

Submission I001 (Luis Valdez, October 6, 2011)



CALIFORNIA
High-Speed Rail Authority

10-06-11P04:35 RCVD Comment Card
Tarjeta de Comentarios

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

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

Public Hearings
September 2011

Audiencias Públicas
Septiembre del 2011

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

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

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

The comment period is from August 15, 2011. Comments must be received postmarked, on or before September 13, 2011.

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

The comment period is from August 15, 2011. Los comentarios tienen que ser recibidos, o matasellados, el o antes del 13 de Septiembre del 2011.

Name/Nombre: Luis Valdez
Organization/Organización: _____
Address/Domicilio: 200 King St.
Phone Number/Número de Teléfono: (441) 859-1304
City, State, Zip Code/Ciudad, Estado, Código Postal: Bakersfield, CA 93305
E-mail Address/Correo Electrónico: NA
(Use additional pages if needed/Usar paginas adicionales si es necesario)

I001-1

The impact of this High-Speed Train from Fresno to Bakersfield will surely affect my life. Due to the fact that I have lived in this same apartment complex for 10 years. I know the neighborhood and being restricted to little physical transport, due to my poor health. I would appreciate that you refrain from building your High Speed Train through this section of Bakersfield.

*Thank You...
Luis Valdez*

Response to Submission I001 (Luis Valdez, October 6, 2011)

I001-1

Refer to Standard Response FB-Response-GENERAL-10, FB-Response-SO-01.

The apartment building at the property referenced in your letter (200 King St., Bakersfield, CA 93305) would be displaced and relocated if the Bakersfield South Alternative is selected for the part of the project that runs through Bakersfield. If either the BNSF Alternative or the Bakersfield Hybrid Alternative is selected, the project would not result in displacement of this apartment building. For information on relocation assistance, see Volume II, Technical Appendix 3.12-A, which has detailed information on the property acquisition and compensation process.

Submission I002 (Susan G. Vaughn, 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:

I002-1 |

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]

4-30-11

Date

Response to Submission I002 (Susan G. Vaughn, October 7, 2011)

I002-1

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

Submission I003 (Harry Verheul, August 22, 2011)

Mr. and Mrs. Harry W. Verheul
12066 Excelsior Avenue
Hanford, CA 93230

AUG 22 2011

August 17, 2011

Tom Umberg, Chair
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 Mr. Umberg and Board Members:

I am a resident of Kings County and request that the Board of Directors of the California High-Speed Rail Authority extend the comment period on the Draft Environmental Impact Report (EIR)/ Draft Environmental Impact Statement (EIS) that the Authority has prepared on the Fresno to Bakersfield section of the proposed California high speed train project.

A Draft EIR/EIS on the Fresno to Bakersfield section of the project was released by the Authority on Tuesday, August 9, 2011, with the Authority indicating that comments on that document must be submitted within a 45 day period (by September 28, 2011). This is a very short time within which to review such a large document with very technical information. It is difficult for a lay person to understand without some added time to research those aspects that are of concern to me and my family. In fairness to all concerned it is important that sufficient time be allowed to thoroughly review the document. I urge the Authority to extend the comment period to ninety (90) days, or until November 10, 2011.

The California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) are intended to make sure that governmental decisions that might affect the environment are made only after the decision makers are fully informed of the potential environmental impacts of their proposed actions. Without an adequate opportunity for public participation and comment on the Draft EIR/EIS, the Authority will not have an adequate informational document upon which to base its decision on the routing and related decisions affecting the Fresno to Bakersfield section of the proposed high-speed train system. The stakes are very high with respect to the impacts that are likely to be associated with the proposed project through Kings County.

The Draft EIR/EIS is intended to consider the impact on air quality, global warming, endangered species, public health and safety issues, and wetlands. Even more important in Kings County is the very significant impacts on prime agricultural land, the massive impacts on working farms and on the local farm economy, the significant growth-inducing impacts, and with the associated social and economic impacts. There will also be major impacts on those residences living within the proposed train right-of-way or within a short distance from the train. The Draft EIR/EIS, must consider a number of possible alternatives and the mitigation of impacts caused by the project. All of these issues must be addressed thoroughly, and in detail, in order for the Authority to do an adequate review prior to a final decision.

This is directly tied to the quality of the public comment received and forty-five (45) days is simply not an adequate time period to allow the kind of public review needed. The proposed project is the first stage of what would be the *largest public infrastructure project in the history of the State of California*, and over \$4 billion dollars are proposed to be expended on the proposed project between Fresno and Bakersfield. It would be unconscionable for the Authority not to provide at least a ninety (90) day review period. It is my understanding that it is not uncommon to allow more than 45 days to review the EIR/EIS for such large projects. In some cases more than 90 days were allowed.

In addition to reasons stated above, there are other reasons. Much of the area within which the project is proposed, within the Fresno to Bakersfield section, is rural and agricultural land. The residents who know the most, and whose comments are going to provide the information that both CEQA and NEPA demand be provided, are largely working farmers and their families. A forty-five (45) day review period, during the months of August and September, comes at a time, both in terms of vacation schedules and the normal course of agricultural operations in the affected area, during which farmers and local residents are least able to engage in the comment and review process. In order to allow those most affected with a reasonable opportunity to participate, a ninety (90) day review period is required.

I003-1

Again, I and my family urge you, in the strongest terms possible, to extend the review period to provide the public ninety (90) days, not forty-five (45) days, to comment on the potential environmental impacts of the proposed project in the Fresno to Bakersfield section. Thank you in advance for your positive response to this request.

Sincerely,

Harry W. Verheul

cc: Governor Jerry Brown
Joseph Szabo, FRA
Michael Rubio, Senator
David Valadao, Assemblyman
Kings County Board of Supervisors

Response to Submission I003 (Harry Verheul, August 22, 2011)

I003-1

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

Submission I004 (Guadalupe Villalobos, October 10, 2011)

10-10-11 03:16 RCVD
RECEIVED

CALIFORNIA
High-Speed Rail Authority

Comment Card
Tarjeta de Comentarios

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

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

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

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

The comment period is from August 15, 2011 to August 28, 2011. Comments must be received postmarked, on or before September 13, 2011.

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

io es del 15 de Agosto al 28 de Septiembre del 2011. Los comentarios tienen que ser recibidos, o matasellados, el o antes del 13 de Octubre del 2011.

Name/Nombre: Guadalupe Villalobos

Organization/Organización: _____

Address/Domicilio: 1750 Cheatham Ave #109

Phone Number/Número de Teléfono: 661 496-7407

City, State, Zip Code/Ciudad, Estado, Código Postal: Bakersfield CA 93307

E-mail Address/Correo Electrónico: luxe-villalobos@att.net
(Use additional pages if needed/Usar paginas adicionales si es necesario)

Do Not Disturb peoples Homes!
People will loose Homes, schools, churches,
and will affect them mentally, physically, financially,
why dont you do it by the freeway instead
of going thro the city?

Response to Submission I004 (Guadalupe Villalobos, October 10, 2011)

I004-1

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

Submission I005 (Pat Waddell, 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:

I005-1

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]

Date

9/30/11

Response to Submission I005 (Pat Waddell, October 7, 2011)

I005-1

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

Submission I006 (Mary Wadsworth, October 10, 2011)

Fresno - Bakersfield (May 2011 - July 2012) - RECORD #520 DETAIL

Status : Action Pending
Record Date : 10/10/2011
Response Requested : No
Affiliation Type : Individual
Interest As : Individual
Submission Date : 10/10/2011
Submission Method : Website
First Name : Mary
Last Name : Wadsworth

Professional Title :

Business/Organization :

Address :

Apt./Suite No. :

City :

State : CA

Zip Code : 93212

Telephone :

Email : martiniwith3olives@hotmail.com

Cell Phone :

EIR/EIS Comment : Yes

I006-1 | Stakeholder Comments/Issues : The at grade route through the city would change our traffic patterns,
I006-2 | serious damage our economically and socially disadvantaged town.
I006-3 | By having so many route disruptions it will actually increase the amount of air
pollution created on a local level even though your EIR shows reductions
statewide.
I006-4 | The at grade route would displace 35 businesses and over 75 homes in our
community. For a small community this is grossly unfair.
Our city should and our city does support the bypass route around our town
where the impacts on local citizens will be minimized.

Response to Submission I006 (Mary Wadsworth, October 10, 2011)

I006-1

The commenter did not provide a specific context or location for their comment; therefore the responders were unable to address it.

I006-2

Refer to Standard Response FB-Response-GENERAL-05, FB-Response-GENERAL-10, FB-Response-SO-04.

For information about the impact on the community of Corcoran, see the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12, Impact SO #7, Impact SO #10, and Mitigation Measure SO-1. See Volume I, Section 3.12, Mitigation Measure SO-7. For environmental justice impacts, see Impact SO #18.

I006-3

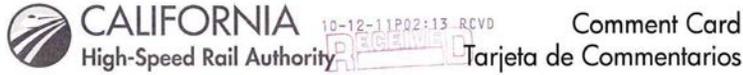
Refer to Standard Response FB-Response-AQ-04.

I006-4

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

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 see the related Mitigation Measures SO-1, SO-2, and SO-3 in Section 7 for measures to reduce impacts associated with the division of communities.

Submission I007 (Minako Wallis, October 12, 2011)



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

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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**

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.
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Name/Nombre: Minako Wallis

Organization/Organización: _____

Address/Domicilio: 717 E Spring Ln. Lemoore CA 93245

Phone Number/Número de Teléfono: _____

City, State, Zip Code/Ciudad, Estado, Código Postal: Lemoore, CA 93245

E-mail Address/Correo Electrónico: minako-wallis@btmail.com

I007-1

Seems like all the process has been very confusing & not to give enough information to the citizens. The route is not very considerate, cutting dairy farms & agricultural ones if it doesn't connect from SF to LA, there is no way for people to use them, that means not much profit to me, not well planned & chaotic & don't see much benefits at all.

Response to Submission I007 (Minako Wallis, October 12, 2011)

I007-1

Refer to Standard Response FB-Response-GENERAL-16, FB-Response-GENERAL-04,
FB-Response-GENERAL-13, FB-Response-GENERAL-14.

Submission I008 (Betty Warkenten, 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:

Betty Warkenten
[Name]

[Organization]

9-30-11
Date

Response to Submission I008 (Betty Warkenten, October 7, 2011)

I008-1

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

Submission I009 (Dan Waterhouse, October 10, 2011)

RECEIVED
10-12-11T11:37 RCVD

October 10, 2011

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

Re: Comments on High Speed Train Fresno to Bakersfield Segment Draft Environmental Impact Statement/Environmental Impact Report

Ladies and Gentlemen:

Attached are my comments on the High Speed Train Fresno to Bakersfield Segment Draft Environmental Impact Statement/Environmental Impact Report.

Thanks you for your attention to this matter.

Sincerely,

Dan Waterhouse
16865 Wasco Avenue
Wasco, CA 93280

1009-1

1009-2

1009-3

**Comments on California High-Speed Train:
Fresno To Bakersfield Section
Draft Environmental Impact Report/
Environmental Impact Statement**

Following are comments on the California High-Speed Train: Fresno To Bakersfield Section Draft Environmental Impact Report/Environmental Impact Statement ("EIR") prepared by the California High Speed Rail Authority and the Federal Railroad Administration the numbered references below correspond with the section numbers of the EIR):

Overall:
Throughout the document, the BNSF alignment is given upfront with the total impacts for this entire segment. Then each alternative alignment is listed. It is inappropriate, and not-conclusive, to compare the alternative, which is a small segment of the larger segment, to the entire segment. It is comparing apples and oranges. Alternatively, the comparison should be between the alternative and the associated sector of the entire line. For example, in Wasco-Shafter area, the Bypass should be compared with the section from where the bypass leaves the BNSF alignment in the north to where it rejoins the BNSF alignment in the south. This would be a meaningful comparison.

Summary Section:
Table S-2 – Comparison of Impacts of HST Alignment Alternatives – Page S-25
Agricultural Lands - AG #1: Number of acres of agricultural land converted to nonagricultural use.
BNSF = 2,192 acres Wasco Bypass #5 – 2,317 acres
This appears to be a calculation of only the 100 ft. right of way as the loss of productive ag land and it is underestimated. In the report, it indicates that the Wasco-Shafter Bypass is 23 miles long (the document is not consistent – in some places it indicates 23 miles, in Section 4 it indicates 24 miles). A 100 ft right of way for that length is 279 acres. It is also indicated that the number of acres for remnant parcels created has been included in that number. This would only make the 279 larger. This does not account for the prime farmland that will also be lost to accommodate "turnarounds" on either side of the right-of-way. Those turnarounds would be 40 feet on either side of the right of way and would convert productive prime agricultural land in to bare, unproductive land. This would mean another 223 acres of prime agricultural land would lose its producing capacity.

Table S-2 – Page S-26 - Because each alternative and segment is considered individually, the cumulative impacts of the entire loss of farmland is not taken in to account and is grossly understated. Cumulative impact analysis is required. Therefore, looking at only the Fresno to Bakersfield Segment of the statewide project does not allow for the assessment of cumulative impacts of prime farmland lost due to the entire

Submission I009 (Dan Waterhouse, October 10, 2011) - Continued

1009-4 | project. In addition, within the Fresno-Bakersfield Segment, only looking at each alternative, understates the cumulative loss of farmland.

1009-5 | Table S-3 – HST Mitigation Measures – page S-27- From page 3.14-36 – “Some agricultural land outside of the permanent right-of way would be used for construction activities such as staging areas and material laydown areas. This land would be leased from the landowner and used for 1 to 3 years for construction. After construction, the land would be restored to its original condition and returned to the owner. These impacts are negligible under NEPA and less than significant under CEQA because the land would be used temporarily and restored; the land would not be permanently converted to a nonagricultural use.” Comment: This does not contemplate the fact that many of the crops on the land they would use are permanent crops. If they take out an almond orchard that is 7th leaf and is just beginning full production, “restoring the land to its original condition” would take 7 years. See my further comment later in this document with same page reference.

1009-6 | S.8.1 - states “no substantial effect on energy and HSR’s goal is to purchase all power from renewable energy sources”. The EIR should validate the energy is available. Where will it come from? Biomass is currently undersupplied, leaving solar plus wind. PG&E currently gives cash payments to shut off during peak hrs. Who will get the priority? HSR or agricultural pumps? The HSR authority says they will have energy because they will pay more. The EIR does not address what will happen to other users when HSR takes their energy.

1009-7 | **TR #1:** Permanent road closures.
TR-MM #1: “Access maintenance for property owners.” Quoted from Draft EIR: “Maintain access for owners to property within the construction area. If a proposed road closure restricts current access to a property, provide alternative access via connections to existing roadways. If adjacent road access is not available, prepare new road connections, if feasible. If alternative road access is not feasible, the property would be considered for acquisition.” Comment: This does not specifically address the fact that a farmer would have to drive equipment long distances in order to access the other side of his field, which was cut in two by the rail. There is not a mitigation measure to address the additional cost of wear, tear and labor in order to deal with this. Importance should be given to road closures as they will increase VMT, increase tractor and ag truck traffic. Closures will require the long way around, decreasing efficiency. There will be more disruption of wildlife.

1009-8 | Air Quality and Global Climate Change – Section 3.3

1009-9 | HSR only improves air quality at maximum ridership. Are ridership estimates reliable?? HSR adversely affects air quality during construction.

1009-10 | Energy – Section 3.6

1009-10 | The report indicates: “Where existing underground utilities such as gas, petroleum, and water pipelines cross the HST alignment, the utilities would be placed in a protective casing so that future maintenance could be accomplished outside of the HST right-of-way. Comment: In many of the permanent plantings, there is a complex set of mainlines, submains and manifolds buried underground to deliver water to the crop. Is it realistic to think that all of these pipes would be placed in protective casing?”

1009-11 | The report states: “The Wasco-Shafter Bypass Alternative would have a greater impact on petroleum and fuel pipelines than would the corresponding section of the BNSF Alternative. There is an active oil field east of Wasco and an oil collection tank facility on a large adjacent land parcel. The Wasco-Shafter Bypass would avoid the oil storage tank facility; however, a number of oil wells would be displaced. The cost for well decommissioning and replacement would be borne by the Authority, and the effect upon the capacity or viability of the petroleum resource and industry extraction operations as a whole would be less than significant. The impact of this alternative would be less than significant. Comment: The Wasco-Shafter Bypass would negatively affect the mineral owner’s future value of oil revenue. If the track goes through the middle of the North Shafter Field, it will impact all mineral owners. Land encumbered by railroad tracts will limit the possibilities of future drill sites and future revenues from oil exploration. It will be impossible to weave through the North Shafter Field – therefore, the costs have been grossly underestimated.

1009-12 | Page 3.6 – 52 – Public Utilities and Energy – Stated in the report: “The Wasco-Shafter Bypass Alternative would avoid conflicts with the City of Wasco water system but would conflict with one more irrigation pipeline (owned by the Shafter-Wasco Irrigation District) than would the BNSF Alternative. The Authority would work with the Shafter-Wasco Irrigation District, as well as any other irrigation districts affected by the project, to protect irrigation systems. Canals may be bridged or placed in pipelines beneath the HST right-of-way. Irrigation pipelines crossing the alignment would be buried to an appropriate depth to sustain the weight of the HST and placed in protective casing so they could be accessed from outside of the HST. Therefore, the Wasco-Shafter Bypass Alternative would not result in prolonged disruption of services because of the need for relocation of or improvements to irrigation systems. This impact would be less than significant. Comment: If the report is talking about irrigation systems on specific farms there would be a significant number of irrigation lines in casings – there are mainlines, submainlines, manifolds – all crossing under the rail. This would be a maintenance nightmare. So, is this suggesting that they all these lines would be encased? If not, the farmer would need to be compensated to redesign their irrigation system so there would not be a complex system under the rail line.

1009-13 | Page 3.6-65 – The report states: “Summer 2010 electricity reserves were estimated to be between 27,708 MW for 1-in-2 summer temperatures and 18,472 MW for 1-in-10 summer temperatures (Pryor et al. 2010). The projected peak demand of the HST is not anticipated to exceed these existing reserve amounts. Although it is not possible to predict supplies for 2035, provided the planning period available and the known demand from the project, energy providers have sufficient information to include the HST in their

Submission I009 (Dan Waterhouse, October 10, 2011) - Continued

I009-13

demand forecasts. The project's impact on peak electricity demand would be less than significant. Comment: Farmers are encouraged and incentivized to reduce energy use during peak, and in some cases are asked to not use power during the peak times – this indicates a shortage exists. The EIR Draft does not really go in to the overall state energy shortages that currently exist and how those will be dealt with when the system is further taxed in terms of energy usage.

Agricultural Lands – Section 3.14:

Page 3.14-9 – “According to CEQA Guidelines Appendix G, the project would result in a significant impact on agricultural lands if it would result in the following:

- Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the FMMP of the California Resources Agency, to a nonagricultural use.
- Conflict with existing zoning for agricultural use or a Williamson Act contract.
- Involve other changes in the existing environment that would result in conversion of farmland to non-agricultural use because of their location or nature.”

I009-14

Comment: Having the rail go through the property is a change in the existing environment and placement of the right of way would result in conversion of an additional 40 feet on either side for turnarounds – therefore, additional prime farmland would be lost because it was taken out of production due to the rail. This needs to be accounted for in the cumulative impact of loss of farmland.

I009-15

Page 3.14-23 – “Based on the California Department of Conservation enrollment figures for 2008 (DOC 2010), none of the counties have land in agricultural conservation easements. Tulare County has an additional 686 acres of agricultural land protected by other enforceable restrictions (DOC 2010).”

Comments:

- These numbers need to be updated as there have been several agricultural conservation easements placed on land in 3 of the 4 counties. In all cases, Department of Conservation has been one of the funders, and in several cases, the Farm and Ranch Lands Program (federal funding) has been a matched funder.
- It is important to make the point that in the area of the Wasco-Shafer bypass, there are two easements totaling 1,043 acres south of Kimberlina Road and east of Shafter Road. These easements were funded using California State Funding and Federal funding to begin the establishment of a community separator between the Cities of Wasco and Shafter, thereby protecting the prime farmland in between the two cities. It is projected that the community separator will extend west along Kimberlina as well as involves properties south of Kimberlina to Merced Avenue, which is the north end of the City of Shafter. This is an important point as the bypass would “undo” what public dollars have invested in as a strategy in the area to protect farmland.

I009-15

- Easements in the four counties:
 - Howe Easement - 153 acres, Kings County. Closed Sept., 2011.
 - Schnitzler Easement - 80 acres, Fresno County and 8 acres in Tulare Co. closed August 26, 2011.
 - Tulare County – 2 easements, Paul and Moore, totaling 100 acres, closed in 2009.

Page 3.14-30 – Wasco-Shafter Bypass – States there are no agricultural conservation easements in the Bypass route. However, it needs to be pointed out that there are agricultural conservation easements in the vicinity that were placed there in order to create a community separator between the cities of Wasco and Shafter. The rail would bifurcate that community separator. The two easements next to Shafter Rd. are the east anchor for the community separator which was a strategic conservation effort funded by public dollars – both state and federal. The community separator is envisioned to go West from the current easements, south of Kimberlina and north of Merced Ave.

Page 3.14 – 42 – states again that there are no ag conservation easements. There are conservation easements.

Page 3.14-31 – A. Overview – 1st paragraph- Quote from document: “The No Project Alternative would result in substantial farmland conversion to accommodate anticipated growth in the region that would occur without the proposed HST project. In comparison, the HST alternatives would convert farmland for construction of the project, but would also provide opportunities for focusing future development on land that is already urbanized. This could reduce the amount of farmland converted to urban uses to accommodate projected future growth, depending on future local land use decisions.” Comment: The conjecture that this “could” reduce farmland converted is not adequate justification. Currently, local land use decisions are guided by general plans, yet significant farmland is converted. Unless there is a requirement to conserve farmland, build higher densities, etc., development will continue in the status quo. The reasoning given of “providing opportunities for focusing future development on land that is already urbanized” is not substantiated with any factual evidence or specific information. Without support and backup for this statement, it can only be taken as conjecture and appears to be a rationalization for a desired outcome - that of building the High Speed Train.

Page 3.14-32 – top of page – once again, statement of no ag conservation easements is inaccurate.

Page 3.14, 32-33, Table 3.14-5 – The numbers in the table do not correspond to the numbers/differences in the verbiage immediately preceding. The difference stated is 108 acres, yet the table shows 533 acres of farmland related to the BNSF alternative and 530 related to the Wasco-Shafter Bypass.

Submission I009 (Dan Waterhouse, October 10, 2011) - Continued

I009-15

Page 3.14-33, Table 3.14-6 – This table is misleading. It compares small alternatives, pieces of the system, to the whole system, making the BNSF alignment look not as favorable. This table should compare “apples with apples” – for example, take the alternative and compare it with the corresponding section of the BNSF.

Page 3.14-36 – Temporary Use of Agricultural Land - Related to construction and the leasing of acreage for 1 to 3 years: if the crop is annual, replacement to original condition is straight forward. However, for permanent crops, the compensation in addition to the leasing of the ground would need to include the replacement of the trees and the loss of the profit for the 3 years that it takes for an almond tree (6 years for pistachios) to get back in to production. With a permanent crop, compensation needs to include getting the orchard back in to production, and that is more costly than simply leasing the property.

Page 3.14-36 - Table 3.14-8 – Important Farmland Temporarily Used for Project Construction – The BNSF alternative uses 855 acres, of that 495 is in the Wasco-Shafter Bypass – is this correct? More than half the important farmland temporarily used for project construction in the Fresno to Bakersfield segment is in the Wasco-Shafter area? This table is confusing and needs better presentation as it does not make sense.

Page 3.14-37 - Temporary Utility and Infrastructure Interruption – This section does not adequately address the fact that redesigning and retrofitting an irrigation system will create more than 24 hours of down time. A significant number of crops are dependent on water and cannot withstand extended periods of time without water, especially if during the heat of summer. If the HSR cuts across your land it could be virtually impossible to irrigate until the irrigation systems are re-established. It could affect the whole parcel for 1-2 years. If the parcel was planted in almonds the crop would die. The HSR authority says Agricultural irrigation systems shall be corrected before the HSR construction begins. But well drilling rigs and PG&E can be a 6 month wait. Is HSR going to finance the costs upfront? The farmer cannot proceed until negotiation is completed plus the final route is determined, putting the farmer and his crops at risk. The costs have been underestimated.

Page 3.14-39 – Second full paragraph – Related to the San Joaquin Valley Blueprint, Scenario B+: the wording here leads the reader to believe that because Scenario B+ included HSR, the reduced impact on farmland was created. The truth of the matter was that Scenario B+ increased densities, unrelated to HSR. That was the sole reason there was a reduction in farmland impacts and therefore incorrect to attribute this to HSR. (Holly King was at the Great Valley Center when the Blueprint was created and voted on, so is knowledgeable on this subject and qualified to dispute the statement in the EIR.)

Section 3.14.6 – Mitigation Measures – Page 3.14-45 – Sequoia Riverlands Trust is the only land trust working in the Fresno, Kings, Tulare and Kern areas that provides the service of agricultural land conservation. They were overlooked and need to be listed

I009-15

since they are the only local land trust working with irrigated, row and permanent crop land in the four counties covered by this EIR.

Page 3.14-46 – The following statement is made: “The HST-generated wind would not render agricultural lands unusable for farming under any alternative. Therefore, it would not result in an effect.” Comment: This statement only evaluates one extreme end of the spectrum – rendering the farmland unusable. The impact to pollination and reduction of yields may not render the farmland unusable, but reduction in yields is an impact to a farm caused by the wind. Being less profitable is an impact.

Page 3.14-46 Table – In the table it indicates that the BNSF alignment impacts 2,210 acres of farmland. How is this calculated? There was no discussion as to how this number was determined. In the summary the number used was 2,192. Which is it?

Cumulative Impacts – Section 3.19

Page 3.19 – 22 The report states: “This would reduce the water demand in those urbanized areas because agricultural uses require more water than required by domestic uses.” Comment: This is not a factual statement – it is not true. This statement is not supported with information/research/science. Residential housing requires 1 AF of water per household per year. Almonds use 4 acre feet of water per year. Therefore, an even trade would be 4 houses per acre – and this is not a very dense housing ratio and does not support the claims that HST will have positive impacts on land use planning. If High Speed Rail is going to create more compact growth, and if it is more than 4 units per acre (which it should be), there is not going to be a water savings. In fact, the residential use will consume more water than the agricultural use.

I009-16

Response to Submission I009 (Dan Waterhouse, October 10, 2011)

I009-1

To present the environmental analysis as efficiently as possible, a single alignment from Fresno to Bakersfield was identified as an initial point of description and discussion. This alternative, termed the BNSF Alternative, largely parallels the Union Pacific Railroad (UPRR) in Fresno and the BNSF Railway throughout the rest of the alignment except where it bypasses Hanford to the east. Eight other alternative alignments were carried through the EIR/EIS evaluation process: Hanford West Bypass 1 and 2, Corcoran Elevated, Corcoran Bypass, Allensworth Bypass, Wasco-Shafter Bypass, Bakersfield South, and Bakersfield Hybrid. These alternatives, in combination with sections of the BNSF Alternative, result in a total of 72 possible alignments for the HST between Fresno and Bakersfield.

Presenting the potential impacts for 72 alternatives would make the EIR/EIS unreadable. Therefore, the impact analyses presented by discipline in Chapter 3 of the document begin with a description of impacts associated with the BNSF Alternative, followed by a description of impacts associated with each of the other alternatives. For comparison purposes, the impact analyses also provide a description of the difference in impacts between each of the eight shorter alignment alternatives and the corresponding segment of the BNSF Alternative. The Summary chapter near the front of the EIR/EIS provides a table (Table S-2) that compares impacts among all 72 alternatives, and the costs of each of the 72 alternatives are provided in Chapter 5.0 of the EIR/EIS.

I009-2

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

For complete information on affected agricultural lands including severed parcels and farmland facilities, see Section 5.3 of the Draft Relocation Impacts Report (Authority and FRA 2012b).

I009-3

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

For information on the economic effects on agriculture, see Volume I, Section 3.12, Impact SO #16.

I009-4

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

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

I009-5

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

Management of California's electricity infrastructure and power supply includes demand forecasting, which include buffer, or reserve, electricity generating capacity above expected peak demand that is available to call upon as needed. The EIR/EIS provides information about the proposed project's energy demand in Section 3.6 Public Utilities and Energy, Table 3.6-18, providing information for utility providers to consider it in their demand forecasts. The Fresno to Bakersfield Section of the HST is estimated to require 78 megawatts (MW) of peak demand, which is within existing reserves. The HST project would not require the construction of a separate power source, although it would include the addition and upgrade of power lines to a series of substations positioned along the HST corridor. Please refer to the summary of electricity requirements in Section 2.2.6, Traction Power Distribution, in Chapter 2, Alternatives. Section 3.6.5 C, High-speed Train Alternatives, discusses how the energy demand would be met. Occurrences of brownouts or utility policies to reduce their impact to communities would not be altered by the proposed project.

I009-6

Refer to Standard Response FB-Response-GENERAL-04 and FB-Response-TR-02.

I009-7

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

I009-8

For reliability of ridership estimates, please Refer to Standard Response FB-Response-GENERAL-24.

Response to Submission I009 (Dan Waterhouse, October 10, 2011) - Continued

I009-8

For air quality improvement, please note that the air quality is also improved at the lower-ridership levels of the higher-fare scenario in the EIR/EIS. See Volume I, Section 3.3, of the Revised EIR/Supplemental EIS.

I009-9

The ridership and revenue model was developed by a nationally recognized leader in forecasting, Cambridge Systematics, Inc. The ridership model is not deficient but "produces results that are reasonable and within expected ranges for the current environmental planning and business plan applications," according to a ridership and revenue peer review panel of leading U.S. and international experts in travel forecasting (Independent Peer Review Panel 2011). Also, 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.

Although the air quality analysis has identified emission impacts from the project during the construction phase, these impacts would be completely offset to below a level of significance through the Voluntary Emission Reduction Agreement between the Authority and the San Joaquin Valley Air Pollution Control District.

I009-10

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

Where existing underground water utilities cross the HST alignment, the affected utilities would be placed in a protective casing either relocated outside the restricted access areas of the HST right-of-way, or they would be modified (i.e., encased in a pipe sturdy enough to withstand the weight of HST System elements) to avoid the conflict. Refer to Section 3.6.5.

I009-11

Potential future revenues from oil exploration do not relate to environmental issues but are an economic concern. CEQA Guidelines Section 15382 states that an economic or

I009-11

social change by itself shall not be considered a significant effect on the environment. Section 3.6 Public Utilities and Energy of the Revised DEIR/Supplemental DEIS acknowledges that the Wasco-Shafter Bypass would avoid the oil storage tank facility; however, a number of oil wells would be replaced within large, existing tracts. 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 were determined to be less than significant.

I009-12

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

Where existing underground water utilities cross the HST alignment, the affected utilities would be placed in a protective casing either relocated outside the restricted access areas of the HST right-of-way, or they would be modified (i.e., encased in a pipe sturdy enough to withstand the weight of HST System elements) to avoid the conflict. Where it is not possible to avoid utilities, they would be improved (e.g., steel pipe encasement) so that there is no damage or impairment to the operation of these utilities from the HST project. Refer to Section 3.6.5. .

I009-13

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

All electricity users throughout California are encouraged and incentivized to reduce energy use during peak periods to conserve resources and protect the environment, which are part of the state energy policy (California Energy Commission 2011). This encouragement is not evidence that a shortage of electricity exists.

Management of California's electricity infrastructure and power supply includes demand forecasting, which includes buffer, or reserve, electricity-generating capacity above expected peak demand that is available to call on, as needed. The Fresno to Bakersfield Section of the HST System is estimated to require 78 megawatts (MW) of peak demand, which is within existing reserves.

Response to Submission I009 (Dan Waterhouse, October 10, 2011) - Continued

I009-14

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

See Volume I, Section 3.14, Impact AG#4, for information on the permanent conversion of agricultural land, and see Mitigation Measure AG-1 in Volume I, Section 3.14 for measures to preserve the total amount of prime farmland.

I009-15

Please see Volume I, Section 3.14.4, as information has been updated on conservation easements. Information from local land trusts and the California Department of Conservation shows that the project crosses counties with agricultural land under conservation easements; however, none of that land is within a mile of any of the project alternatives.

I009-16

The text of the Revised DEIR/Supplemental DEIS has been updated as a result of the continuing project design, comments received on the Draft EIR/EIS, and additional consultation with public agencies. Cumulative impacts associated with water use are described in Section 3.19, Cumulative Impacts, subsection Hydrology and Water Resources – Water Use. A detailed comparison of water usage between existing land uses and future land uses with the implementation of the HST is described in Appendix 3.6-B, Water Usage Analysis Technical Memorandum. Water usage rates by land use type, including residential, industrial, and agricultural uses, are provided in the technical memorandum.

Submission I010 (George Western, September 19, 2011)

Fresno - Bakersfield (May 2011 – July 2012) - RECORD #216 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 : George
Last Name : Western
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Clovis
State : CA
Zip Code : 93619
Telephone : 5592993772
Email : gawest0907@gmail.com
Email Subscription :
Cell Phone :
Add to Mailing List : No
Stakeholder Comments/Issues : Total waste of everybody's money! If this were worth doing, private enterprise would do it, and it would do it better and less expensively. Boondoggle!
EIR/EIS Comment : Yes
Affiliation Type : Individual
Official Comment Period : Yes

I010-1

Response to Submission I010 (George Western, September 19, 2011)

I010-1

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

Submission I011 (Brian Wickert, October 12, 2011)



Fresno to Bakersfield High-Speed Train Section Draft Environmental Impact Report/ Environmental Impact Statement (EIR/EIS)	La Sección de Fresno a Bakersfield del Tren de Alta Velocidad Proyecto de Informe de Impacto Ambiental/ Declaración de Impacto Ambiental (EIR/EIS)
Public Hearings September 2011	Audiencias Públicas Septiembre del 2011
Please submit your completed comment card at the end of the meeting, or mail to: Fresno to Bakersfield DEIR/EIS Comment, 770 L Street, Suite 300, Sacramento, CA 95814	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: Brian Wickert

Organization/Organización: _____

Address/Domicilio: 9782 Edna Way

Phone Number/Número de Teléfono: (559) 584-7991

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

E-mail Address/Correo Electrónico: _____

I011-1

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

A station has been proposed near my home. Will the safety for our school buses be accommodated with the added danger of traffic and the toll tag & additional

Response to Submission I011 (Brian Wickert, October 12, 2011)

I011-1

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

Submission I012 (Brian Wickert, October 12, 2011)

17



10-12-11P02:08 RCVD
 RECEIVED

Comment Card
 Tarjeta de Comentarios

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

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

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

Por favor entregue su tarjeta completada al final de la reunión, o envíala 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.

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Name/Nombre: Brian Wickert

Organization/Organización: _____

Address/Domicilio: 9782 Edna Way

Phone Number/Número de Teléfono: (559) 584-7991

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

E-mail Address/Correo Electrónico: _____
 (Use additional pages if needed/Usar paginas adicionales si es necesario)

I012-1 | Will I be compensated for the depreciation of my property/home 200 feet east of the elevated tracks? Has this compensation been figured into the budget?

18



10-12-11P02:08 RCVD
 RECEIVED

Comment Card
 Tarjeta de Comentarios

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

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

Please submit your completed comment card at the end of the meeting, or mail to:
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Por favor entregue su tarjeta completada al final de la reunión, o envíala por correo a la siguiente dirección:
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El periodo de comentario es del 15 de Agosto al 28 de Septiembre del 2011. Los comentarios tienen que ser recibidos electrónicamente, o matasellados, el o antes del 28 de Septiembre del 2011.

Name/Nombre: Brian Wickert

Organization/Organización: _____

Address/Domicilio: 9782 Edna Way Hanford CA 93230

Phone Number/Número de Teléfono: (559) 584-7991

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

E-mail Address/Correo Electrónico: _____
 (Use additional pages if needed/Usar paginas adicionales si es necesario)

I012-2 | How will the noise and vibration be reduced to current levels? My Home is 200 feet east of the

Response to Submission I012 (Brian Wickert, October 12, 2011)

I012-1

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

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

The property acquisition and compensation process will only begin once all necessary legal processes have been completed, funding has been secured, and construction is ready to begin. This is scheduled to begin in 2013 and last through 2015. Funding secured for the HST project includes the amount required for all of the land acquisition and compensation.

I012-2

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 dBA, such as adding acoustically treated windows, extra insulation, and mechanical ventilation as detailed in Section 3.4.7, Project.

I012-2

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. The vibration impact assessment is primarily designed to identify the potential human annoyance from vibration from HST operations for buildings with vibration-sensitive use as described by the FRA and Federal Transit Administration land use categories. However, all buildings in close proximity to the proposed alignments will be assessed for potential structural damage from HST operations and/or construction. The potential for damage from vibration from HST operations is limited to extremely fragile building locations within 30 feet of the tracks. The HST right-of-way width varies from 120 feet for at-grade tracks to approximately 60 feet for elevated fill to approximately 45 feet for elevated structures. In general, the area of impact is therefore within or close to the project right-of-way. Typical buildings, such as residences, located outside this distance would not have the potential for damage from vibration.

Agricultural resources, such as crops, would not be affected by noise and vibration from HSTs. As described in EIR/EIS Section 3.4.3, locations with potential vibration impacts in the project corridor are designated as such because of the potential for annoyance effects from HST operations. While the vibration at these locations might be felt by receivers, it would be well below the thresholds for damage to structures. It is helpful to note that the vibration levels generated by passing HSTs would generally be less than

Response to Submission I012 (Brian Wickert, October 12, 2011) - Continued

I012-2

the levels generated by freight trains in the Study Area.

Submission I013 (Debbie Wilderson, 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:

I013-1

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]

Debbie WILDERSON
[Organization]

9-21-2011
Date

Response to Submission I013 (Debbie Wilderson, September 26, 2011)

I013-1

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

Submission I014 (Melissa Wilford, August 25, 2011)

Fresno - Bakersfield - RECORD #158 DETAIL

Status : Action Pending
Record Date : 8/25/2011
Response Requested :
Stakeholder Type : CA Resident
Submission Date : 8/25/2011
Submission Method : Website
First Name : Melissa
Last Name : wilford
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Bakersfield
State : CA
Zip Code : 93312
Telephone :
Email : Melmarie23@sbcglobal.net
Email Subscription :
Cell Phone :
Add to Mailing List : No
Stakeholder Comments/Issues : As partianing to the stretch of track running through the Bakersfield area, my concern as a citizen is about the displacing and destruction of homes and building which hold historical value to the local community. Bakersfeild High School, for one has educated generations of students and personally my family. To know I walked the halls and sat in the same classrooms that my grandfather had gives me a since of pride in my town. This plan of direction in track placement destroys building that have withstood earthquakes and hold great historical inheritance to future generations. Please keep that in mind as your engineers write plans without having stepped foot in the halls of my school, my grandfather's school and my children's school.
EIR/EIS Comment : Yes

I014-1

Response to Submission I014 (Melissa Wilford, August 25, 2011)

I014-1

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

Submission I015 (Karen Wilkinson, September 20, 2011)

09-20-11A11:02 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

Dear Chairman and Members of the Board:

I015-1 |

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: *Karen Wilkinson*

Karen Wilkinson
[Name]

[Organization]

9/15/11

Date

Response to Submission I015 (Karen Wilkinson, September 20, 2011)

I015-1

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

Submission I016 (Stanley D. Wilson, September 26, 2011)

Stanley D. Wilson
P.O. Box 817
Shafter, Ca. 93263

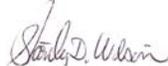
09-26-11P04:22 RCVD

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

I016-1

I have reviewed the draft EIR concerning the BNSF alignment through Shafter and find that the elevated structure to cause visual, noise, & vibration impairment to the City of Shafter and to its residents and to their way of life. A much better alternative would be to trench high-speed rail similar to the railroad trench in Reno, Nevada. Such a trench would eliminate the visual problem and greatly reduce the noise and vibration problems. It would eliminate some buildings on the east side of the BNSF, but would in balance be much better for the city, preserving environmental integrity as well as its historic structures.

Secondly, I think that the three overpasses planned for Fresno, Poplar, & Merced are too close together and one of them should be eliminated. The height and the massive design of these overpasses destroys much farm land by crossing the railroads on a diagonal and then curving new roads around to meet existing roads seems a poor choice in making these crossings.



Stanley D. Wilson

Response to Submission I016 (Stanley D. Wilson, September 26, 2011)

I016-1

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

Submission I017 (Bill Wood, 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:

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:

Bill Wood

[Name]

Wood Bros Inc

[Organization]

9-21-11

Date

I017-1

Response to Submission I017 (Bill Wood, September 26, 2011)

I017-1

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

Submission I018 (Sarah Woodman, August 18, 2011)

Fresno - Bakersfield - RECORD #128 DETAIL

Status : Action Pending
Record Date : 8/18/2011
Response Requested :
Stakeholder Type : CA Resident
Submission Date : 8/18/2011
Submission Method : Website
First Name : Sarah
Last Name : Woodman
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State : CA
Zip Code : 93305
Telephone :
Email : woodmanssw@yahoo.com
Email Subscription :
Cell Phone :
Add to Mailing List : No
Stakeholder Comments/Issues : When will the DPR be made available?
EIR/EIS Comment : Yes

I018-1 |

Response to Submission I018 (Sarah Woodman, August 18, 2011)

I018-1

The Department of Parks and Recreation (DPR) forms for the Fresno to Bakersfield Section are available in the following technical documents: the Historic Architectural Survey Report (HASR) (Authority and FRA 2011b), the Supplemental HASR (Authority and FRA 2012c), the Historic Property Survey Report (HPSR) (Authority and FRA 2011c), and the Supplemental HPSR (Authority and FRA 2012d). These forms will be made available to qualified individuals on request to the Authority or FRA.

Submission I019 (Sarah Woodman, August 25, 2011)

Fresno - Bakersfield - RECORD #156 DETAIL

Status : Action Pending
Record Date : 8/25/2011
Response Requested :
Stakeholder Type : CA Resident
Submission Date : 8/25/2011
Submission Method : Website
First Name : Sarah
Last Name : Woodman
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Bakersfield
State : CA
Zip Code : 93305
Telephone :
Email : woodmanssw@yahoo.com
Email Subscription : Bakersfield - Palmdale, Fresno - Bakersfield
Cell Phone :
Add to Mailing List : Yes
Stakeholder Comments/Issues : Please send me a copy of the DPR relating to the route through Kern County, 17 La Mesa Drive Bakersfield, CA 93305
EIR/EIS Comment : Yes

I019-1

Response to Submission I019 (Sarah Woodman, August 25, 2011)

I019-1

The Department of Parks and Recreation (DPR) forms for the Fresno to Bakersfield Section are available in the following technical documents: the Historic Architectural Survey Report (HASR) (Authority and FRA 2011b), the Supplemental HASR (Authority and FRA 2012c), the Historic Property Survey Report (HPSR) (Authority and FRA 2011c), and the Supplemental HPSR (Authority and FRA 2012d). These forms will be made available to qualified individuals on request to the Authority or FRA.

Submission I020 (Sarah Woodman, August 29, 2011)

Fresno - Bakersfield - RECORD #166 DETAIL

Status : Action Pending
Record Date : 8/29/2011
Response Requested :
Stakeholder Type : CA Resident
Submission Date : 8/29/2011
Submission Method : Project Email
First Name : Sarah
Last Name : Woodman
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State : CA
Zip Code : 00000
Telephone :
Email : records@hsr.ca.gov
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder
Comments/Issues :

From: Sarah Woodman [mailto:woodmansw@yahoo.com]
Sent: Thursday, August 25, 2011 7:25 PM
To: High-Speed Rail Records
Subject: DPR

I020-1

Where in Kern County can I see the DPR pertaining to the route through Kern County? I was told that it was not yet available at the Beale Memorial Library in Bakersfield.

Thank you,

Sarah Woodman
Yes

EIR/EIS Comment :

Response to Submission I020 (Sarah Woodman, August 29, 2011)

I020-1

The Department of Parks and Recreation (DPR) forms for the Fresno to Bakersfield Section are available in the following technical documents: the Historic Architectural Survey Report (HASR) (Authority and FRA 2011b), the Supplemental HASR (Authority and FRA 2012c), the Historic Property Survey Report (HPSR) (Authority and FRA 2011c), and the Supplemental HPSR (Authority and FRA 2012d). These forms will be made available to qualified individuals on request to the Authority or FRA.

Submission I021 (Dave W. Zandt, September 26, 2011)

09-26-11P04:23 RCVD

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

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

Dear Chairman and Members of the Board:

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

Signed: 

DAVE W ZANDT
[Name]

[Organization]

9 / 14 / 11
Date

I021-1

Response to Submission I021 (Dave W. Zandt, September 26, 2011)

I021-1

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

Submission I022 (Nina Zandt, 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:

I022-1

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: *Nina Zandt*

Nina Zandt
[Name]

[Organization]

9/15/11
Date

Response to Submission I022 (Nina Zandt, September 26, 2011)

I022-1

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