, 2011)

Fresno - Bakersfield - RECORD #377 DETAIL

Status :	Action Pending
Record Date :	10/3/2011
Response Requested :	No
Stakeholder Type :	CA Resident
Submission Date :	10/3/2011
Submission Method :	Website
First Name :	Anil
Last Name :	Mehta
Professional Title :	President
Business/Organization :	Chinmaya Mission Bakersfield
Address :	
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	93301
Telephone :	6612016447
Email :	anilmehtamd@yahoo.com
Email Subscription :	Fresno - Bakersfield
Cell Phone :	
Add to Mailing List :	Yes

Stakeholder Comments/Issues :

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

I am a practicing physician in Bakersfield, California, since 1982. I have been very involved in the community;
1. Past Chief of Staff of Mercy and Memorial Hospitals.
2. Past President of Bakersfield Breakfast Rotary Club.
3. Past President of India Association of San Joaquin Valley.
4. Current President of Chinmaya Mission Bakersfield

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. I053-1

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.

• 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.

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. I053-2

Submission I053 (Anil Mehta, October 3, 2011) - Continued

I053-2 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.

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.

4. Additional Concerns

I053-3 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.

I053-4 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.

I053-5 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

I053-6 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.

I053-7 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.

I053-8 Fifth, we recommend that the HSR Authority re-evaluate the proposed site on 7th Standard Rd and Freeway 99.

I053-9 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.

I053-10 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

I053-11 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 demolishment 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.

Thank you for your time and consideration.

Yours very truly,

CHINMAYA MISSION BAKERSFIELD

By:

_____
Anil Mehta, M.D.,
President

EIR/EIS Comment : Yes

Response to Submission I053 (Anil Mehta, October 3, 2011)

I053-1

Refer to Standard Response 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 (Authority and FRA 2012g). Also see Volume I, Section 3.12.7, Mitigation Measure SO-4, related to the relocation of important community facilities.

I053-2

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

For information about the potential impacts on the Chinmaya Mission, see 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 the relocation of important community facilities.

The potential sound barrier mitigation for this area for operation noise from 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.

I053-3

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

I053-4

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 and other local stakeholders. Several horizontal

I053-4

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 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.

I053-5

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 I053 (Anil Mehta, October 3, 2011) - Continued

I053-5

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

I053-6

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

I053-7

Mitigation Measure N&V-MM#3 commits the Authority to implement noise mitigation for operational noise impacts cause by the HST and establishes guidelines for implementing that mitigation. As shown in Figure 3.4-19 of the Revised DEIR/Supplemental DEIS, noise barriers are an appropriate mitigation measure for the HST through Bakersfield. State law requires the Authority to meet its mitigation obligations, and project cost estimates for project construction include the cost of mitigation. This comment provides no evidence to substantiate the allegation that the Authority will not implement mitigation measures that it has committed to in the EIR/EIS.

I053-8

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

I053-9

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

I053-10

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.

I053-11

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

Submission I054 (Anil Mehta, October 3, 2011)

Jim Eggert

From: City_Council
Sent: Monday, October 03, 2011 11:46 AM
To: Couch, David; Couch, David; Harold Hanson; jacquiesullivan@sbcglobal.net; russjohnson77@yahoo.com; Salas, Rudy; sbenham@sbcglobal.net; Weir, Ken
Cc: Brad Underwood; Steven L. Teglia; Jim Eggert
Subject: FW: High Speed Railway

FYI....Roberta

From: anilmehtamd@yahoo.com [mailto:anilmehtamd@yahoo.com]
Sent: Thursday, September 29, 2011 2:49 PM
To: City_Council; district1@co.kern.ca.us; district2@co.kern.ca.us; district3@co.kern.ca.us; district4@co.kern.ca.us; district5@co.kern.ca.us; bakersfield mayor; raywatson@co.kern.ca.us
Subject: High Speed Railway

Below are excellent web to explain the High-Speed Rail project:
Against California High Speed Rail (Great Background)
http://againstcaliforniahsr.com/
Proposition 1A Text (2008 Voter's Guide)
http://voterguide.sos.cagov/past/2008/general/pdf-guide/suppl-complete-guide.pdf#prop1a
Legislative Analyst Office Report (May-2011)
http://www.lao.ca.gov/reports/2011/trns/high_speed_rail/high_speed_rail_051011pdf
Independent Peer Committee (Great Background)
http://www.cahsrprg.com/index.html
Independent Peer Committee Report (June-2011)
http://www.cahsrprg.com/files/legislativeanalysist.pdf
Peer Ridership Review Report (July-2011)
http://www.calhsr.com/wp-content/uploads/2010/02/PRP-first-report-final2.pdf
Assemblywoman Harkey (Great Background)
http://arc.asm.ca.gov/member/73/pdf/HSR_Compilation_Report_as_of_J.pdf
Californians Advocating Responsible Rail Design (Great Background)
http://www.calhsr.com/

Eleven simple ugly financial things about the California High-Speed Rail Authority (CHSRA) and the high-speed rail project in California.

I054-1 1- In 2008, Proposition-1A advertised that this project would cost 33-Billion dollars and now it is estimated to conservatively going to require 67 to 87-Billion dollars to complete. Many believe it will cost more than that.

I054-2 2- In 2008, Proposition-1A authorizes the state to borrow 9.95-Billion dollars to build approximately 800-miles of high-speed rail track, not to borrow 33, 67 or even much more. The state does not have enough money on hand or the authorization to borrow the money needed to complete this project. This project cannot be completed as designed in today's economy with the money the state has to work with to run the state.

I054-3 3- In 2008, Proposition-1A advertised that the federal government would probably bear approximately 1/3 of the 33-Billion dollars or around 11-Billion dollars. The federal government has only conditionally agreed to provide around 5-Billion dollars and the cost of the project has far increased from the original 33-Billion dollar price tag. The federal government recently experienced serious debates about his credit worthiness which makes it unlikely that the federal government will every fund a third of this project. The federal government has never agreed to fund a third of this project.

1

I054-3 4- Considering #1, #2 & #3, if the state borrows the 9.95-Billion dollars and the federal government gives the state the almost 5-Billion dollars, the state would have around $15,000,000,000. $52,000,000,000 short of the $67,000,000,000 that they need to build this project. Many people believe that the cost will be much higher.

5- In 2008, Proposition-1A advertised that private investors would fund approximately 1/3 of the 33-Billion dollars or around 11-Billion dollars. There are no private investors yet and the cost projections of the project are now much higher than 33-Billion dollars.

6- The interest on the Proposition-1A 9.95-Billion dollars in state general obligation bonds will be paid out of the state general fund which will further reduce the amount of services such has law enforcement and fire protection the state can provide its citizens, unless, taxes collections and fees are increased. Note: counties are now being forced to house state prison felons to reduce the inmate population in the California Department of Corrections. It is projected that the interest on the bonds will be $10,000,000,000 over the next twenty years. Note: if these monies are borrowed, spent and paid back, without much, much, more money being spent, only the track from Fresno to Bakersfield will be built.

7- Considering #4, 5# & #6, after spending the Proposition-1A money and the federal money and paying back the bonds, we will have invested 14.95-Billion dollars into the rail, at a cost of 19.95-Billion and we will still be missing more than 52-Billion dollars needed to complete the project.

8- Considering #7 and assuming that there are 30-million men, women and children living in California, they all each will have to pay $665 dollars to build the Fresno to Bakersfield section (19.95-Billion divided by 30-Million). Since not all of Californians pay income taxes, the $665 number will top $1,000 for those who pay taxes. According to the CHSRA, you will not able to ride the train until the next section is funded and built. When that is done, you will be able to ride the train for 83% of an airfare according to the CHSRA.

I054-4 9- It is now estimated that the section of track from Fresno to Bakersfield will cost around $13,000,000,000 to build. It is believed to be the easiest section of eight planned sections to build If the CHSRA is right, the entire project should really cost more than $104,000,000,000 (13-Billion x 8, 10-Billion dollars of State General Fund bond interest payments not factored). That is in 2011 dollars and not the costs of construction 10-years from now. It will be more, much more.

10- Considering #8 & #9, if the project is going to cost 114-Billion dollars to finish (9.95-Billion borrowed state dollars + 10-Billion state interest payments + 5-Billion federal dollars = 25-Billion dollars +/- combined with 89-Billion dollars of money yet to be determined from where or under what terms = 114-Billion dollars) divided by 30-million Californians puts every man, woman and child's share of the bill at more than $3,800 by default. Since everyone does not pay taxes, the share to the tax paying citizen of California will top $7,000, for an opportunity to ride the train for 83% of a plane fare. Those who do not pay taxes probably will not be able to afford to ride the train. Many who do pay taxes, will also not be able to afford to ride the train.

11- The CHSRA has spent more than $630,000,000 to date on planning and they have not figured out yet that they do not have enough money available to build this project.
Using CHSRA's current plan and mode of operation, this project cannot be successfully built. This is not a matter of whether or not you like the high-speed rail or not or whether you are a democrat or republican. There simply is not enough money committed to succeed and there is not enough money available to the state to do this without severely compromising the services it provides its citizens.

2

Response to Submission I054 (Anil Mehta, October 3, 2011)

I054-1

The conceptual HST cost estimates prepared for each of the study alternatives were developed by utilizing 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 Central Valley labor and material costs. All material quantities were estimated based on a 15% level of design for the Fresno to Bakersfield Section. This level of design has generally defined at-grade or elevated profiles, structure types, 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.

The costs include the total effort and materials to construct the Fresno to Bakersfield Section, including modifications to roadways required to accommodate HST grade-separated guideways. It should be noted that the capital cost estimate reflects only HST-related infrastructure improvements and does not include costs associated with the No Project Alternative. Right-of-way costs were estimated based on the 15% design and are provided in the *Fresno to Bakersfield Section Preliminary Right-of-Way Requirements Report* (Authority 2012b). However, as the design of the project evolves, the right-of-way limits will be reassessed to reflect refined property acquisition needs. As a result, property acquisition costs are estimated in broad categories (i.e., urban, suburban, and rural, and by density level) rather than relying on a parcel-by-parcel assessment at this phase of project development. Right-of-way costs include the estimated cost to acquire properties needed for the future HST right-of-way, but do not include the costs associated with temporary easements for construction, which are assumed to be part of allocated contingencies added to right-of-way acquisition costs.

I054-2

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

I054-3

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

I054-4

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

Submission I055 (John E. Mello, October 7, 2011)

10-07-11P01:06 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

I055-1 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:

John E Mello
[Name]

[Organization]

9-30-11
Date

Response to Submission I055 (John E. Mello, October 7, 2011)

I055-1

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

Submission I056 (Shanda Mello, October 7, 2011)

10-07-11P01:06 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:

I056-1 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:

Shanda Mello
[Name]

[Organization]

9/30/11
Date

Response to Submission I056 (Shanda Mello, October 7, 2011)

I056-1

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

Submission I057 (Christopher Meyers, October 2, 2011)

Fresno - Bakersfield - RECORD #362 DETAIL

Status :	Action Pending
Record Date :	10/3/2011
Response Requested :	No
Stakeholder Type :	CA Resident
Submission Date :	10/2/2011
Submission Method :	Project Email
First Name :	Christopher
Last Name :	Meyers
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	CA
Zip Code :	NA
Telephone :	
Email :	cmeyers@csub.edu
Email Subscription :	Bakersfield - Palmdale, Fresno - Bakersfield
Cell Phone :	
Add to Mailing List :	Yes

Stakeholder Comments/Issues :

[Please confirm receipt.]

Dear Sir or Madam:

I057-1 I strongly support high speed rail. It's a great addition to our transportation options and will bring much needed jobs. I also think effective and fast public transit is one of the key signs of an advanced society. I hope to see such rail lines in my lifetime.

BUT, when I voted for it, I assumed it would follow existing rail right-of-way and not terribly displace or badly disrupt homes and businesses. The reality is proving very different. Our home (in Bakersfield's Brimhall/Windsong area) is not close enough to either proposed route to be bought out, but far too close not to have terrible noise pollution and, worse, deep degradation of property values.

This is our retirement nest egg--we've put extra money into our mortgage
so that we can retire free and clear and so we can sell it and move out of the area. Again, I strongly support some version of HSR, but it cannot come at the sacrifice of individual property and business owners. If it goes forward as planned, the thousands of us who will be so negatively affected will have no option but to pursue a class-action lawsuit to make up the difference in lost value.

Please take this into account and adjust the route accordingly. I realize you have tremendous political pressure from all sides, but the grapevine route that follows I-5 would be, by all I've read, the fastest, cheapest, and least disruptive to businesses and home-owners. Please do not let political and other economic pressures push you away from this option; please do not let such pressures prevent you from making the fairest and
wisest route choice.

Thank you for your attention and for your consideration.

Christopher Meyers, PhD

EIR/EIS Comment : Yes

Response to Submission I057 (Christopher Meyers, October 2, 2011)

I057-1

Refer to Standard Response FB-Response-GENERAL-10, FB-Response-GENERAL-25, FB-Response-SO-04.

Submission I058 (Larry Miller, August 23, 2011)

Fresno - Bakersfield (May 2011 – July 2012) - RECORD #361 DETAIL

Status :	Action Pending
Record Date :	10/3/2011
Response Requested :	No
Stakeholder Type :	CA Resident
Submission Date :	8/23/2011
Submission Method :	Email
First Name :	Larry
Last Name :	Miller
Professional Title :	
Business/Organization :	
Address :	1584 East Utah Avenue
Apt./Suite No. :	
City :	Fresno
State :	CA
Zip Code :	93720
Telephone :	(559) 323-8806
Email :	LiteKeys@comcast.net
Email Subscription :	
Cell Phone :	
Add to Mailing List :	Yes

Stakeholder Comments/Issues :

From: Nungesser, Lisa
To: 'jabercrombie@hsr.ca.gov' <jabercrombie@hsr.ca.gov>; Barkley, Kitty C.
Cc: Batac, Tiffany
Sent: Wed Aug 31 14:11:41 2011
Subject: Re: Recommenind HSRA extend comment perios for EIR/EIS

Yes, we'll handle it. Thanks.

From: Jeff Abercrombie [mailto:jabercrombie@hsr.ca.gov]
Sent: Wednesday, August 31, 2011 02:05 PM
To: Nungesser, Lisa; Barkley, Kitty C.
Subject: FW: Recommenind HSRA extend comment perios for EIR/EIS

Lisa / Kitty,

Do we want this in CommentSense?

Jeff Abercrombie

Area Program Manager, Merced - Bakersfield

California High Speed Rail Authority

559-801-1164

From: Jeff Abercrombie
Sent: Wednesday, August 31, 2011 11:04 AM
To: 'Larry Miller'; jhardoing@HSR.ca.gov
Cc: Dan Leavitt
Subject: RE: Recommenind HSRA extend comment perios for EIR/EIS

Mr. Miller,

Thank you for your email regarding the Draft Environmental Impact Reports / Environmental Impact Statements (EIR/EISs) for the Merced to Fresno and Fresno to Bakersfield sections of the High-Speed Train project. You raised three concerns; 1) needing more time to review these documents 2) some DVDs issued for the Merced to Fresno document contained corrupted files and 3) some citizens may be unable to access DVDs in lieu of CDs.

First, as you may be aware, at the High-Speed Rail Authority Board meeting last week the Authority CEO announced that the comment

Submission I058 (Larry Miller, August 23, 2011) - Continued

period for the Draft EIR/EIS documents has been extended until October 13, 2011. Your second concern has been addressed by providing corrected materials to those that received the diskettes with corrupted files. On the third issue, the Authority is asking all who request an electronic copy of the EIR/EIS documents which electronic format they desire (CD or DVD), and the Authority is providing the electronic format requested. I would like to point out, however, that the Draft EIR/EIS documents are available in both hard copy and electronic format locally in numerous locations, including public libraries. They Draft EIR/EISs have also been available electronically to review on the Authority's and FRA's websites as of August 9, 2011.

I appreciate you interest in the High-Speed Train project.

Jeff Abercrombie

Area Program Manager, Merced - Bakersfield

California High Speed Rail Authority

559-801-1164

From: Larry Miller [mailto:litekeys@comcast.net]
Sent: Tuesday, August 23, 2011 2:36 PM
To: jhardoing@HSR.ca.gov
Subject: Recommenind HSRA extend comment perios for EIR/EIS

Mr. Hardoin:

Thank you for your assistance with my phone call this afternoon, regarding my concerns about HSRA's delays in making its two EIR/EIS documents available to the public in a timely and error-free fashion.

I058-1 As we discussed on the phone, by means of this email I am asking the Authority Board and its Chair to extend the period for comments in response to its Draft EIR/EIS.

I do not make this recommendation as a gadfly wishing to harass the project, as I know some do. Rather I make this recommendation based on obvious mistakes and confusion I personally have experienced regarding the process on the part of HSRA. I see these as errors in administration that inherently reduce and obstruct informed comment on the plan and thus expose the plan to what ought to be unnecessary criticism. To wit: the mandated period for comments is 45 days from the release of the document. As I explained by phone and emailed to your staffers Bev Mason and Susie Medina who represent HSRA--and as I commented on in print in the Fresno Bee--HSR's consultants were a good 7 days late to ship (and 10 days late in delivering) electronic copies of the plan to the public. This means that by the time the public received its (now late) copies of the plan, their comment period had dwindled to approximately 30 days at best, which is hardly enough time to read, digest and formulate informed responses to the thousands of pages of text and data in the plan.

Moreover, I understand several copies of the Merced to Fresno leg that HSR shipped were corrupted and could not be read. This is on top of the fact that HSR promised CD-ROM versions of the plan in its mass emailing of August 9, but then delivered another format, DVD, copies instead. I trust you will appreciate that the two formats are NOT wholly compatible. In one sense, they are as different as Mag Lev and steel wheels--so sending the wrong version disenfranchises thousands of prospective reviewers. HSRA promised the one and then shipped the other. This is tantamount being a matter of Environmental Justice: The less prosperous who may not have more modern DVD drives can not access and read the material, although they were promised more universal CD-ROM versions.

Again, my interest in making this recommendation and request to extend the period for comment and response is in preserving the integrity of the process, which should protect HSR from charges of chicanery, delay, and obfuscation of the public review process. As it is, HSRA's fumbling lays the process, the plan and it authors open to chargers of malfeasance, deceit and deliberate abuse of process.

For further reference I am attaching a link to a publication (www.fresnobee.com/2011/08/21/2505256/rails-draft-eir.html) that I authored in the Fresno Bee anticipating this problem. Also I am attaching a copy of HSRA's email of August 9, promising the CD-ROM discs, which they did not deliver.

Larry Miller

1584 East Utah Ave.

Fresno, CA 93720

559-323-8806

Litekeys@comcast.net

NOTICE: This communication and any attachments ("this message") may contain confidential information for the sole use of the intended recipient(s). Any unauthorized use, disclosure, viewing, copying,

Submission I058 (Larry Miller, August 23, 2011) - Continued

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EIR/EIS Comment : Yes
Affiliation Type : Individual
Official Comment Period : Yes

Response to Submission I058 (Larry Miller, August 23, 2011)

I058-1

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

Submission I059 (Renee Miller, September 22, 2011)

Fresno - Bakersfield - RECORD #259 DETAIL

Status :	Action Pending
Record Date :	9/22/2011
Response Requested :	
Stakeholder Type :	CA Resident
Submission Date :	9/22/2011
Submission Method :	Website
First Name :	Renee
Last Name :	Miller
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	CA
Zip Code :	93308
Telephone :	
Email :	renee200814@yahoo.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	No
I059-1 **Stakeholder Comments/Issues :**	BHS is a historic school. It is over 100 years old. It is a very good school. Putting the high speed rail through it would ruin the school and the history. Our history should be preserved. It would mess up a lot of students and families. Save BHS. The school will never be the same. It would also mess up other historic locations, such as the railroad.
EIR/EIS Comment :	Yes

Response to Submission I059 (Renee Miller, September 22, 2011)

I059-1

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

Given the confidential nature of the resources depicted, the Archaeological Survey Report (ASR) (Authority and FRA 2011a, 2012b), the Historic Architectural Survey Report (HASR) (Authority and FRA 2011b, 2012c), and the Historic Property Survey Report (HPSR) (Authority and FRA 2011c, 2012d) were not published online with the Draft EIR/EIS or the Revised DEIR/Supplemental DEIS.

Submission I060 (J Miller, 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:

I060-1 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:

J Miller

[Name]

Mlyn Walker DDS

[Organization]

9-19-11

Date

Response to Submission I060 (J Miller, September 26, 2011)

I060-1

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

Submission I061 (Steve Miller, September 29, 2011)

September 29, 2011

Editor:
High Speed Rail Plan Should be Derailed

I agree with William Rickman's letter to the editor, dated Sept. 27, 2011. The current plan is a "White Elephant " that probably wouldn't be much faster than AMTRACK because of all the stops, turns, eminent domain vs NIMBY issues plus other obstacles to avoid that would substantially reduce the top speed of the train and increase the costs substantially.

I061-1 It makes more sense to build the HIGH SPEED RAIL along the I-5 corridor, with TERMINALS at:

1. **Arvin/Grapevine** (the South end of the Central Valley), with that terminal serving people from the LA area who would use the Metrolink train to access the High Speed Train. (There would be parking here).
2. **Bakersfield--**Terminal with parking lot located @ 7th Standard Rd & I -5 (Possible construct a Light Rail from Meadows Field to I-5.)
3. **Fresno**--Possible construct a light or high speed rail from Fresno Airport to I-5 parking & terminal.
4. **Tracy** that would have a Terminal with parking, that goes to the Bay Area via utilizing Bart
5. **Sacramento,** where it would meet up with a terminal that would allow transfer to the Light Rail in Sacramento. (Possibly construct LIGHT RAIL to the Sacramento Airport).

This High Speed Rail could be a *tourist attraction* as well as a way to reduce the number of cars on the road, and improve transportation in the Central Valley.

My plan would be minimally invasive to towns, business and agriculture along the way and allow construction to progress much faster.

The High Speed Rail should use solar power to generate electricity for the train.

Steve Miller, MPA, B.S. Business Admin.
4401 Belle Terrace #21
Bakersfield , CA 93309
661.831.2846

Response to Submission I061 (Steve Miller, September 29, 2011)

I061-1

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

Submission I062 (Ron Miller, October 3, 2011)

CALIFORNIA High-Speed Rail Authority

10-03-11P03:23 RCVD

Comment Card
Tarjeta de Commentarios

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

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

The 28, 20 Extended comment period for Fresno to Bakersfield High-Speed Train Draft EIR/EIS: **August 15-October 13** tember ally, or 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: Ron Miller
Organization/Organización:
Address/Domicilio: 1696 Glendale Ave
Phone Number/Número de Teléfono: 559 5843355
City, State, Zip Code/Ciudad, Estado, Código Postal: Hanford, CA 93230
E-mail Address/Correo Electrónico: kentalanda@sbcglobal.net
(Use additional pages if needed/Usar paginas adicionales si es necesario)

I062-1 1. Where do you plan on to get the money to fund this project?

I062-2 2. Why do you want to replace Amtrac that is already servicing the valley?

I062-3 3. If this project does go forward, would it not be smarter to follow the Hwy 99 corridor to help cut cost?

I062-4 4. If this project goes forward, would it not be better to serve from Bakerfeild to L.A. since Amtrac only has bus transportation?

Please Respond

Response to Submission I062 (Ron Miller, October 3, 2011)

I062-1

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

I062-2

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

I062-3

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

I062-4

As discussed in the Revised 2012 Business Plan (Authority 2012a), the California High-Speed Rail (HSR) Program will depend on a mix of public and private investment, the latter becoming available after the fundamental economics of the program are demonstrated. A phased approach to system development is the prudent course to build a foundation that allows for greater efficiency in the use of private investment once the initial segments of the system are in place.

This approach also recognizes current budgetary and funding realities. Among other things, the phased approach will help ensure the system's success by introducing Californians to HSR service and building ridership over time. At the same time, improvements can be made to regional systems that connect with HSR, resulting in the conventional and high-speed systems complementing each other.

The goals of Proposition 1A were used to develop the phasing strategy for the statewide HSR System and were guided by the following key principles:

- Divide the statewide HSR program into a series of smaller, discrete projects that can stand alone, will provide viable revenue service, can be matched to available funding, and can be delivered through appropriate business models.
- Advance sections as soon as feasible to realize early benefits, especially employment, and to minimize inflation impact.
- Leverage existing rail systems and infrastructure, including connecting rail and bus services.
- Forge a long-term partnership with the federal government for program delivery.
- Develop partnerships with other transportation operators to identify efficiencies through leveraging state, regional, local, and capital program investments and maximizing connectivity between systems.
- Seek earliest feasible and best value private-sector participation and financing with appropriate risk transfer and cost containment.
- Mitigate against the risk of funding delays by providing decision points for state policy-makers to determine how and when the next steps should proceed while leaving a fully operational system and generating economic benefits at each step.

The Authority applied these principles, taking into account key factors such as cost, funding scenarios, and ridership and revenue projections, to develop an implementation strategy with the following key steps:

- Step 1—Early Investments, Statewide Benefits. The first construction of dedicated high-speed infrastructure for the initial operating system (IOS) begins in the Central Valley. As with all of the steps, this initial section is being developed to deliver early benefits by leveraging other systems—enabling them to operate on the new high-speed tracks, which can be done without impacts on design or the integrity of the new infrastructure. Improved passenger rail service would begin upon completion of the first IOS segment by connecting the Amtrak San Joaquin, Altamont Commuter Express, Sacramento Regional Transit, and the Capitol Corridor (and potentially Caltrain). Through a new, strategic approach, there is also the opportunity for new or improved travel between Bakersfield and Sacramento, Oakland, San Jose, and San Francisco. This expanded Northern California Unified Service could begin operation as early as 2018, with the potential to provide transportation and economic benefits well before fully operational HSR service is initiated.

As part of this first step, complementary investments and improvements will be made to both accelerate benefits and distribute them more widely across the state. These investments will be made using the $950 million in Proposition 1A connectivity funding, available Proposition 1A high-speed rail funds, future federal funds, and other sources, and will include the following:

o Investment in the bookends: In Northern California, the long-awaited electrification of the Caltrain corridor will begin under a collaborative program between Bay Area agencies and the Authority. In addition, consistent with the Southern California MOU, investments will be made in key rail corridors in the southern part of the state, such as upgrading the Metrolink corridor from Los Angeles to Palmdale.

Response to Submission I062 (Ron Miller, October 3, 2011) - Continued

I062-4

o The Northern California Unified Service described above will be initiated.
o As the next step in the IOS, work to close the rail gap between Bakersfield and Palmdale through the Tehachapi Mountains will begin. Environmental clearance is possible in early 2014, and plans are being developed to move quickly to implement the improvements to close this critical gap and create the first statewide rail link between the Bay Area and the Los Angeles Basin.

- Step 2—Initial HSR Operations. Introduction of the state's (and the nation's) first fully operational HSR service will begin. This service can be operated by a private entity without subsidy, will have the potential to attract private investment to expand the system from Bay to Basin, and can be completed within a decade. The service will be blended with regional/local systems. The IOS is achieved through expansion of the first construction segment into an electrified operating HSR line from Merced to Palmdale and the San Fernando Valley, accessing the populous Los Angeles Basin. Following on the work discussed above, the next priority in implementing the IOS will be closing the rail gap between Northern and Southern California by crossing the Tehachapi Mountains with new, dedicated HSR infrastructure. Prior to completion of the IOS to the San Fernando Valley, this link will tie the north to the south at Palmdale, where Metrolink commuter rail service can then provide service and connections throughout Southern California.

Currently, the IOS is defined as extending from Merced to the San Fernando Valley, and high-speed revenue service would only start once the full IOS is built and operable. Should ridership and revenue forecasts and financial projections demonstrate that revenue service compliant with Proposition 1A could begin earlier, with a shorter IOS, appropriate reviews would occur to consider and implement earlier service, if appropriate.

- Step 3—The Bay to Basin System. The dedicated HSR infrastructure of the IOS will be expanded north and west to San Jose, providing HSR service between the state's major population centers in the north and south and providing the platform for the transition to statewide blended operations. At this stage, passengers will be able to take a one-seat ride between greater Los Angeles (San Fernando Station) and the San Francisco Transbay Transit Center using blended infrastructure in the north between San Francisco and San Jose (assuming electrification of the Caltrain corridor by 2020 as proposed by Caltrain), using dedicated HSR infrastructure between San Jose and

I062-4

the San Fernando Station, and, in the south, connecting via Metrolink between the San Fernando Valley Station and Los Angeles' Union Station and on to other points throughout Southern California.

- Step 4—The Phase 1 System. For the blended approach, the dedicated HSR infrastructure of the Bay-to-Basin system will be extended from the San Fernando Valley to Los Angeles Union Station, linking to a significantly upgraded passenger rail corridor developed to maximize service between Los Angeles and Anaheim while also addressing community concerns about new infrastructure impacts in a congested urban corridor that includes a number of established communities that abut the existing right-of-way. Under a full-build scenario, dedicated HSR infrastructure would be extended from San Jose to San Francisco's Transbay Transit Center and from Los Angeles to Anaheim.

- Step 5—The Phase 2 System. Phase 2 will extend the HSR system to Sacramento and San Diego, representing completion of the 800-mile statewide system. Travelers will be able to travel among all of the state's major population centers on HSR. Phase 2 areas will see improvements in rail service well in advance of the expansion of the HSR system through the combination of early investments and blended operations, as described in the Revised Plan.

Submission I063 (Charles Moore, September 2, 2011)

CALIFORNIA High-Speed Rail Authority

09-02-11P03:16 RCVD

SEP 0 2 2011

Comment Card
Tarjeta de Commentarios

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

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Name/Nombre: CHARLES M.MOORE

Organization/Organización: RET.SHERIFF"S COMMANDER

Address/Domicilio: 10600 ENGER ST.

Phone Number/Número de Teléfono: (661 589-3961

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

E-mail Address/Correo Electrónico:

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

I063-1 ~~Im Just wondering how much our property value is going down as a result~~ of this Train that no one I have talked to even wants it,Also with the added

I063-2 noise factor We probably will not even be able to give them away,If you were to have went down I-5 Bakersfield would have built to a Station,and think of the money you would have saved..I personally hope its a wash out..

Response to Submission I063 (Charles Moore, September 2, 2011)

I063-1

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

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).

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.

I063-2

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

Submission I064 (Julie Moore, 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:

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:

Julie Moore
[Name]

[Organization]

10/3/11
Date

Response to Submission I064 (Julie Moore, October 7, 2011)

I064-1

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

Submission I065 (Magdalena Moreno, September 22, 2011)

Fresno - Bakersfield (May 2011 – July 2012) - RECORD #254 DETAIL

Status :	Action Pending
Record Date :	9/22/2011
Response Requested :	
Affiliation Type :	Individual
Interest As :	Businesses And Organizations
Submission Date :	9/22/2011
Submission Method :	Website
First Name :	Magdalena
Last Name :	Moreno
Professional Title :	Business Owner
Business/Organization :	Business Owner
Address :	
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	93312
Telephone :	6613452473
Email :	maggiemoreno3@Yahoo.com
Cell Phone :	
EIR/EIS Comment :	Yes

I065-1 **Stakeholder Comments/Issues :** I am a property and business owner that will be greatly impacted by this high speed train. My business will suffer significantly and also my resident as I live two houses from where the proposed rail will be built. Everybody in my community is opposed to this project because it will greatly impact their lifes and their property values.

I065-2 I propose that this project be built away from the city in other routes. Bakersfield has so much land, why built this monster in the middle of our city?

I065-3 This project is supposed to create jobs, but what about all the businesses that will have to close due to the authorities taking their land? All their employees will be left without jobs. I did not know about this project until last week when my neighbor informed me.

I065-4 PLEASE, PLEASE, build this project on the outskirts of our city, so that it does not affect so many families and businesses. Thank you.

Response to Submission I065 (Magdalena Moreno, September 22, 2011)

I065-1

Refer to Standard Response FB-Response-GENERAL-02, FB-Response-SO-03, FB-Response-SO-02, FB-Response-SO-04.

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).

For information on the potential for disruption and division in Bakersfield, refer to the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12, Impact SO #7. Also see Impact SO #10 and Impact SO #11 for displacement estimates in Bakersfield. Mitigation Measure SO-2, SO-3, and SO-4 propose mitigations for identified effects in Bakersfield communities.

For information on new job creation and the resulting impacts on the regional economy, see Volume I, Section 3.12, Impacts SO #5 and 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 job creation (Authority and FRA 2012g).

I065-2

Refer to Standard Response FB-Response-GENERAL-02, FB-Response-GENERAL-10, FB-Response-SO-03.

I065-3

Refer to Standard Response FB-Response-SO-03, FB-Response-SO-04, FB-Response-GENERAL-02.

For information on the potential for disruption and division in Bakersfield, see the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12, Impact SO #7. Also see Impact SO #10 and Impact SO #11 for displacement estimates in Bakersfield. Mitigation Measures SO-2, SO-3, and SO-4 propose mitigations for identified effects in Bakersfield communities.

For information on new job creation and the resulting impacts on the regional economy, see Volume I, Section 3.12, Impacts SO #5 and 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 job creation (Authority and FRA 2012g).

I065-4

Refer to Standard Response FB-Response-GENERAL-02, FB-Response-GENERAL-10, FB-Response-SO-03.

Submission I066 (Jackie Moreno, October 9, 2011)

Fresno - Bakersfield (May 2011 – July 2012) - RECORD #483 DETAIL

Status :	Action Pending
Record Date :	10/9/2011
Response Requested :	No
Stakeholder Type :	CA Resident
Submission Date :	10/9/2011
Submission Method :	Website
First Name :	Jackie
Last Name :	Moreno
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	93312
Telephone :	
Email :	Jackienmoreno@gmail.com
Email Subscription :	Fresno - Bakersfield
Cell Phone :	
Add to Mailing List :	Yes
I066-1 **Stakeholder Comments/Issues :**	I want to oppose this bullet train running through bakersfield all the way through fresno. Its going to destroy to many homes, businesses, schools, churches and historical landmarks of the city. The economy is in shambles as it is and you want to take away jobs and homes that are hard enough as it is to maintain???? Its a bullet train of disaster and not of any hope whatsoever...california doesn't need anymore economic failure nor the pressure to pay taxes on something that is going to destroy a perfectly functioning city all on its own. Save homes, jobs, schools and churches....don't make destroy this town...instead save it!
EIR/EIS Comment :	Yes
Affiliation Type :	Individual
Official Comment Period :	Yes

Response to Submission I066 (Jackie Moreno, October 9, 2011)

I066-1

Refer to Standard Response FB-Response-GENERAL-10, FB-Response-GENERAL-14.

Submission I067 (Alfred Morrison, September 19, 2011)

09-19-11P01:31 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:

I067-1 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: Alfred Morrison

ALFRED MORRISON
[Name]

LAND OWNER
[Organization]

8-14-11
Date

Response to Submission I067 (Alfred Morrison, September 19, 2011)

I067-1

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

Submission I068 (Agnes Morrison, September 20, 2011)

09-20-11A11:03 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:

I068-1 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:

Agnes Morrison
[Name]

Laton Resident
[Organization]

9-14-2011
Date

Response to Submission I068 (Agnes Morrison, September 20, 2011)

I068-1

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

Submission I069 (Virginia Muradia, 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:

I069-1 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:

Virginia Muradia
[Name]

[Organization]

9/20/11
Date

Response to Submission I069 (Virginia Muradia, September 26, 2011)

I069-1

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

Submission I070 (Virginia Muradia, October 12, 2011)

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CALIFORNIA High-Speed Rail Authority

10-12-11P02:07 RCVD RECEIVED

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Septiembre del 2011
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Name/Nombre: Virginia Muradian
Organization/Organización: Teacher
Address/Domicilio: 6502 Burton Ave, Kingsburg, CA
Phone Number/Número de Teléfono: 559-897-2397
City, State, Zip Code/Ciudad, Estado, Código Postal: Kingsburg, CA 93631
E-mail Address/Correo Electrónico:
(Use additional pages if needed/Usar paginas adicionales si es necesario)

I070-1 By most reports, the cost of the high speed rail is severely underestimated. If the finances run out after the Merced-Bakersfield is built, we will have a rail to nowhere. If you begin the high speed rail in a more populated urban area, at least that section would be utilized. Who would be using HSR to get from Merced to Bakersfield- very few.

I070-2 Have you considered making the first section of high speed rail in either the Bay Area or the L.A. area? The ridership would be much higher than in the fertile, ~~[illegible]~~ less populated, Central Valley. In case the HSR does not get finished, consider allowing our ~~farm~~ prime ag land to remain in agriculture.

Response to Submission I070 (Virginia Muradia, October 12, 2011)

I070-1

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

As described in the Revised 2012 Business Plan (Authority 2012a), this initial section of the HST System is being developed to deliver early transportation and other benefits by leveraging other systems—enabling them to operate on the new high-speed tracks, which can be done without impacts on design or the integrity of the new infrastructure. Improved passenger rail service would begin upon completion of the Initial Operating Segment (IOS) by connecting with existing rail services, including the San Joaquins, Altamont Commuter Express (ACE), Sacramento Regional Transit, and the Capitol Corridor (and potentially Caltrain as well). Through a new, strategic approach, there is also the opportunity for new or improved travel between Bakersfield and Sacramento, Oakland, San Jose, and San Francisco. This expanded Northern California Unified Service could begin operation as early as 2018, with the potential to provide transportation and economic benefits well before fully operational high-speed rail service is initiated.

I070-2

The first section of the California High-Speed Train (HST) System requires a section of over 100 miles of high-speed track to test the high-speed trains. The Central Valley is the best location for this initial phase. The Fresno to Bakersfield Section could serve as a test track for the eventual expansion of the HST System. High-speed testing is crucial to the safe and efficient operation of the system. The relatively straight alignment would allow for the testing of track, signaling systems, and trainsets at operational speeds.

The Authority and FRA have divided the HST System into logical sections that will support operation of HST service between stations initially, such as between Fresno and Bakersfield, and as the system is expanded. Fresno and Bakersfield are the two largest cities in the San Joaquin Valley. They are both surrounded by metropolitan areas and are economic hubs within the region. Given their potential ridership and regional economic importance, they make logical termini for a section of the HST System.

The Revised 2012 Business Plan (Authority 2012a) describes the Authority's plan for the long-term development of the HST System, which uses a combination of federal, state, and private financing. The Fresno to Bakersfield Section can both be a part of an HST System eventually extending from the Bay Area to the Los Angeles Basin as envisioned since 1996 with the establishment of the Authority, and have independent utility by accommodating non-electrified passenger trains (e.g., the Amtrak San Joaquin service) from the north and existing stations in Merced and Madera via a crossover trackway with the BNSF Railway (at Avenue 17 near Madera) to Bakersfield in the south, even if no other portion of the HST System is constructed.

I070-2

Submission I071 (Mark Muradian, September 26, 2011)

09-26-11P04:21 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:

I071-1 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:

[Name]
Mark Muradian

[Organization]
Sep 21, 2011

Date

Response to Submission I071 (Mark Muradian, September 26, 2011)

I071-1

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

Submission I072 (Paul G. Muradian, September 26, 2011)

09-26-11P04:21 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:

I072-1 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:

Paul G. Muradian
[Name]

[Organization]

9/20/2011
Date

Response to Submission I072 (Paul G. Muradian, September 26, 2011)

I072-1

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

Submission I073 (Paul G. Muradian, October 12, 2011)

15

CALIFORNIA High-Speed Rail Authority

10-12-11 PCZ:07 RCVD

Comment Card
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Name/Nombre: PAUL G. MURADIAN
Organization/Organización:
Address/Domicilio: 6502 BARSTOW AVE KINGSBURG, CA 93631
Phone Number/Número de Teléfono: 559-897-2397
City, State, Zip Code/Ciudad, Estado, Código Postal: KINGSBURG, CA 93631
E-mail Address/Correo Electrónico:
(Use additional pages if needed/Usar paginas adicionales si es necesario)

I073-1 WE ARE AJACENT (1/8 MILE) FROM THE HIGH SPEED RAIL. DOES THE DESIGN MOVE (IS THE ALIGNMENT SET) ONE SIDE TO THE OTHER, BASED ON LOCAL LANDMARKS, IF IT DOES, WILL YOU ADVISE US? THE OVERPASS CROSSES OUR PROPERTY (8½ & CAIRO)
WE HAVE 2 PROPERTIES, ONE NORTH ONE SOUTH. OUR EQUIPMENT MUST PASS
I073-2 THE INTERSECTION WITH SLOW TRACTORS. HAVE YOU STUDIED THE SAFTY OF THESE NEW RURAL OVERPASSES? FAST TRAFFIC WILL HAVE PROBLEMS SEEING
I073-3 SLOW MOVING EQUIPMENT. WE HAVE LAND, TREES, WELLS, POWER LINES THAT WILL BE IMPACTED BY THIS PROJECT, DOES THE RAIL AUTHORITY KNOW HOW MUCH LAND, TREES, WELLS AND POWER LINES (INFRASTRUCTURE) IS IMPACTED? WE JUST SPENT $20,000 FOR NEW POWER LINES TO WELLS. WILL WE BE COMPENSATED FOR NEW INFRASTRUCTURE? WILL THERE BE VIBRATION FROM THE RAIL TO BREAK OUR CONCRETE IRRIGATION LINES? IF SO DO YOU HAVE A WAY TO MITIGATE THESE LATER OR ~~[illegible]~~ UNFORSEEN PROBLEMS?

Response to Submission I073 (Paul G. Muradian, October 12, 2011)

I073-1

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

I073-2

Refer to Standard Response FB-Response-S&S-01 and FB-Response-AG-02.

I073-3

Refer to Standard Response FB-Response-AG-01, FB-Response-AG-04, FB-Response-GENERAL-04, FB-Response-N&V-04.

Land owners will be provided just compensation as determined in the appraisal process, including the value of any estimated “cost-to-cure” damages, e.g., cost of re-establishing irrigation systems, replacing wells, etc. The difference between these “before” and “after” values is termed as severance damages and will reflect any loss in value to the remaining land.

Impacts to irrigation systems, resulting in curative work, and/or potential ramifications will be addressed during the appraisal process with consultation from experts in the hydraulic engineering and agriculture management fields.

Submission I074 (Mark Muradian, October 12, 2011)

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CALIFORNIA High-Speed Rail Authority

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Name/Nombre: mark Muradian
Organization/Organización:
Address/Domicilio: 2731 8½ ave Laton Ca 93242
Phone Number/Número de Teléfono: 559-584-9118
City, State, Zip Code/Ciudad, Estado, Código Postal: Laton Ca. 93242
E-mail Address/Correo Electrónico:
(Use additional pages if needed/Usar paginas adicionales si es necesario)

I074-1 I Have Found Indian Skeletons & artifacts in my yard which is very near proposed track line, there may be more burial sites at the planned route that Indian tribes do not want Disturbed How would you Deal with Burial sites that are discovered while excavating for construction?

Response to Submission I074 (Mark Muradian, October 12, 2011)

I074-1

There is no specific indication that any particular site in the project area has been used for human burial purposes in the recent or distant past. However, because human remains can be identified in the course of any substantial excavation in California, laws address the potential disturbance of human remains during project actions. For example, if human skeletal remains are uncovered during project construction, the project proponent would immediately halt work, contact the County coroner to evaluate the remains, and follow the procedures and protocols set forth in Section 15064.5(e)(1) of the CEQA Guidelines. If the County Coroner determines that the remains are Native American, the project proponent would contact the California Native American Heritage Commission (NAHC), in accordance with Health and Safety Code Section 7050.5 subdivision (c) and Public Resources Code 5097.98 (as amended by AB 2641). Per Public Resources Code 5097.98, the County shall ensure that, according to generally accepted cultural or archaeological standards or practices, the immediate vicinity where the Native American human remains are located is not damaged or disturbed by further activity until the County has discussed and conferred, as prescribed in this section (Public Resources Code 5097.98), with the most likely descendants regarding their recommendations, if applicable, taking into account the possibility of multiple human remains.

Submission I075 (Paul Muradian, October 12, 2011)

Fresno - Bakersfield (May 2011 – July 2012) - RECORD #1338 DETAIL

Status :	Action Pending
Record Date :	10/27/2011
Response Requested :	No
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	10/12/2011
Submission Method :	Project Email
First Name :	Paul
Last Name :	Muradian
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	CA
Zip Code :	NA
Telephone :	
Email :	5mur@copper.net
Cell Phone :	
EIR/EIS Comment :	Yes
Stakeholder Comments/Issues :	High Speed Rail Board:

I075-1 I am concerned with the overpasses that will be constructed over the hsr. These overpasses, in a rural setting, will create a hazard as the many trucks, tractors, and hay equipment travel slowly over our roads in the country. How do you plan on mitigating the hazard of these large overpasses that will be near foggy intersections?

I075-2 Starting the first leg of hsr in the central valley is a way to test the speed of the system. If the entire system is not completed you have a very expensive line to nowhere. Conversely if constructing the first part of the system in Southern California, you add a new mode of transportation to a very congested, heavy traveled, polluted area. Would it not be money better spent to have a leg of the rail system, not completed, in a very populated area? The bond issue voted on described the line to be put on or near an "existing transportation corridor and right-of-way".

I075-3 By dissecting Kings County through prime class 1 farmground does neither. Dissecting small lot farms diagonally creates many problems, to each farmer, and to the region. These small parcels lose water, or efficiency, becoming weed patches. How will the hsr mitigate the disruption of all these small farms. Will you drill a new well on each of these small plots so they can be farmed? Or do you move the rail line to Interstate 5 where it would intersect range land (class 2) soil and minimize this problem?

Thank you for your time.

Paul G. Muradian

Response to Submission I075 (Paul Muradian, October 12, 2011)

I075-1

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

I075-2

Starting in the Central Valley allows the state to use its available funding to build the backbone of the system, the Initial Construction Section. Subsequently, the ICS can be expanded north or south to create the first operating
high-speed rail system, and then the Bay to Basin system connecting Northern and Southern California. Additionally, by starting in the Central Valley, the state will be able to secure the needed right-of-way in the state's fastest growing region before land values increase further (there are existing rights-of-way on both ends that high-speed rail will be able to share without requiring the purchase of new land).

I075-3

Refer to Standard Response FB-Response-AG-02, FB-Response-AG-04.