

Submission I001 (Patricia Negrete, October 17, 2012)



Patricia C. Negrete
 806 Cypress Ridge Pkwy.
 Arroyo Grande, CA 93420
 pnegretehs@hotmail.com

October 16, 2012

Fresno to Bakersfield EIR/EIS Comments
 Attention: CA High Speed Rail Authority Board Members
 770 L Street # 800
 Sacramento, CA 95814

Dear Chairman Richards and the High Speed Rail Authority Board,

My husband and I are land owners within the Hanford East proposed route in rural Kings County (APN: 002-190-016). This route severely impacts our property to the point where it may not be farmable.

The enclosed comments were based upon a draft of the EIR/EIS for the Fresno to Bakersfield Section of the CA High Speed rail project. Because there was not sufficient time to read, comprehend, and respond to the document in its entirety by the Cal. 19th deadline, the comments do not constitute a full review; therefore, I was not allowed the appropriate due process to respond to the authority based upon a complete review of the document. The authority should prepare to accept, address, and respond to future comments that I may submit as my review of the document continues beyond the deadline set by the authority.

Sincerely,
 Patricia C. Negrete



Comment Card
 Tarjeta de Comentarios

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

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 Revised Draft EIR/Supplemental Draft EIS Comment, 770 L Street, Suite 800, Sacramento, CA 95814

Th	Extended comment period for Fresno to Bakersfield High Speed Train Revised Draft EIR/Supplemental Draft EIS: July 20 - October 19	ember 20, onically, or 20, 2012.	El periodo de comentario es del 20 de Julio al 20 de Septiembre del 2012. Los comentarios tienen que ser recibidos electrónicamente, o matasellados, el o antes del 20 de Septiembre del 2012.
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APN # 002-190-016
 Name/Nombre: Patricia Negrete of the William and Patricia Negrete Trust
 Parcel ID: South half of Northwest half of Section 33, Township 17,
 Organization/Organización: South Range 22 East Mount Diablo Base and Meridian
 Address/Domicilio: Dover & 8th Ave (2nd parcel on SE side of 8 Ave) Hfd. CA 93235
 Home Phone Number/Número de Teléfono: 805-474-5810 Cell 559-269-9344
 Home Address/Ciudad, Estado, Código Postal: 806 Cypress Ridge Pkwy Arroyo Grande, CA 93420
 E-mail Address/Correo Electrónico: pnegretehs@hotmail.com

I001-2

The proposed East Hfd Route of the HSR cuts diagonally through the middle of our property (80 acres) destroying the well and irrigation system and taking a wide swath of 16 year-old almond trees. The entire 80 acres is planted in Almond Trees (6 years old) with a lifetime potential production of 25+ years. Without water and an irrigation system, there would be a total loss of the current years crop, and of the entire almond orchard, including loss of potential income for 20+ years.

The EIR/EIS is vague ("mitigate") in describing and identifying long and short term effects of this projection our farming operation. We recommend the EIR/EIS must, according to CEQA Guidelines, must address current proposed impacts with detailed mitigation measures, not determine analysis and mitigation measures to the future.

Submission I001 (Patricia Negrete, October 17, 2012) - Continued



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

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.

APN# 002-190-016
 Name/Nombre: Patricia Negrete & Wm. & Patricia Negrete Trust
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 Organization/Organización: South range 22 East Mount Diablo Base and Meridian
 Parcel Location/Address/Domicilio: Dover & 8th Ave (and parcel on SE side of 8th Ave) Hfd, CA, 93230
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1001-3

The EIR/EIS states that the train tracks must be 10ft above flood plane and that there will be overpasses. However it does not state where the soil will come from in order to accomplish this. It has been estimated by persons associated with land leveling businesses that to accomplish this elevation it would take 80 acres 1 foot deep for every 1/4 mile of track. This would mean total obliteration of 5 year-old almond trees on our parcel and total loss of fertile top soil.

The EIR/EIS uses the word "mitigate" profusely in their document without detailed facts and information about how they will mitigate the problems encountered as detailed above. We recommend the EIR/EIS must address (according to CEQA Guidelines) the current proposed impact and cannot assume a later adjustment.



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

La Sección de Fresno a Bakersfield del Tren de Alta Velocidad
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The Extended comment period for Fresno to Bakersfield High Speed Train Revised Draft EIR/Supplemental Draft EIS: July 20 - October 19

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APN# 002-190-016
 Name/Nombre: Patricia Negrete of the William and Patricia Negrete Trust
 Parcel ID: South half of Northwest half of Section 33, Township 17, South Range
 Organization/Organización: 22 East Mount Diablo Base and Meridian
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1001-4

The EIR/EIS is vague and incomplete in addressing how land owners and farming operations will be compensated for land and crops which will be taken by the HSR. We signed a 20 year lease in 2006 totally unaware of the proposed HSR route through our property. A major investment was made upgrading irrigation systems and planting almonds (no monetary return for 4 years). The trees have been in full production for 24 years now with 20+ years expected in the future. Our retirement income/plans were based on the income from this 20 year lease. If the HSR cuts through our property as in the proposal, we stand to lose the entire 80 acres of almonds, the pump, well, irrigation system, and 20+ years of potential income. There is no detailed account of exactly how much property will be taken, nor are concrete mitigation measures outlined in the EIR/EIS. These impacts must be addressed before the project is started (CEQA) and cannot be put off to the future.

Submission I001 (Patricia Negrete, October 17, 2012) - Continued



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Tarjeta de Comentarios

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

La Sección de Fresno a Bakersfield del Tren de Alta Velocidad
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reunión, o envíela por correo a la siguiente dirección:
Fresno to Bakersfield Revised Draft EIR/Supplemental Draft EIS Comment, 770 L Street, Suite 800, Sacramento, CA 95814

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APN # 002-190-016
Name/Nombre: Patricia Negrete of William & Patricia Negrete Trust
Parcel ID South half of Northwest half of Section 33 Township 17, South
Organization/Organización: Range 22 East Mount Diablo Base and Meridian
Parcel location: Dover & 8th Ave (2nd parcel on SE side of 8th Ave. Hfd. CA. 93230
Address/Domicilio: Home Address: 806 Cypress Ridge Hwy Arroyo Grande CA 93230
Phone Number/Número de Teléfono: Home 805-474-5810 Cell 559-269-9344
City, State, Zip Code/Ciudad, Estado, Código Postal: 806 Cypress Ridge Hwy Arroyo Grande CA 93230
E-mail Address/Correo Electrónico: pnegrete@shs@hotmail.com
(Use additional pages if needed/Usar paginas adicionales si es necesario)

1001-5

Upon viewing the map of the EAST Hanford proposed route, the
HSR, by cutting diagonally through the middle of our 80 acres,
will create a "land-lock" issue with the back portion
of the property (other land owners on 3 sides). One neighbor
will also have the same issue. The EIR/EIS states it
will sell such property to adjacent owners. Who says
they will want to buy it?!? And a small parcel w/o
water & producing trees is going to be worth far less
than one intact 80 acre parcel!

1001-6

If a right of way would be granted by an existing
neighboring property owner, there would be a huge environmental
impacts because of extra miles driving farm equipment
(use of gas, equipment, and extra hours to complete jobs).
The EIR/EIS improperly defers analysis and mitigation
measures to some point in the future. We recommend
the EIR/EIS must address current proposed impacts
and cannot assume a later adjustment (CEQA).



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1001-7

The EIR/EIS omits critical information about existing land use
and land use policies. For example, it is not stated how much space
is needed between the track and trees in order to minimize
the effects of noise, wind, vibration and transfers of pesticides
and other chemicals used in the farming operation. It is
not stated who is responsible for removal of trees in order
to create a buffer zone. Also, will this buffer zone be wide
enough for farm equipment to turn around? Or will additional
trees need to be removed in order for equipment to turn
around at the end of the rows of trees? And who will be
responsible for the tree removal, and at what cost?

1001-8

1001-9

The EIR/EIS does not accurately and adequately describe
the project's impact on land use and does it identify
feasible mitigation measures. We recommend that the
EIR/EIS must address (CEQA) detailed impacts and
resulting needed mitigation measures prior to starting
the proposed project.

Submission I001 (Patricia Negrete, October 17, 2012) - Continued



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Home Address: 301 Cypress Ridge Pkwy Arroyo Grande CA 93420
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I001-10

According to NEPA, the EIR/EIS must devote substantial treatment to each alternative and reasonably evaluate all alternatives. In 2008, when the HSR was put to a vote, the proponent stated the HSR would follow a major traffic corridor (ex. I-5 on Hwy 99). However, all 3 proposed routes in Kings Co. go through prime agricultural land with significant impacts to the agricultural industry and economy of Kings County.

As a result, it is not possible for the EIR/EIS to accurately and adequately describe the project's impacts and mitigation measures as compared to an alternate route along a major traffic corridor.

We recommend that the EIR/EIS must address this omission and include a detailed analysis and comparison to a route along a major traffic corridor with resulting detailed mitigation measures prior to beginning the project.



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I001-11

The EIR/EIS fails to describe the project's impact on land use and land use policies. The EIR/EIS bases impacts on an unrealistic small project footprint. The analysis fails to acknowledge the project's interference with existing farming operations. Right now our 80 acre parcel is considered **PRIME AG LAND** and is protected under the **Williamson Act**. As a result, it would command a premium price if sold in its current condition. However, after the HSR cuts it into pre-shaped pieces which are more difficult to farm and land-locks the rear parcel by cutting off access from the street, it makes the need for 2 wells and 2 separate irrigation systems, the property value would be greatly reduced!

I001-12

I001-13

We recommend the mitigation measures must be identified in detail for each impact and cannot be deferred to some point in the future (CEQA)

Submission I001 (Patricia Negrete, October 17, 2012) - Continued



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I001-14

The EIR/EIS states that there could be as many as 6 trains/hour at speeds of 220 mph. However it does not adequately address the impact of noise, wind, and/or vibration created by these high speed trains; specifically what will the impact be on pollination of trees, seating of wells, and the general health of the Almond Trees?

I001-15

The analysis fails to acknowledge the projects interference with existing farming operations and therefore fails to identify required mitigation measures.
 According to CEQA, mitigation measures for each impact must be identified and fully enforceable through permit conditions, agreements, or other legally binding instruments. The EIR/EIS improperly defers the analysis and mitigation measure to some point in the future. We recommend the EIR/EIS must address current proposed impacts and cannot assume a later adjustment.



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I001-16

According to the EIR/EIS, an overpass is planned for the corner of 8th Ave & Dover Ave. During construction, this intersection will be blocked. Farm equipment must be driven around the block (4 miles) to get from the front parcel (created by HSR splitting parcel into 2) to the rear parcel and then back again (another 4 miles) due to the closure of the intersection. This will result in much greater fuel consumption, exhaust emissions, noise pollution, and labor costs.

As of this time, it has not been made clear if there will be measures to mitigate these impacts and what these measures might be.
 We recommend the EIR/EIS must address the current proposed impacts and analyze and suggest detailed mitigation measures prior to beginning the project.

Submission I001 (Patricia Negrete, October 17, 2012) - Continued



Response to Submission I001 (Patricia Negrete, October 17, 2012)

I001-1

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

I001-2

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

Prior to construction of the HST, evaluation of the utilities on site will occur so that they may be modified to operate in conjunction with the HST.

See the discussion of mitigation in Standard Response FB-Response-GENERAL-01. All mitigation measures comply with CEQA's requirements. The loss of agricultural land, for example, is mitigated (although still significant and unavoidable) by Mitigation Measure AG-MM#1 which would fund the acquisition of agricultural conservation easements from willing sellers through the existing and established California Farmland Conservancy Program. This is feasible, since it utilizes an established program, fully enforceable, since the Authority is entering into a formal agreement with the Program, and contains performance standards in the form of the Program's qualifying requirements.

I001-3

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

See Standard Response FB-Response-GENERAL-01 for a discussion of mitigation measures.

Soils from nearby farms are not proposed to be used to construct the HST. While the train will need to be elevated above the floodplain, soils currently used for agricultural production will not be used in construction. As discussed in Section 2.8.1 of the Revised DEIR/Supplemental DEIS, fill material would be excavated from local borrow sites and travel by truck from 10 to 30 miles to the preferred alignment.

I001-4

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

I001-5

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

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

I001-6

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

The Authority recognizes that the project would result in economic impacts to agricultural businesses. Those impacts are described in Section 3.12.8 of the EIR/EIS as Impacts SO #11, SO #12, and SO #15. Economic impacts would be mitigated through compensation to property owners under the Uniform Relocation Assistance and Real Property Acquisition Policies Act and the California Relocation Assistance Act, as described in Section 3.12.10 of the EIR/EIS. As described in Mitigation Measure SO-4 in Section 3.12.11, the Authority will evaluate, with property owner input, the effectiveness of providing overcrossings or undercrossings of the HST track to allow passage of agricultural equipment to reduce the impact referenced in this comment.

It is not possible to accurately estimate the total increase in mileage associated with out-of-direction travel for farm equipment and workers caused because the HST alignment crosses farms. As indicated in the EIR/EIS, access across the HST alignment on public roads would take place at no more than 2-mile intervals, and crossings would more typically be 1 mile apart. If it is assumed that out-of-direction travel would total 4 miles involving 10 trips/day for 274 days/year, this totals 10,960 miles of out-of-direction travel for a single operation. Assuming that a total of 100 farms are affected in this way, the total out-of-direction travel would be approximately 1,100,000 miles/year. As shown in Table 3.3-15 in Section 3.3, Air Quality and Global Climate Change, of the EIR/EIS, the HST project is estimated to reduce vehicle miles traveled in the four counties crossed by the Fresno to Bakersfield Section by about 5,350,000 to 8,000,000 miles/year, depending on ticket prices. Therefore, the project would still provide a substantial reduction in criteria pollutant emissions and emissions of greenhouse gases.

Response to Submission I001 (Patricia Negrete, October 17, 2012) - Continued

I001-7

Refer to Standard Response FB-Response-N&V-01, FB-Response-AG-06, FB-Response-AG-05.

Impacts on land use are discussed in Section 3.13.5.3 and Appendix 3.13-A. Section 3.14.5.3 discusses impacts on agricultural lands, including confined animal facilities and wind-induced pesticide drift. Agriculture related to planting is not considered a use that is sensitive to noise and vibration; however, impacts on domestic livestock resulting from noise and vibration are discussed in Section 3.4.5.3.

I001-8

Refer to Standard Response FB-Response-SO-01, FB-Response-AG-02, FB-Response-AG-05.

No buffer zone is proposed, nor is one required. Therefore, no tree removal would be necessary in order to create such a zone. See Standard Response FB-Response-AG-05.

Turnaround areas for crops/farm equipment have not been included in the permanent agricultural land impact totals as the land would not be removed from agricultural production; however, it is recognized that productivity would be lost as a result of the additional turnaround areas required. During the property acquisition process, losses in the value of the remaining property will be taken into account, and compensation will be provided for the loss in productivity.

In April 2013, the Authority reached an agreement with agricultural interests on mitigation of agricultural land impacts for the Merced to Fresno Section of the HST System (Authority 2013). Under that agreement, the Authority will acquire agricultural conservation easements for its impact on Important Farmland (i.e., land classified as prime farmland, farmland of statewide importance, farmland of local importance, and unique farmland) at the following ratios:

- Important Farmland converted to nonagricultural uses either by direct commitment of the land to project facilities or by the creation of remnant parcels that cannot be economically farmed will be mitigated at a ratio of 1:1.

I001-8

- Where HST project facilities would create a remnant parcel of 20 acres or less in size, the acreage of that remnant parcel will be mitigated at a ratio of 1:1.
- An area 25 feet wide bordering Important Farmland converted to nonagricultural uses by project facilities (not counting remnant parcels) will be mitigated at a ratio of 0.5:1.

I001-9

Refer to Standard Response FB-Response-LU-02, FB-Response-LU-03.

Impacts on land use are discussed in Section 3.13.5.3.

I001-10

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

The EIR/EIS reviews a reasonable range of alternative routes that balance the operational requirements of high-speed operations and concerns about impacts on the natural and human environments, including the loss of agricultural land (as required under the Farmland Protection Policy Act [FPPA]). Neither the National Environmental Policy Act (NEPA) nor the California Environmental Quality Act (CEQA) requires that the EIR/EIS contain a detailed analysis of or comparison with alternatives that have been dismissed.

I001-11

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

Land use and land use policies are discussed in Section 3.13.2. Impacts on land use are discussed in Section 3.13.5.3. The project footprint is defined as all areas that would be used permanently and temporarily for construction and operation of the project components. The project components include the proposed HST right-of-way and associated facilities such as traction-power substations and switching and paralleling stations, as well as the shifts in roadway rights-of-way associated with those facilities—including overcrossings and interchanges—that would be modified or shifted to accommodate the HST project, as described in Chapter 2, Alternatives. The study

Response to Submission I001 (Patricia Negrete, October 17, 2012) - Continued

I001-11

area for the Revised DEIR/Supplemental DEIS included the area surrounding all project components and a buffer specific to each resource area.

Section 3.14.5 of the Revised DEIR/Supplemental DEIS includes analysis from the direct permanent conversion of Important Farmlands to non-agricultural use and impacts on agricultural lands under Williamson Act contracts. As discussed in FB-Response-SO-01: Acquisitions, Displacements, and Relocations, the Authority has adjusted alternatives during conceptual design to avoid or minimize impacts, including property acquisitions, to the extent possible. This alternative refinement process will continue throughout final design.

I001-12

Refer to Standard Response FB-Response-AG-07, FB-Response-AG-02, FB-Response-AG-03, FB-Response-AG-04, FB-Response-SO-01.

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

I001-13

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

I001-14

Wells currently located adjacent to the existing BNSF tracks are subject to vibration levels substantially higher than the vibration levels that would be generated by HST operations. If the wells are not currently experiencing any of these problems under existing conditions, they would not be expected to experience these problems with the addition of HST operations.

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 (FRA 2005) considers

I001-14

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. At this time, there is no conclusive evidence of noise and vibration decreasing production in livestock or affecting breeding habits. The noise effects on insects were not included as part of the study, but the Federal Highway Administration states, "Honeybees will stop moving for up to twenty minutes for sounds between 300 and 1 kHz at intensities between 107-120 dB." The HST will not generate noise levels that high within that frequency range. There will be no impacts on pollination due to noise/vibration.

I001-15

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

I001-16

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

Since additional vehicle miles traveled (VMT) to cross the HST tracks are expected to be negligible relative to regional VMT reductions, there would be a net benefit for regional air quality, and no additional mitigation measures are required.

Submission I002 (Marilyn Nolan, October 18, 2012)



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Revised Draft Environmental Impact Report/
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(Revised Draft EIR/Supplemental Draft EIS)

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Declaración de Impacto Ambiental Proyecto Suplementario
(Proyecto Revisado EIR/Proyecto Suplementario EIS)

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The Extended comment period for Fresno to Bakersfield High Speed Train Revised Draft EIR/Supplemental Draft EIS: **July 20 – October 19**

El periodo de comentario es del 20 de Julio al 20 de Septiembre del 2012. Los comentarios tienen que ser recibidos electrónicamente, o matasellados, el o antes del 20 de Septiembre del 2012.

Name/Nombre: Marilyn Nolan
Organization/Organización: Corcoran Emergency Aid
Address/Domicilio: PO Box 373
Phone Number/Número de Teléfono: (559) 992-2272
City, State, Zip Code/Ciudad, Estado, Código Postal: Corcoran, CA 93212
E-mail Address/Correo Electrónico: _____
(Use additional pages if needed/Usar paginas adicionales si es necesario)

I002-1

As volunteer director of this organization for approx 30 years I can assure the Calif High-Speed Rail Authority that our many low income households here in Corcoran will be negatively impacted by plans to have the rail pass through or nearby Corcoran. Transportation to the County seat of Hanford farmland cut through noise, loss of downtown business, low income housing displaced and so many other factors that will contribute to making this wonderful community a shell of its former self.

Please - no High Speed Rail through Corcoran!

Response to Submission I002 (Marilyn Nolan, October 18, 2012)

I002-1

Refer to Standard Response FB-Response-GENERAL-05, FB-Response-GENERAL-14.

Submission I003 (No Name, September 4, 2012)



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5034

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Phone Number/Número de Teléfono: _____
City, State, Zip Code/Ciudad, Estado, Código Postal: _____
E-mail Address/Correo Electrónico: _____
(Use additional pages if needed/Usar paginas adicionales si es necesario)

I003-1

I003-2

I003-3

I003-4

I003-5

I like the idea of high-speed rail. I would take it to travel
long distances provided it's cheaper than gas for 2-people's
train fare. I believe business people would use it to
travel to major metropolitan areas provided it's cheaper
than airfare and a car rental. Please consider the
connecting bus or transit system at the traveler's
end destination.

I would've preferred the rail run along side the 99 Hwy
or share tracks w/ the rail road. When I spoke
to someone at the public meeting they explained the
99 was considered but to come up to adapt. Also, it
was explained to me that the railroad's haven't
been cooperative & have certain rights.

Have you ever gone to Allensworth & taken the tour
of a once flourishing town that vanished once the
railway stop was re-located? Carefully, carefully
consider what you are doing and how it will affect the



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I003-6

I003-7

community. ~~state~~ The railroad system may
not be cooperative because you will be competing
directly with their Metrolink trains from
Lancaster to L.A. Bakersfield should be re-considered
to L.A, not Lancaster. You must work with the
politicians & the community if you want to ~~run~~
lay tracks here. Bakersfield is foolish & can
become another Allensworth. Why not bring high-speed
rail here? It's just another mode of travel like
an airport, yet it's less polluting & may be less expensive.
I'd advise you not to use elevated tracks & to
either 1) negotiate w/ the railways to use existing tracks
2) relocate to the outer city limits but still connect
w/ local transit & have safe well lit parking available
3) consider Taft, they are hungry to grow
4) ride the metro link, the metro in L.A., the BART
in San Francisco... see how all these transit systems
operate, how it will connect with your project, who takes these
modes of transportation.

Submission I003 (No Name, September 4, 2012) - Continued

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

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1003-8 Name/Nombre: you want the taxpayers to shell out money
 Organization/Organización: for this project but you need to focus
 Address/Domicilio: publicize more about the benefits so
 Phone Number/Número de Teléfono: they understand it more.
 City, State, Zip Code/Ciudad, Estado, Código Postal:

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

1003-9 5) if the city of Bakersfield won't work with you
work with the County of Kern, talk to Kern Co.

1003-10 6) Why not do a public planning process workshop
to solicit more ideas from the public & for
community stakeholders to get them to
buy into the idea & open more dialogue about it.

1003-11 7) take some public opinion surveys at
major bus terminals & air terminals,
& other transit centers. Include such carriers
as Greyhound, MetroLink, Metro. Go to
where the people are and talk to them.

1003-12 8) you talk a lot about EIR/EIS and a lot
of legalese. Put ~~some~~ some advertising in
laymen's terms. What does it mean to a rider
& the public? For Bakersfield, it's
less reliance on freigh air? a) less pollution than cars traveling
in the San Joaquin Valley
b) fast mode of transportation d) not work while on
c) more affordable than gas?? the train (E)



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770 L Street, Suite 800
Sacramento, CA 95814



Response to Submission I003 (No Name, September 4, 2012)

I003-1

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

I003-2

Your preference for Alternative A-1 is noted.

The Authority used the information in the Final EIR/EIS and input from the agencies and public to identify the Preferred Alternative. The decision included consideration of the project purpose, need, and objectives, as presented in Chapter 1, Project Purpose, Need, and Objectives; the objectives and criteria in the alternatives analysis; and the comparative potential for environmental impacts. The Preferred Alternative has the least overall impact on the environment and local communities, the lowest cost, and the fewest constructability constraints of the project alternatives evaluated.

I003-3

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

Your support of the project is noted.

I003-4

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

I003-5

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

I003-6

Refer to Standard Response FB-Response-GENERAL-09, FB-Response-GENERAL-13, FB-Response-GENERAL-10.

I003-7

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

The Authority is in discussions with the affected railroads regarding the use of their rights-of-way. However, existing tracks are not suitable for HST service, as explained in

I003-7

Standard Response FB-Response-GENERAL-01.

Streets and Highways Code Section 2704.04(b)(3)(D) provides that the HST System must travel from "Fresno to Bakersfield to Palmdale to Los Angeles Union Station." The City of Taft is too far west of the alternative HST alignments to allow direct service from Bakersfield to Palmdale. Taft is in a sparsely populated area, not a major urban center with the good intermodal transportation connections that should be provided for a station under Authority policy. For these reasons, a Taft station is not included in the EIR/EIS.

The Authority's April 2012 Business Plan (Authority 2012a) discusses the concept of a "blended system" that smoothly integrates HST service with commuter rail systems in the San Francisco Bay Area and Los Angeles Basin. The Authority is funding improvements to both Metrolink in Southern California and CalTrain on the San Francisco Peninsula under the blended-system approach that will further this integration.

I003-8

The Authority recognizes the opportunity to further broadcast the potential benefits the project would bring and keep the public informed about the environmental impacts through the environmental review process.

I003-9

The Authority looks forward to continuing to work with the City of Bakersfield and Kern County as the project progresses.

I003-10

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

The Authority appreciates this suggestion for additional public workshops and will consider this suggestion in future public outreach plans.

I003-11

The Authority appreciates the suggestion for additional outreach techniques and will consider it as the project progresses.

Response to Submission I003 (No Name, September 4, 2012) - Continued

I003-12

Environmental documents are written to a specific and legally required standard. Fact sheets, brochures, and summaries were provided to ensure widespread understanding of the environmental documents and to increase the ease of finding pertinent information. Also, public workshops were designed to answer questions and solicit feedback on the documents and to assist the public with finding pertinent information.

Submission I004 (Louis Oliveira, October 18, 2012)

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Name/Nombre: Louis OLIVEIRA
Organization/Organización: _____
Address/Domicilio: 14253 Laley Blvd Hanford, CA. 93230
Phone Number/Número de Teléfono: (559) 285-3432
City, State, Zip Code/Ciudad, Estado, Código Postal: _____
E-mail Address/Correo Electrónico: _____
(Use additional pages if needed/Usar paginas adicionales si es necesario)

1004-1 ① DEIRs fail to Adequately describe whether wells can be replaced in time for crops need. You have failed 1st to identify first whether the well will survive, will you streamline the permit process, so wells can be drilled.

1004-2 ② Home will be landlocked with no entrance. DEIRs Failed to identified this as a problem

1004-3 ③ I am a crop consultant working on both sides of Hwy 43 in Hanford Area. My gas usage is going to increase, air quality is going to get worse.

Response to Submission I004 (Louis Oliveira, October 18, 2012)

I004-1

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

The land acquisition process occurs before construction. It is during this phase that the Authority's right-of-way agent will work with individual landowners to mitigate impacts from both construction and operation of the HST. It is during this phase that wells and other agricultural infrastructure will be modified so as to minimize impacts from the construction and operation of the HST. Prior to destruction of affected wells, the farm owner would have time to restore infrastructure before construction begins, so as to minimize impacts on farm infrastructure.

I004-2

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

Detailed right-of-way access analysis will be conducted during the right-of-way appraisal process. If parcel access cannot be maintained, the parcel may be acquired.

Where feasible, access would be restored for all properties. Properties where no access can be provided would be acquired by the HST and the owners reimbursed. The project must adhere to California Relocation Assistance Act requirements, which are discussed in Appendix 3.12-A of the Final EIR/EIS.

I004-3

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

Submission I005 (Melissa Palmer, July 23, 2012)

Fresno - Bakersfield (July 2012+) - RECORD #48 DETAIL

Status : Action Pending
Record Date : 7/23/2012
Response Requested : No
Stakeholder Type : Other
Affiliation Type : Individual
Interest As : Individual
Submission Date : 7/23/2012
Submission Method : Website
First Name : Melissa
Last Name : Palmer
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Las Vegas
State : NV
Zip Code : 89134
Telephone :
Email : missyp@cox.net
Email Subscription : Bakersfield - Palmdale, Fresno - Bakersfield, Los Angeles - San Diego, Palmdale - Los Angeles
Cell Phone :
Add to Mailing List : Yes
Stakeholder Comments/Issues : This is another waste of money to go from no where to no where. A state that is in financial bankruptcy and you waste money on this.
EIR/EIS Comment : Yes
Official Comment Period : Yes

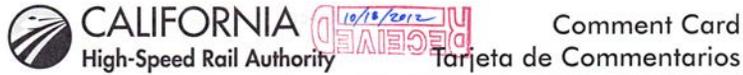
I005-1 |

Response to Submission I005 (Melissa Palmer, July 23, 2012)

I005-1

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

Submission I006 (Gary Pannett, October 18, 2012)



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Name/Nombre: Gary Pannett
 Organization/Organización: _____
 Address/Domicilio: 650 Anthony Dr Hanford Cal 93230
 Phone Number/Número de Teléfono: (559) 362-8119
 City, State, Zip Code/Ciudad, Estado, Código Postal: Hanford Cal. 93230
 E-mail Address/Correo Electrónico: coolvac@hotmail.com
(Use additional pages if needed/Usar paginas adicionales si es necesario)

- 1006-1 | The DEIR fails to describe the electrical facilities necessary to operate the project. The DEIR fails to address footprint of this
- 1006-2 | project concerning noise, vibration, and the economic impact to our communities. The DEIR fails to address the impact
- 1006-3 | of natural water ways in Kings County.
- 1006-4 | Questions -
 1. What is the EIR on the I-5 route?
 2. Why is the I-5 route not an option?
 3. I need to see the I-5 DEIR vs the Central route.
 4. What cost savings to the project on the I-5 route vs the West and East Route?

Gary Pannett

Response to Submission I006 (Gary Pannett, October 18, 2012)

I006-1

Refer to Standard Response FB-Response-PU&E-01, FB-Response-PU&E-02.

I006-2

Refer to Standard Response FB-Response-GENERAL-10, FB-Response-GENERAL-21.

See Volume I, Section 3.12, Impacts SO#3, SO#4, SO#5, SO#12, SO#13, SO#14, and SO#15 for all economic effects of the project's construction and operation. 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 #12.

I006-3

Section 3.8.5.3, High-speed Train Alternatives, Table 3.8-11, "HST Alternatives Water Body Crossings," describes potential impacts to waterways along the HST route, including waterways in Kings County.

I006-4

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

The project EIR/EIS for the Fresno to Bakersfield Section relies on the Statewide Program EIR/EIS for the California HST System (Authority and FRA) for a portion of the alternatives selection process. The Statewide Program EIR/EIS considered alternatives on Interstate 5 (I-5), State Route (SR) 99, and the BNSF Railway (BNSF) corridor. The Record of Decision for the Statewide Program EIR/EIS selected the BNSF corridor as the preferred alignment for the Fresno to Bakersfield Section, rejecting the other alternative routes.

Thus, the 2005 Statewide Program EIR/EIS is the EIR that considered (and ultimately rejected) the I-5 alternative. Cost is only one factor in the process of selecting a range of alternatives. The I-5 alternative also failed to meet many of the project's objectives and was dismissed on those grounds. The I-5 and SR 99 corridors were briefly reviewed during the environmental review of the Fresno to Bakersfield Section, but were eliminated from further consideration, as described in Standard Response FB-Response-GENERAL-02. Because there is no requirement or practical purpose to

I006-4

compare alternatives that have been rejected with alternatives that have been carried forward for consideration, no cost comparison has been made in the project EIR/EIS.

The project EIR/EIS for the Fresno to Bakersfield Section appropriately evaluates alternative alignments within the BNSF corridor.

Submission I007 (Glen Parsons, October 18, 2012)

10-18-12 10:02 AM

Glen A. Parsons, Ed.D.

13413 Excelsior Ave.
Hanford, CA 93230
Home: (559)584-1354
Cell: (559)816-2555
Email: glenaparsons@gmail.com

October 16, 2012

California High Speed Rail Authority:

Draft Environmental Impact Report / Environmental Impact Statement comment

I007-1

Strangely the Noise and Vibration Technical Report section of the EIR/EIS does not include the Hanford East alternative but has two Hanford West routes (Sections 2.2.1.3 and 2.2.1.4). The maps show a Hanford East alternative route and a Hanford West alternative route. If that information is in a previous report or some other document, it should be integrated into this report so that all information pertinent to this topic can be easily read and referred to in one document. The report is incomplete and must be corrected and re-issued for the appropriate amount of time for further review.

I007-2

Another concern to us is the noise level if the West Hanford route is taken. One of the reasons we purchased 2 ½ acres of land and built our home (in addition to being ¼ mile from my elderly parents and our family farm) in the 1990s is that we were seeking the quiet of the countryside. My wife has sleeping issues and is on medication to help with sleeping. We both work non-traditional hours, often returning home late in the evening, as late as 11:00pm, sleeping typically from 1:00am to 9:00am. The conventional train tracks are 2 miles away and the trains awaken her occasionally. The Hanford West route as proposed would be less than 500 feet from our home and would force us to move. The noise pollution would force us from our home. The report covers noise and startle effects within the noise and vibration discussion but much of the report minimizes the reality that we would face if the train comes so close to us. The map on page H-2 does indicate a "residual severe impact" where we live. How will you keep the train from driving us from our home, our dream home? I would like and expect an answer.



Glen A. Parsons, Ed.D.



Response to Submission I007 (Glen Parsons, October 18, 2012)

I007-1

Analysis for noise impacts resulting from the implementation of the Hanford East alternative is included in the *Fresno to Bakersfield: Noise and Vibration Technical Report* (Authority and FRA 2012j) and EIR/EIS.

I007-2

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

Submission I008 (Laura Payne, October 18, 2012)



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

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

Please submit your completed comment card at the end of the meeting, or mail to: **Fresno to Bakersfield Revised Draft EIR/Supplemental Draft 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:

The cc 201 Extended comment period for Fresno to Bakersfield High Speed Train Revised Draft EIR/Supplemental Draft EIS: July 20 – October 19

per 20, ally, or 2012. El de re de Extendido el periodo de comentario público del Proyecto Revisado EIR/Proyecto Suplementario EIS Julio 20 – Octubre 19

al 20 enen que ser el o antes

Name/Nombre: Laura Payne

Organization/Organización: _____

Address/Domicilio: 920 Alder Ave

Phone Number/Número de Teléfono: 559-772-5551

City, State, Zip Code/Ciudad, Estado, Código Postal: Corcoran CA 93212

E-mail Address/Correo Electrónico: LauraPayne@gmail.com

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

I008-1 This plan takes away Amtrak which many people in Corcoran for medical appointments, college, employment and shopping, it also has negative effects on businesses and property owners.

I008-2 I don't want to lose my home that I have worked so hard for and may never be financially capable of buying another. I am on a limited income so moving would be very difficult for me.
So many people in this community will lose everything for a HSR.
Why do we not matter?

Response to Submission I008 (Laura Payne, October 18, 2012)

I008-1

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

I008-2

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

Submission I009 (Stephen Payne, October 18, 2012)



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

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 Revised Draft EIR/Supplemental Draft EIS Comment, 770 L Street, Suite 800, Sacramento, CA 95814

The comment period for the Fresno to Bakersfield High Speed Train Revised Draft EIR/Supplemental Draft EIS: July 20 – October 19	Extended comment period for Fresno to Bakersfield High Speed Train Revised Draft EIR/Supplemental Draft EIS: July 20, 2012, to October 19, 2012.	El periodo de comentario público del Proyecto Revisado EIR/Proyecto Suplementario EIS: Julio 20 – Octubre 19	El periodo de comentario público del Proyecto Revisado EIR/Proyecto Suplementario EIS: Julio 20 – Octubre 19
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Name/Nombre: Stephen Payne
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 Address/Domicilio: 920 ALDER AVE
 Phone Number/Número de Teléfono: 559-772-5552
 City, State, Zip Code/Ciudad, Estado, Código Postal: CORCORAN CA 93212
 E-mail Address/Correo Electrónico: Stephen Payne

I009-1

(Use additional pages if needed/Usar paginas adicionales si es necesario)
I do not want the high speed rail at all. if it does go through there be hundreds if not thousands of people out on the street with no homes and no where to go. Most of the towns will be so devastated by this action.

I009-2

My main concern is all of property values will fall eight part better level. Farms will loose part towns.

Response to Submission I009 (Stephen Payne, October 18, 2012)

I009-1

Refer to Standard Response FB-Response-GENERAL-05, FB-Response-GENERAL-10, FB-Response-SO-01.

See Volume I Section 3.12 Impact SO # 6 for a discussion of impacts about the disruption to community cohesion or division of existing communities, and Impact SO #9 for residential displacements.

I009-2

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

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 2012h).

Submission I010 (J.A. Perry, July 23, 2012)

I010-1

To whom it may concern

We have talked to hundreds of people about the High-Speed Train.

We have not found 1 person that wants it.

Please NO our stage is BAKE

What about this is not understand-
able? No one gets it.

I010-2

Don't take all farm land.

Thank you

I010-3

Tell truth when money is going?

J. Perry

Response to Submission I010 (J.A. Perry, July 23, 2012)

I010-1

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

I010-2

Refer to Standard Response FB-Response-GENERAL-11, FB-Response-GENERAL-14,
FB-Response-GENERAL-04.

I010-3

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

Submission I011 (Ralph Pierro II, October 19, 2012)

Fresno - Bakersfield (July 2012+) - RECORD #338 DETAIL

Status : Action Pending
Record Date : 10/19/2012
Response Requested : No
Stakeholder Type : CA Resident
Affiliation Type : Individual
Interest As : Individual
Submission Date : 10/19/2012
Submission Method : Project Email
First Name : Ralph
Last Name : Pierro II
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Earlimart
State : CA
Zip Code : 93219
Telephone :
Email : rpierroi@hotmail.com
Email Subscription :
Cell Phone :
Add to Mailing List :

I011-1
 I011-2
 I011-3
 I011-4
 I011-5
 I011-6
 I011-7

**Stakeholder
 Comments/Issues :**

How goes it. My name is Ralph B. Pierro II, writing with regards to the California high-speed rail authority draft as it pertains to the route through the central San Joaquin Valley, in particular the portion near the Allensworth community.

Within the draft there are two options for the proposal. The main proposal is to route the railroad more or less along the highway 43 route. The alternate route goes around the community by a mile or so to the west. While the alternate route would not affect Allensworth community residents a particularly large amount, other than via additional sound pollution, many of the area residents would prefer the route to avoid most of the farming areas near the community, which the primary route proposed generally does a better job of.

There is, however, a serious issue with the primary route that may not have been addressed while drafting was being done. While the noise pollution and rerouting effects were undoubtedly taken into consideration, the proposed and drafted primary route only leaves one thoroughfare into Allensworth, crossing at Avenue 24, with a little access road being opened that goes all the way through the Allensworth State Historic Park. This is a serious oversight.

While the at-census population of Allensworth is relatively low (in the 500 range, if I'm not mistaken), the fact is that there is very little shopping to be found inside the community. Hence its inhabitants travel to nearby towns to buy goods more often than average. Further, there is very much farming done in the general area of the Allensworth community - in fact the community is bordered on all sides by farmlands for many variations of crops. All of these crops have to be gathered when they are ready, and since there are many types of crops, their gathering times are diffused throughout the year. The gathering of these agricultural goods also requires the use of various forms of farm-specific equipment, i.e. tractors of various sizes, as well as semi trucks to haul the goods away.

Herein lies the bulk of the problem.

Anyone who lives or has lived in a heavily agricultural area knows that these various forms of farm equipment are large, bulky, and generally quite slow-moving. Were there to be only one single thoroughfare route of access into and out of Allensworth, a serious issue could and very likely would arise during the times of year in which gathering or heavy maintenance (i.e. fertilizing, tilling) of crops takes place. With many in the community needing to travel out of the community for various reasons, there will be a lot of inconvenience, and in times of emergency it would be much worse. A simple brush fire could prove inescapable at the wrong time, given these conditions. With the heavy slow-moving equipment blocking the main route in and out, the thoroughfare through Allensworth SHP will immediately become clogged with community traffic, even in the event that there were no park personnel using it at the time. This issue needs to be addressed in the plans for the high-speed rail.

Access to the State Park would also be less convenient than it now is. While I believe this would be a minor issue, since the thoroughfare would simply add a route through which scenery could be added to enhance the experience of entering, many others disagree. The head of Allensworth Community Council, Kayode Kadara, is one such person. He believes this reroute would be detrimental to Allensworth SHP in that attendance for various events would be negatively affected. He suggests an underpass for foot and motor traffic, at the same place where the

Submission I011 (Ralph Pierro II, October 19, 2012) - Continued

I011-7

current entrance to the park is located.

My opinion differs from Mr. Kadara's. In my estimation, a high-speed rail line would need much extra planning time, extra work and materials, and extra maintenance for the long lead-up, plateau time, and long descent that would be needed for a high-speed rail line to rise up high enough for an underpass to be put in place. This will not be an issue if the high-speed rail is planned to be >15 ft off the ground for the duration of this portion of its route (which seems unlikely), or if the underpass was dug down so that foot traffic went below the current ground level to pass beneath the train's tracks. While I have witnessed this done on occasion for normal train routes, I have no knowledge about how often this is done with high-speed rail.

I011-8

My version of a workable solution is to utilize the space that will need to be purchased already by the railroad to pass through the area of Avenue 32. Highway 43 turns rather sharply, and the rail line cannot, so as such will cut directly through fields in the area, all of which will need to be purchased. In my opinion, the easiest way to add another throughway access point into the Allensworth community will be at this point. If highway 43 is rerouted slightly for a short distance to move slightly closer to the rail line, Avenue 32 would be an ideal entry point for the community, leading directly into the most populated areas. Avenue 24, by contrast, is over two miles away from where most of the population of Allensworth community resides. Furthermore, Avenue 32 is significantly closer to the Allensworth SHP, and in fact leads through Allensworth community only a short distance before intersecting with Young Road, which the ASHP thoroughfare turns into when leaving the park and entering the community.

I011-9

While either of these ideas might work, or perhaps neither will in accordance with your learned opinions on the matter, the fact remains that to have the single throughway access point into Allensworth community could prove very detrimental to its residents with regards to both general convenience for daily commute, and peace of mind in case of an emergency situation. I hope you all will seriously consider these points, and adjust the plans for the route through the area accordingly, so that we might avoid serious repercussions in the future.

Feel free to contact me further if anything seems unclear or incomplete, this e-mail is checked daily. If for some reason it is deemed necessary, I can also provide a cell phone number at which I can always be reached, upon reasonable request.

Thank you for your time.

Be blessed. Then be the blessing. -
Ralph B.

Pierro II

EIR/EIS Comment :

Yes

Official Comment Period :

Yes

Response to Submission I011 (Ralph Pierro II, October 19, 2012)

I011-1

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

The Authority used the information in the EIR/EIS and input from the agencies and public to identify the Preferred Alternative. The decision included consideration of the project purpose, need, and objectives, as presented in Chapter 1, Project Purpose, Need, and Objectives; the objectives and criteria in the alternatives analysis; and the comparative potential for environmental impacts.

I011-2

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

Coordination with the State Parks Department influenced the design shown in the EIR/EIS.

Avenue 24 currently crosses the BNSF Railway right-of-way and connects with SR 43. This connection is maintained under the proposed HST BNSF Alternative with a grade-separated crossing of the BNSF at this location. The existing alternate access from SR 43 to Allensworth at Palmer Street, which the HST right-of-way would sever, could not be maintained at this location due to environmental constraints: protected vernal pool habitat is present to the east of the HST right of way, and the historic park is present to the west.

Should this alternative be selected, further coordination with local agencies and affected property owners will continue through the design and procurement process to define and implement access mitigation measures.

I011-3

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

The BNSF Alternative would close Palmer Avenue, the existing access point from SR 43 and crossing of the BNSF Railway. If the BNSF Alternative is constructed, permanent access to Allensworth State Historic Park (ASHP) from the east will be provided by an overcrossing built on J22 to the north of ASHP and by an overcrossing built on Avenue 24th to the south of ASHP. These new access routes will not result in substantial new

I011-3

long-distance out-of-direction travel, but rather only require travelers to exit off SR 43 sooner (northbound or southbound) than the current Palmer Avenue entrance requires.

I011-4

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

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 in the Fresno to Bakersfield 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 project 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.

I011-5

Refer to Standard Response FB-Response-GENERAL-17, FB-Response-S&S-01.

I011-6

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

High-Speed Rail (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 in the Fresno to Bakersfield 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 project study area. In Section 3.11, Safety and Security, of the Revised DEIR/Supplemental DEIS, Section 3.11.6, Project Design Features, explains that the project design would include coordination with

Response to Submission I011 (Ralph Pierro II, October 19, 2012) - Continued

I011-6

emergency responders to incorporate roadway modifications that maintain existing traffic patterns and fulfill response route needs. Thus, the project design would result in negligible effects on response times by service providers. Section 3.11.5, Environmental Consequences, provides additional details regarding emergency response time during HST operation.

I011-7

Section 4(f) of the Department of Transportation Act does not allow the use of a publicly owned parks such as the Colonel Allensworth State Historic Park for a transportation project unless there are no reasonable and prudent alternatives to the use of that park. Construction of either an overpass or an underpass at Palmer Avenue would require the use of park property.

In a meeting with California State Parks Department officials on March 22, 2011, Steven Ptomely, State Park Interpreter for the Colonel Allensworth State Historic Park, recommended that access to the park be moved to Avenue 24. Palmer Avenue currently serves both the state park and the unincorporated community of Allensworth. Providing the access point at Avenue 24 would continue to provide good access to the community and remove local traffic from the state park. Avenue 24 is a reasonable and prudent alternative to providing access that would take state park property. Therefore, under the requirements of Section 4(f), access to the Colonel Allensworth State Historic Park and the community of Allensworth would be relocated from Palmer Avenue to Avenue 24.

I011-8

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

Avenue 32 does not cross the BNSF tracks to connect with State Route (SR) 43, and therefore a new crossing has not been provided at this location. Avenue 24 currently crosses the BNSF tracks and connects with SR 43. This connection is maintained with a grade-separated crossing of BNSF tracks.

Should this alternative be selected, further coordination with local agencies and directly affected landowners will continue through the design and procurement process to define and implement access mitigation measures.

I011-9

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

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 in the Fresno to Bakersfield 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 project 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

Submission I012 (Dennis Plumb, October 19, 2012)

Fresno - Bakersfield (July 2012+) - RECORD #354 DETAIL

Status : Action Pending
Record Date : 10/19/2012
Response Requested : No
Stakeholder Type : CA Resident
Affiliation Type : Individual
Interest As : Individual
Submission Date : 10/19/2012
Submission Method : Website
First Name : Dennis
Last Name : Plumb
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Fresno
State : CA
Zip Code : 93710
Telephone :
Email : dplumb@jgboswell.com
Email Subscription :
Cell Phone :
Add to Mailing List :

- I012-1 | **Stakeholder Comments/Issues :** The businesses and farms that are moved to a new location because of the HSR plans, have to complete an EIR. Why do they have to do an EIR and HSR does not? This does not seem to be fair to the people being affected the most.
 - I012-2 | The bill for the HSR was passed by the voters for \$33 Billion the costs are now \$98 billion and were not authorized by the voters. California does not have the money to complete this project.
 - I012-3 | The project will destroy people's lives and then end without completion. The HSR was sanctioned to run along I5 this is a prime spot to install and complete the HSR at a lower cost in money and interruption to people's lives.
 - I012-4 | Poor people use Amtrak to travel to the bay area and to the LA area. The costs of HSR is \$120 which is 3 times what they pay now. This would be a financial hardship to many people. They get on the Amtrak and a local town near them. If HSR is completed they will have to travel hours to get to a HSR station. This would put a major impact on the roads locally and is not addressed in the EIR.
 - I012-5 |
 - I012-6 | The HSR is a worthwhile project but the current design is extremely flawed. It deviates greatly from the initiative passed by the voters.
- EIR/EIS Comment :** Yes
Official Comment Period : Yes

Response to Submission I012 (Dennis Plumb, October 19, 2012)

I012-1

The Authority has prepared two program-level EIRs for the HST System as a whole (Authority and FRA 2005) and the connection of the system between the Bay Area and the Central Valley (Authority and FRA 2008; Authority 2010a, 2012c). The Authority is now preparing project-level EIRs for each section of the HST System. This joint EIR/EIS addresses the Fresno to Bakersfield Section.

I012-2

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

I012-3

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

The Authority and the FRA's prior Program EIR/EIS documents (see Section 1.5, Tiering of Program EIR/EIS Documents) selected the BNSF Railway route as the Preferred Alternative for the Central Valley part of the HST System between Fresno and Bakersfield in the 2005 Statewide Program EIR/EIS decision document. Therefore, the Project EIR/EIS for the Fresno to Bakersfield Section focuses on alternative alignments along the general BNSF Railway corridor.

As discussed in Section 2.3.1 of the EIR/EIS, the Authority implemented an alternatives analysis process to identify the full range of reasonable alternatives for the project, as required under 14 CCR 15126.6 and 40 CFR 1502.15(a). This range of alternatives was analyzed in the EIR/EIS.

The Project EIR/EIS for the Fresno to Bakersfield Section appropriately evaluates alternative alignments within the BNSF corridor. The alternative alignments include eight alternative alignments in the more rural areas between Fresno and Bakersfield and three alternative alignments in Bakersfield. Any combination of these alternatives could constitute the complete alignment from Fresno to Bakersfield, creating a total of 108 distinct alternative alignment combinations.

The Authority used the information in the Revised DEIR/Supplemental DEIS and input from agencies and the public to identify the Preferred Alternative in this Final EIR/EIS. The decision included consideration of the project purpose and need and the project

I012-3

objectives presented in Chapter 1, Project Purpose, Need, and Objectives, as well as the objectives and criteria in the alternatives analysis and the comparative potential for environmental impacts.

I012-4

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

The HST project includes no plans to discontinue Amtrak service to any station or platform along the Fresno to Bakersfield Section corridor. If any station or platform is displaced by construction of the HST, the relocation of the facility would be completed prior to demolition of the existing structure and no disruption to Amtrak service would occur. Therefore, it would not prevent residents from continuing to pay the fare for use of Amtrak.

I012-5

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

I012-6

As discussed in the Revised 2012 Business Plan (Authority 2012a), the California High-Speed Train (HST) 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 HST service and building ridership over time. At the same time, improvements can be made to regional systems that connect with HST, resulting in the conventional and high-speed train 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:

Response to Submission I012 (Dennis Plumb, October 19, 2012) - Continued

I012-6

- Divide the statewide HST 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 policymakers 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 on completion of the first IOS segment by connecting the San Joaquins, ACE, 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 high-speed rail service is initiated.

I012-6

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:

- 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.
- The Northern California Unified Service described above will be initiated.
- 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 High-Speed Rail Operations. Introduction of the state's (and the nation's) first fully operational high-speed rail 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 high-speed rail 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 high-speed rail infrastructure. Before 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

Response to Submission I012 (Dennis Plumb, October 19, 2012) - Continued

I012-6

appropriate.

Step 3—The Bay to Basin System. The dedicated high-speed rail 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 high-speed rail infrastructure between San Jose and the San Fernando Station, and, in the south, connecting via Metrolink between the San Fernando Valley Station and the Los Angeles Union Station and on to other points throughout Southern California.

Step 4—The Phase 1 System. For the blended approach, the dedicated high-speed rail 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 high-speed train 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 high-speed rail system to Sacramento and San Diego, representing completion of the 800-mile statewide system. Travelers will be able to travel between all of the state's major population centers on high-speed rail. Phase 2 areas will see improvements in rail service well in advance of the expansion of the high-speed rail system through the combination of early investments and blended operations, as described in this Revised Plan.

Response to Submission I013 (Vicente Pulido, October 18, 2012)

I013-1

There was no comment on this comment card.

Submission I014 (Sandy Raco, August 31, 2012)

August 26, 2012

2235 E. Malaga Avenue
Fresno, CA 93725

California High Speed Rail Authority
Fresno to Bakersfield Revised Draft EIR Comments
770 L Street, Suite 800
Sacramento, CA 95814

SUBJECT: Residential Noise Mitigation, CHST Fresno to Bakersfield

Ladies and Gentlemen:

This is with regard to the provisions of **Section 3.4.7.2 PROJECT, Noise, Noise and Vibration-MM#3: Implement Proposed California High-Speed Train Project Noise Mitigation Guidelines** of the CHST, Fresno to Bakersfield, Draft EIR.

My residence is at 2235 E. Malaga Avenue, which will be located less than 200 feet from the proposed High Speed Rail line in Fresno. Naturally, I am concerned about the project's increased noise levels. Because my residence is the only one on the east side of the tracks in this vicinity which will be that close to the CHSR, it would not be a candidate for a noise attenuating wall.

However, the above referenced section of the draft EIR provides for the installation of **building sound insulation of residences** which qualify for project mitigation.

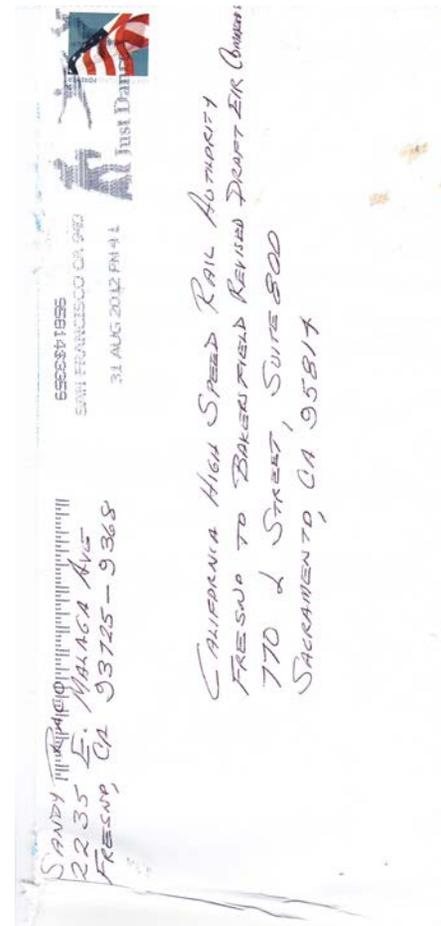
Please advise me on **how I can apply to determine my eligibility** for this program.

Respectfully,

Sandy Raco
Sandy Raco

cc: Files

RECEIVED
5036
AUG 29 2012



I014-1

Response to Submission I014 (Sandy Raco, August 31, 2012)

I014-1

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

Submission I015 (Isaias Ramirez, October 18, 2012)



Comment Card
 Tarjeta de Comentarios

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

Please submit your completed comment card at the end of the meeting, or mail to: **Fresno to Bakersfield Revised Draft EIR/Supplemental Draft 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:

The comment period for Fresno to Bakersfield High Speed Train Revised Draft EIR/Supplemental Draft EIS: July 20 – October 19	or 20, 21, or 2012.	El periodo de comentario es del 20 de Julio al 20 de Septiembre del 2012. Los comentarios tienen que ser recibidos electrónicamente, o matasellados, el o antes del 20 de Septiembre del 2012.
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Name/Nombre: Isaias Ramirez
 Organization/Organización: _____
 Address/Domicilio: 1700 Dairy Ave #12 @
 Phone Number/Número de Teléfono: (559) 589-3688
 City, State, Zip Code/Ciudad, Estado, Código Postal: Corcoran, CA 93212
 E-mail Address/Correo Electrónico: r_torgues@hotmail.com
(Use additional pages if needed/Usar paginas adicionales si es necesario)

I015-1

THERE ARE SEVERAL CONCERNS WITH THE PROPOSED CONSTRUCTION OF THE HIGH SPEED RAIL. I'M WORRIED THAT MOVING HIGH-SPEED RAIL TRAINS PASSING THROUGH OUR TOWN WILL BRING ENVIRONMENTAL NOISE. HOW MUCH NOISE ARE THESE TRAINS PRODUCING? DOES IT DIFFER WHEN TWO TRAINS PASS BY? SOMEONE THAT WILL NOT BE LIVING IN THIS AREA AS OPPOSE TO SOME THAT ARE ALIVE HERE WILL HAVE DIFFERENT OPINIONS. BUT THIS IS A CONCERN FOR ME.

Response to Submission I015 (Isaias Ramirez, October 18, 2012)

I015-1

When two trains pass by at the same time, the SEL will increase by 3 dBA SEL, but the Ldn exposure will remain the same.

Submission I016 (Jim Razor, October 19, 2012)

Fresno - Bakersfield (July 2012+) - RECORD #365 DETAIL

Status : Unread
Record Date : 10/19/2012
Response Requested : No
Stakeholder Type : CA Resident
Affiliation Type : Individual
Interest As : Individual
Submission Date : 10/19/2012
Submission Method : Project Email
First Name : Jim
Last Name : Razor
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Corcoran
State : CA
Zip Code : 93212
Telephone :
Email : jrazor@jgboswell.com
Email Subscription :
Cell Phone :
Add to Mailing List :

I016-1

Stakeholder Comments/Issues : I have been a lifelong resident of the central San Joaquin valley and a 23 year resident of Corcoran. Our community neither wants or needs HSR running through our town, disrupting our way of life. The proposed alignments, C3 - the BNSF alternative or C1 - the elevated alternative present negative impacts including noise problems, health problems, safety issues due to diminished access, and overall reduction in our quality of life.

I016-2

I also resent the way this project is being shoved down our throats. When this project was on the ballot, it was a \$33 billion project that would benefit everyone. Now it is a \$99 billion project that will probably grow even larger and serve fewer people. This state is broke and does not need to squander the limited resources we currently have on a project that wouldn't be passed if it was on this year's ballot. Please, do not ruin the way of life for hundreds of thousands of central California residents while bankrupting our state in the process.

Sincerely,

Jim Razor Jr.

EIR/EIS Comment :
Official Comment Period : Yes

Response to Submission I016 (Jim Razor, October 19, 2012)

I016-1

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

Your opposition to the project is noted.

Three alternatives are proposed in the vicinity of Corcoran: the BNSF Alternative (west side of BNSF Railway corridor), the Corcoran Bypass Alternative (avoiding Corcoran), and the Corcoran Elevated Alternative (east side of BNSF Railway corridor). Each alternative would have its own set of different effects.

The Authority used the information in the Final EIR/EIS and input from the agencies and public to identify the Preferred Alternative. The decision included consideration of the project purpose, need, and objectives, as presented in Chapter 1, Project Purpose, Need, and Objectives; the objectives and criteria in the alternatives analysis; and the comparative potential for environmental impacts. The Preferred Alternative balances the least overall impact on the environment and local communities, cost, and the constructability constraints of the project alternatives evaluated. The Preferred Alternative is identified and discussed in the Final EIR/EIS.

I016-2

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

Submission I017 (John Richard, October 18, 2012)



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

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The Extended comment period for Fresno to Bakersfield High Speed Train Revised Draft EIR/Supplemental Draft EIS: **July 20 – October 19**
The Extended comment period for Fresno to Bakersfield High Speed Train Revised Draft EIR/Supplemental Draft EIS: **July 20, 2012, or October 19, 2012.**
El periodo de comentario es del 20 de Julio al 20 de Septiembre del 2012. Los comentarios tienen que ser recibidos electrónicamente, o matasellados, el o antes del 20 de Septiembre del 2012.

Name/Nombre: RICHARD JOHN
Organization/Organización: RETIRED
Address/Domicilio: 1720 DAIRY #11
Phone Number/Número de Teléfono: 539 992-9098
City, State, Zip Code/Ciudad, Estado, Código Postal: CORCORAN, CA 93212
E-mail Address/Correo Electrónico: _____
(Use additional pages if needed/Usar paginas adicionales si es necesario)

I017-1

Legislation has changed from the original plan without due process. We need to reconsider / vote again on the whole idea. Environmental and socio-economic problems have not been properly addressed.

Response to Submission I017 (John Richard, October 18, 2012)

I017-1

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

Environmental and socioeconomic impacts have been thoroughly addressed in Chapter 3 of the EIR/EIS.

Response to Submission I018 (Roger Riley, August 20, 2012)

I018-1

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

I018-2

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

Exhaust particulate emissions from re-routed machinery are expected to be minimal compared with the exhaust particulate emissions removed from the atmosphere as a result of vehicles taken off the road after the HST is operational. The dust minimization measures listed in Section 3.3.8 of the Final EIR/EIS would further reduce fugitive dust emissions from additional road travel to a less-than-significant impact. Additionally, the San Joaquin Valley Air Pollution Control District's Rule 8601 will minimize fugitive dust emissions from unpaved and paved roads.

I018-3

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

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 in the Fresno to Bakersfield 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 project 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.

Submission I019 (Carolyn Roberts, September 4, 2012)



Comment Card
 Tarjeta de Comentarios

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

La Sección de Fresno a Bakersfield del Tren de Alta Velocidad
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The comment period is from July 20 to September 20, 2012. Comments must be received electronically, or postmarked, on or before September 20, 2012.

El periodo de comentario es del 20 de Julio al 20 de Septiembre del 2012. Los comentarios tienen que ser recibidos electrónicamente, o matasellados, el o antes del 20 de Septiembre del 2012.

Name/Nombre: Carolyn Roberts
 Organization/Organización: 1813 Branch Creek
 Address/Domicilio: _____
 Phone Number/Número de Teléfono: _____
 City, State, Zip Code/Ciudad, Estado, Código Postal: Bakersfield 93312
 E-mail Address/Correo Electrónico: See attached articles. They explain my objections better than I!
 (Use additional pages if needed/Usar paginas adicionales si es necesario)

I019-1

I am sure that I am wasting my time writing because you have made up your mind and that's that, but maybe I'll feel better. This is the most stupid, asinine idea yet.

I019-2

1. The train will never be self-sustaining. It will always have to be supported with taxpayer money.

I019-3

2. Why would anyone start the project from here to Fresno? Few people go to Fresno nor do they come here. Our communities are too similar. We don't need each other's services. From here to Los Angeles, absolutely. Work, medical, colleges, recreational... Besides, if you run out of money, it wouldn't be a train to nowhere.

I019-4

3. The impacts of the train are numerous. (see attached list.) I think using our agricultural land, air quality, and other hazards are too great of a price to pay.

I019-5

I hope you will reconsider. When California gets back on its feet, maybe we need to support necessities now.



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

95814335800



Submission I019 (Carolyn Roberts, September 4, 2012) - Continued

Final Environmental Impact Statement (EIR/EIS) (tier 1) was certified in November 2005 as the final review process for the proposed California High-Speed Train (HST) System. The primary goal of the high-speed electric-powered train system that links California's major metropolitan areas and delivers in a manner sensitive to and protective of California's unique natural resources. Other objectives of the system include providing a high-speed rail system that is integrated with the state's highway network, and to linking transportation system as intercity travel demand in California increases. The California High-Speed Rail Administration (FHRA), has prepared a Revised Draft EIR/Supplemental Draft EIS that further refines the project at the project level (tier 2) within Fresno, Kings, Tulare, and Kern counties. The project would be a grade-separated, dedicated double-track, electric powered, passenger, steel-wheel-on-steel-rail, high-bakerfield, including stations in downtown Fresno and Bakersfield, a potential Kings/Tulare Regional a possible heavy maintenance facility. This Revised Draft EIR/Supplemental Draft EIS describes a novel (including alignment, station, and heavy maintenance facilities alternatives), and identifies potential impacts.

Fast rail boondoggle

This letter is in regard to the recent vote by the California's Democratic Legislature to pass a bill authorizing \$4.3 billion for the fast rail boondoggle. This is absolutely irresponsible legislation, and it now has been signed by Gov. Jerry Brown.

The state of California is facing bankruptcy and cannot pass a balanced budget, and yet our state government is obligating all the people in California to pay for the high-speed rail project. We have no proof that the project will be financially sound.

I can assure you that I and everyone I've talked to is convinced enough to vote against the upcoming tax increase proposal in November.

How can you authorize more money to Democratic legislators and a governor who are financially irresponsible with the finances of this great state?

**Fred L. Sturrah
 Shaffer**

(916) 324-1541, or check the Authority website (www.fra.dot.gov), for more information, including up-to-date information on planned hearings.

COPIES OF THE REVISED DRAFT EIR/ SUPPLEMENTAL DRAFT EIS:

Visit the Authority website (www.cahighspeedrail.ca.gov) or the FHRA website (www.fra.dot.gov), where you may view and download the Revised Draft EIR/Supplemental Draft EIS. The Authority website also contains technical reports underlying the Revised Draft EIR/Supplemental Draft EIS. You may also request a CD-ROM of the Revised Draft EIR/Supplemental Draft EIS by calling (916) 679-2341. Printed copies of the Revised Draft EIR/Supplemental Draft EIS have been placed in public libraries in the following cities: Fresno - Central Branch (2420 Mariposa Street), Cedar-Clinton Branch (4150 E. Clinton Street), Fig Garden Regional Branch (3071 W. Bullard), Mosqueda Center (4670 S. Buller Avenue), Senior Resource Center Library (2025 E. Dakota Avenue), Sunnyside Branch (5565 E. Kings Canyon Road), West Fresno (188 E. California Avenue); Clovis - Clovis Regional Library (1155 Fifth Street); Pinedale - Pinedale Community Center (7170 N. San Pablo Street); Woodward Park (944 E. Perrin Avenue); Laton (6313 DeWoody Street); Kings-Hanford (401 N. Dooty Street); Lemoore (457 C Street); Corcoran (1001 Chitwood Avenue); Armona (11115 C Street); Tulare-Visalia (200 West Oak Avenue); Tulare (475 North H Street); Hanford-Delano (925 10th Avenue); Shafter (236 James Street); Wasco (1102 7th Street); Bakersfield - Beale Memorial (701 Truxtun Avenue), Baker Branch (1400 Baker Street), Northeast Branch (3725 Columbus Street).

Printed copies of the Revised Draft EIR/Supplemental Draft EIS and the underlying technical reports also are available for review during business hours at the Authority's offices at 770 L Street, Suite 800, Sacramento, CA.

The Authority does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access.

ANTICIPATED IMPACTS

Significant environmental effects are anticipated from project implementation in the following resource areas:

- Transportation
- Air Quality
- Noise and Vibration
- Electromagnetic Fields
- Public Utilities
- Biological Resources and Wetlands
- Hazardous Materials and Wastes
- Safety and Security
- Communities
- Land Use
- Agricultural Lands
- Parks, Recreation, and Open Space
- Aesthetics and Visual Resources
- Cultural and Paleontological Resources

HAZARDOUS WASTE SITES:

The project would cross several sites on hazardous waste lists enumerated under Section 65962.5 of the California Government Code. Thirty-two sites that fit the criteria for Section 65962.5 were identified. The identified sites are included in the 121 sites of potential environmental concern (PEC) that were reviewed during the baseline conditions assessment for all sites with the potential to negatively affect the HST alternatives study area. Those 32 sites are:

- Lamoure's Cleaners (1304 G Street, Fresno)
- WOPAK USA, Inc. (1152 G Street, Fresno)
- Greyhound Bus Depot (1033 Broadway, Fresno)
- Premier Valley Foods, Inc. (1625 Tulare Street, Fresno)
- Former Caltrans Service Yard (2312 and 2795 S. Tulip Street, Fresno)
- United States Cold Storage (2530 E. Woodward Avenue, Fresno)
- Arctic Glacier Jack Frost Ice (2003 E. Cherry Avenue, Fresno)
- Rumbley property (2160-2180 S. Van Ness Avenue, Fresno)
- Chris Sorenson facility (2205 S. Van Ness Avenue, Fresno)
- Two Vacant Lots (2368 and 2376 E. Grace Street, Fresno)
- California Diesel Report and Anderson Clayton (2396 S. Railroad Avenue, Fresno)
- Former Burlington Northern Santa Fe Ice House (2090 E. Church Avenue, Fresno)
- FMC Corporation (2501 S. Sunland Avenue, Fresno)
- Weir Floway Inc. (2694 S. Railroad Avenue, Fresno)
- Former Valley Foundry and Machine Works (2510 S. Ester Avenue, Fresno)
- Swift Transportation (2797 S. Orange Avenue, Fresno)
- CL Bryant (2320 S. Parkway Drive, Fresno)
- South Fresno Regional Groundwater Plume (north of Church Avenue, east of Golden State Boulevard, south of Woodward Avenue, and west of Gearhart Street)
- Professional Asbestos Removal Corp. (2706 S. Railroad Avenue, Fresno)
- Cedar Avenue Recycling and Transfer Station (3457 S. Cedar Avenue, Fresno)
- Wilbur-Ellis Company (4106 S. Cedar Avenue, Fresno)
- Bowen Engineering and Environmental (4664 S. Cedar Avenue, Fresno)
- Fowler Packing Co. (8570 S. Cedar Avenue, Fresno)
- Vie-Del Company #1 (11903 S. Chestnut Avenue, Fresno)
- Puregro-Corcoran (6991 Nevada Avenue, Corcoran)
- Santa Fe Railroad Property (7th and H Streets, Wasco)
- Brown and Bryant (135 Commercial Drive, Shafter)
- KVS Transportation, Inc. (3752 Allen Road, Bakersfield)
- Tosco Corporation Bakersfield Refinery (6500 Refinery Boulevard, Bakersfield)
- Kern Rock Company (529 Dolores Street, Bakersfield).

15
 Thursday, July 26, 2012 The Bakersfield Californian

Is starting in the middle any way to build a railroad?

It's a common sentiment," she said. "You can ask my 98-year-old mother's bridge group. They'll say, 'What's with this high-speed rail? Can we afford it now?'"

The plan was strongly backed by Gov. Jerry Brown, the state's Democratic leadership in Congress and Senate President Pro Tem Darrell Steinberg, and other officials. They promised to regulate for my vote," Pavley said.

"That's not how I've ever cast my votes."

In the end, she said, it was concern over the cost of debt repayment along with her objection to the specifics of the plan that cemented her opposition on the facts.

She said she will now commit herself to "making sure it works and that it's fiscally sound," but still wishes the vote could have been postponed for a few months until a plan was fashioned that would have started the rail line at the major population centers and more importantly, the state through on the Obama administration would follow through on its insistence that the federal money was contingent on the first phase being built in the Central Valley.

"That \$3 billion from the feds orchestrated a rushed vote," Pavley said.

"That had been a huge advance of spending to the max - I would have been the jobs going, creating modernization at the two ends and then slowly moving toward each other - it's the Transcontinental Railroad."

Tim Herdt is the state bureau chief of The Ventura County Star. Find his political blog, '36 Percent accurate,'

There are a few of the objections to the train. Many more have been printed in the Californian.

Tim Herdt
 COLUMNIST

He's a career schoolteacher who spent years teaching American history. Sen. Fran Pavley has developed more than a few lesson plans around the completion of the Transcontinental Railroad. The completion of the line connecting the western and eastern portions of the United States.

Construction had begun on both ends — from Sacramento eastward, and from Omaha westward.

"There is a reason," Pavley, D-highway bill, told me this week, "that they did it from the history books — the logic that says to go west to build a railroad is to start from Sacramento, go west and build toward the eastern middle — helped shape Pavley's decision earlier this month to rescind a difficult and, to some, surprising vote against a bill to begin construction of high-speed rail in California.

But one of four Democrats to join Republicans in voting against the bill that authorizes the issuance of \$4.6 billion in voter-approved state bonds that, combined with \$3.2 billion in federal funds, will finance the first phase.

"The measure passed with 21 votes — the bare majority it needed.

Construction of the \$5.8 billion, will go toward constructing 130 miles of track in the Central Valley, California's equivalent of desolate northern Utah. The line, which will run from Madera to Bakersfield, is envisioned as the initial leg of a high-speed rail system to link the Los Angeles Basin with the San Francisco Bay Area.

Pavley, who has represented the state's largest advocate of high-speed rail, also concurred with the stark assessment offered by Joe Simitian, D-San Jose, the senator who

There are a few of the objections to the train. Many more have been printed in the Californian.

Submission I019 (Carolyn Roberts, September 4, 2012) - Continued

Forum

High-speed rail is a Brown Onion certain to make us cry

With much fanfare, the governor last week may have sealed California's fate as the Greece of the nation. The official signing of high-speed rail funding legislation empowers the California High-Speed Rail Authority with \$8 billion for five years, with no additional legislative oversight. Promising a billion north and a billion south — with no guarantee of funding for either — Gov. Jerry Brown selected ceremonies in Los Angeles and San Francisco. He notably ignored the Central Valley that is supposed to be the beneficiary of the multitude of economic benefits and employment opportunities for the initial 130 miles of unelectrified track.

Returning from a dinner meeting in Bakersfield the date of the July 18 signing, I had no doubt in my mind why the governor was not

visiting the beneficiaries of such enormous government largesse. Bakersfield, or Kern County, is next on the radar screen for a variety of routes involving 60- to 80-foot high viaducts, and destruction of historic businesses, business centers and neighborhoods. Kern County's northern neighbor, Kings County, currently suing the state, was scheduled first for demolition. Changing ground zero to Fresno-north brought the Merced and Madera county farm bureaus into litigation, as well as other affected parties. The deep-rooted agricultural and oil-producing way of life in the Central Valley feeds and powers the state and nation. If creating the "backbone" for high-speed rail is such a boon to the people that live there, why are they suing?



Diane Harkey

While we watch the political theater, California boasts the lowest credit rating in the nation. The state must borrow \$10 billion for short-term cash flow needs, is cutting public safety dollars, and is practicing "catch and release" for state prisoners. We rank near the bottom of the 50 states in public education achievement but No. 1 in attracting welfare recipients. Unemployment is way above the national average at nearly 11 percent, and municipal bankruptcies are occurring on a regular basis. But we continue to

If creating the "backbone" for California high-speed rail is such a boon to the people that live in the Central Valley, why is Kings County suing?

borrow to fund needless projects and "realign" grabbing funds from local governments. The result yields more centralized state control and a growing state bureaucracy. And yet, the governor wants more taxes.

Orange County, similar to the Central Valley, has long been noted for its independence and aversion to state-centralized bloated government, debt and taxation. Last week, we bid farewell to longtime taxpayer advocate, patriot and founder of Orange County Taxpayer Association, Reed Royalty. The second annual Roses and Radishes Awards Dinner served as the venue for this stalwart in Orange County's political arena to announce his retirement and name a successor. Roses were awarded the city of Mission Viejo for implementing taxpayer-saving programs, and Radishes went to the OC Fine Arts Authority for steady increases in pay and benefits.

However, the elephant in the room was the lack of recognition for what should have been the "Brown Onion" award. Understanding that the governor has decided to spend \$8 billion, OC and other counties want a seat at the table. Unfortunately, according to the state's legislative counsel, we may be granted "preferred seating" to pick up the tab.

The Central Valley knows an onion when it sees one. Let's hope the OC improves in vision or at least detects a smell before our eyes begin to water. Brown Onions can add flavor if prepared properly, but they can also make you cry.

Assemblywoman Diane Harkey, R-Dana Point, was elected to the state Assembly in 2008 after a 30-year career in corporate finance and banking.

Community Voices

With affirmative vote on HSR, Rubio ignored his constituents

This year, my wife and I had the opportunity to experience history come to life with a group of students from Bethel Christian School. As the students toured the Washington, D.C. area and viewed the historical documents at the National Archives, they were reminded of the year 1787, when a few elected delegates convened in a courthouse to represent the people. These men shared a common dream: that this nation could be governed through a representative style of government in which each government official would be responsible for presenting the views of his constituents. This was the words framed "we the people."



Michael Kennedy

In like manner, as states were added to the Union, each state drafted a constitution to mirror the philosophy and representative-style government. In fact, the Constitution of California also begins with these same extraordinary words "we the people." But how quickly our political leaders forget these words and the individuals they have been elected to represent!

I was reminded of this trend of political dementia as I watched state Sen. Michael Rubio speak from the floor of the Senate on July 6. He implied in his speech to the Senate that his district was evenly divided on California high-speed rail, all the while knowing full well that the city of Bakersfield, Kern County, and all of the remaining counties impacted throughout this vast Central Valley except one have stood firmly against the rail initiative. This opposition to high-speed rail has been clearly evidenced by polling numbers and numerous city and county resolutions denouncing the plan. Nevertheless, he sided with other partisan politicians and clearly neglected the will of his district when he voted to fund the High-Speed Rail Authority.

His actions, however, reveal far more about his character than simple neglect for the rights and desires of the people. In numerous press statements surrounding the final vote, he demonstrated how shamefully dishonest the political process can be, as he neglected the needs of the people in his changing criteria for supporting HSR.

In his press release of July 2, Rubio gave the outward appearance that he cared about these needs when he stated that he had two demands of the rail authority. First, he demanded that the authority move the high speed rail away from downtown Bakersfield, and second, that the rail authority "appoint an Agricultural Czar." However, in his press statement following the vote he stated, "I voted in favor of funding... because I laid out early on a set of two requirements that I expected the project to meet before I would consider supporting high-speed rail funding."

The project needed to: 1) Exhibit greater accountability. The Governor replaced the CEO and Chairman of the Authority and language was adopted to increase reporting and accountability. 2) Appoint an Agriculture Czar. The Authority will develop an agriculture industry committee.

One only needs to compare and contrast these two statements, the shifting premise, political maneuvering, and predestined agenda to realize how disingenuous his concern for our district truly is, because the rail authority did not meet his requirement to relocate the rail project outside of the city of Bakersfield. Nevertheless, he voted to fund the program.

Based on these facts, citizens should be reminded that the founding documents of the state of California and the United States serve as more than just political statements; these documents serve as a window into the hearts and minds of our Founding Fathers. We know based on these documents that the founders of this nation, and this state/republic were truly effective leaders, because leaders always ask, "What needs to be done?" and "What is right for the enterprise?" In addition, effective leaders think and say "we" rather than "I."

Rubio has failed as a leader in all three of these areas. He did not ask the people "What needs to be done?" or "What is right for my district?" He also failed when he turned his back on "we the people."

Ronald Reagan once noted, "Our concern must be for a special interest group that has been too long neglected... It is made up of... professionals, industrialists, shopkeepers, clerks, cabbies and truck drivers. They are, in short, 'we the people.'" This is the message that must be sent to Sacramento.

Michael Kennedy of Bakersfield is the principal of Bethel Christian School.

Response to Submission I019 (Carolyn Roberts, September 4, 2012)

I019-1

Refer to Standard Response FB-Response-GENERAL-14, FB-Response-GENERAL-11.

I019-2

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

I019-3

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

Environmental analysis of subsequent sections of the HST System that are planned to connect Bakersfield to Los Angeles is currently under way. The Central Valley sections of the HST System are an integral portion of the statewide system that will connect San Francisco and the Bay Area to Los Angeles and Anaheim.

I019-4

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

Your opposition to the project is noted.

I019-5

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

Your opposition to the project is noted.

Submission I020 (Kathy Robinson, October 17, 2012)

Fresno - Bakersfield (July 2012+) - RECORD #287 DETAIL

Status : Action Pending
Record Date : 10/17/2012
Response Requested : Yes
Stakeholder Type :
Affiliation Type : Individual
Attorney or Law Firm? : No
Interest As : Individual
Submission Date : 10/17/2012
Submission Method : Website
First Name : Kathy
Last Name : Robinson
Professional Title :
County :
Business/Organization :
Address :
Apt./Suite No. :
City : bakersfield
State : CA
Zip Code : 93314
Telephone :
Email : kathyrobinson6174@sbcglobal.net
Email Subscription : Bakersfield - Palmdale
Cell Phone :
Fax :
Comment Type :
Add to Mailing List : Yes
Stakeholder Comments/Issues : How can this plan be cost effective to go through the heart of Bakersfield when there is open areas all the way around our city?
 As a buisness owner & resident in the Rosedale area we have just endured 3 years of upheaval in our lives with the seperation of grade project at Allen Rd & Hageman. This projeect will distroy our neighborhood and way of life along with our buisness. A different route should be considered at the least.....!!!!!!
Subscription Request/Response : URL:
[http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=Kathy&ln=Robinson&em=kathyrobinson6174%40sbcglobal.net&city=bakersfield&state=CA&zip=93314&interest=Individual§ions\[\]=Bakersfield+Palmdale](http://sites.activatedirect.com/chsra.gov/pb_commentSubmit.php?fn=Kathy&ln=Robinson&em=kathyrobinson6174%40sbcglobal.net&city=bakersfield&state=CA&zip=93314&interest=Individual§ions[]=Bakersfield+Palmdale)
 Response: *OK*
EIR/EIS Comment : Yes
General Viewpoint on Project : In Opposition to CAHST Project
Official Comment Period : Yes

I020-1

Response to Submission I020 (Kathy Robinson, October 17, 2012)

I020-1

Refer to Standard Response FB-Response-GENERAL-02, FB-Response-SO-03, FB-Response-SO-06.

As discussed in Section 2.3, Potential Alternatives Considered during the Alternatives Screening Process, of the Final EIR/EIS, potential alternatives were evaluated against the project objectives (including providing convenient travel to major urban centers and improving intercity travel in the Central Valley) and the HST System performance criteria: travel time, route length, intermodal connections, capital costs, operating costs, and maintenance costs. Screening also included environmental criteria to measure the potential effects of the proposed alternatives on the natural and human environments.

After reviewing the substantive comments received during the public and agency review of the Draft EIR/EIS, the Authority decided to introduce an additional alternative through the Bakersfield area. The Bakersfield Hybrid Alternative would require reduced speeds and would affect the overall travel times mandated by the California State Legislature. However, this alternative would provide the advantage of avoiding the Bakersfield High School campus and would reduce the number of religious facilities and homes affected in east Bakersfield. Please refer to Section 3.12, Socioeconomics, Communities, and Environmental Justice, of the Final EIR/EIS for more detail.

Submission I021 (Richard Rogers, October 18, 2012)

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

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

Please submit your completed comment card at the end of the meeting, or mail to: **Fresno to Bakersfield Revised Draft EIR/Supplemental Draft 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:

The comment period is from July 20 to September 20, 2012. Comments must be received electronically, or postmarked, on or before September 20, 2012.
El periodo de comentario es del 20 de Julio al 20 de Septiembre del 2012. Los comentarios tienen que ser recibidos electrónicamente, o matasellados, el o antes del 20 de Septiembre del 2012.

Name/Nombre: RICHARD ROGERS
Organization/Organización: _____
Address/Domicilio: 8020 SHORT DR., HANFORD, CA. 93230
Phone Number/Número de Teléfono: 559-585-1880
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)
AUG 25, 2012

I021-1

INCOMPLETE PROJECT DESCRIPTION: The DEIR/EIS fails to describe the whole project. Without a description of all aspects of the project that could impact the environment, the DEIR/EIS cannot be complete.

1) The HSR from Merced - Bakersfield will not be electrified until the entire project is complete. This rail will be useless & conflict with Amtrak which is affordable to the average citizen.

Put it on Interstate 5!

Response to Submission I021 (Richard Rogers, October 18, 2012)

I021-1

Refer to Standard Response FB-Response-GENERAL-21, FB-Response-GENERAL-13, FB-Response-GENERAL-12, FB-Response-GENERAL-02.

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 high-speed rail 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

I021-1

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) will begin 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 on completion of the first IOS segment by connecting the San Joaquins, ACE, 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 high-speed rail 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:

- 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. Also, consistent with the Southern California MOU,

Response to Submission I021 (Richard Rogers, October 18, 2012) - Continued

I021-1

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.

- The Northern California Unified Service described above will be initiated.
- 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 High-Speed Rail Operations. Introduction of the state's (and the nation's) first fully operational high-speed rail 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 will be achieved through expansion of the first construction segment into an electrified operating high-speed rail 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 high-speed rail infrastructure. Before 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 high-speed rail 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

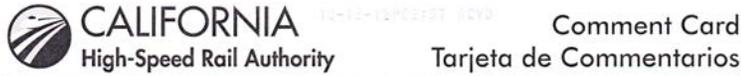
I021-1

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 high-speed rail infrastructure between San Jose and the San Fernando Station, and, in the south, connecting via Metrolink between the San Fernando Valley Station and Union Station in Los Angeles and on to other points throughout Southern California.

Step 4—The Phase 1 System. For the blended approach, the dedicated high-speed rail 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 high-speed rail 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 high-speed rail system to Sacramento and San Diego, representing completion of the 800-mile statewide system. Travelers will be able to travel between all of the state's major population centers on high-speed rail. Phase 2 areas will see improvements in rail service well in advance of the expansion of the high-speed rail system through the combination of early investments and blended operations, as described in this Revised Plan.

Submission I022 (Janis Rogers, October 18, 2012)



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

Please submit your completed comment card at the end of the meeting, or mail to: **Fresno to Bakersfield Revised Draft EIR/Supplemental Draft EIS Comment, 770 L Street, Suite 800, Sacramento, CA 95814**
Par favor entregue su tarjeta completada al final de la reunión, o envíela por correo a la siguiente dirección:

The comment period is from July 20 to September 20, 2012. Comments must be received electronically, or postmarked, on or before September 20, 2012.
El periodo de comentario es del 20 de Julio al 20 de Septiembre del 2012. Los comentarios tienen que ser recibidos electrónicamente, o matasellados, el o antes del 20 de Septiembre del 2012.

Name/Nombre: JANIS ROGERS
Organization/Organización: _____
Address/Domicilio: 2020 SHURT DR.
Phone Number/Número de Teléfono: 559-585-1880
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)
August 25, 2012

I022-1

INCOMPLETE PROJECT DESCRIPTION: The DEIR/EIS fails to describe the whole project. Without a description of all aspects of the project that could impact the environment, the DEIR/EIS cannot be complete.

1) Aesthetics: The landscape & scenic views of our city & county will be affected by trees removed, the bridge built, the train will be on, the overpasses & travel levels will alter our standard of living.

Why not Interstate 5?

Response to Submission I022 (Janis Rogers, October 18, 2012)

I022-1

Refer to Standard Response FB-Response-GENERAL-21, FB-Response-GENERAL-02,
FB-Response-AVR-01, FB-Response-AVR-02, FB-Response-AVR-03.

Submission I023 (Susan Ross, October 14, 2012)

Fresno - Bakersfield (July 2012+) - RECORD #262 DETAIL

Status : Unread
Record Date : 10/14/2012
Response Requested : No
Stakeholder Type : CA Resident
Affiliation Type : Individual
Interest As : Individual
Submission Date : 10/14/2012
Submission Method : Website
First Name : Susan
Last Name : Ross
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Hanford
State : CA
Zip Code : 93230
Telephone : 559-584-9132
Email : suross2000@yahoo.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues : We need high speed rail! It will employ many people and provide better public transportation in CA which is lacking behind the rest of the country! Make it work!!!!
EIR/EIS Comment : Yes
Official Comment Period : Yes

I023-1

Response to Submission I023 (Susan Ross, October 14, 2012)

I023-1

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

Your support for the project is noted.

Submission I024 (Susan Ross, October 15, 2012)

Fresno - Bakersfield (July 2012+) - RECORD #264 DETAIL

Status : Unread
Record Date : 10/15/2012
Response Requested : No
Stakeholder Type : CA Resident
Affiliation Type : Individual
Interest As : Individual
Submission Date : 10/15/2012
Submission Method : Project Email
First Name : Susan
Last Name : Ross
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State : CA
Zip Code : 00000
Telephone :
Email : suross2000@yahoo.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues : We are in favor of the High Speed Rail! Please continue working to make this happen. If you build a fast train from San Francisco to Los Angeles, people will ride it! Many of the people in the Central Valley are very narrow minded. There are also many of us who believe it is time to proceed into the future with better public transportation in a state where rubber companies and car makers ran public transportation in LA into the ground so people would buy automobiles. Keep up your hard work!
Susan Ross
EIR/EIS Comment :
Official Comment Period : Yes

I024-1

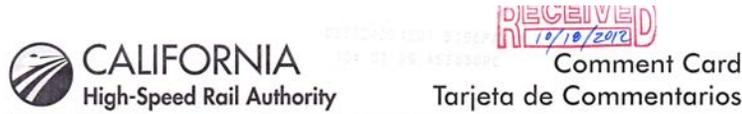
Response to Submission I024 (Susan Ross, October 15, 2012)

I024-1

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

Your support for the project is noted.

Submission I025 (Faith Rutler, October 18, 2012)



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

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

Please submit your completed comment card at the end of the meeting, or mail to: **Fresno to Bakersfield Revised Draft EIR/Supplemental Draft 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:

The comment period for the Fresno to Bakersfield High Speed Train Revised Draft EIR/Supplemental Draft EIS: **July 20 – October 19**

Extended comment period for Fresno to Bakersfield High Speed Train Revised Draft EIR/Supplemental Draft EIS: **July 20 – October 19**

El periodo de comentario público del Proyecto Revisado EIR/Proyecto Suplementario EIS: **Julio 20 – Octubre 19**

Name/Nombre: Faith M. Rutler

Organization/Organización: _____

Address/Domicilio: 1401 Whittley Ave Arcadia, Ca 95712

Phone Number/Número de Teléfono: (559) 992-4569

City, State, Zip Code/Ciudad, Estado, Código Postal: Arcadia, Ca 93712

E-mail Address/Correo Electrónico: N.A.

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

I025-1

*The plan is not good for the area
We need the Amtrak. You only interested
in your pocket a not the people or property.
So many people will lose their homes &
business & our farms are at stake alles.
Alles you say it will create jobs but
what about the jobs that will be lost
faster. Takes away view & puts more crap
in the air, to much noise & vibration.*

Response to Submission I025 (Faith Rutler, October 18, 2012)

I025-1

Refer to Standard Response FB-Response-GENERAL-14, FB-Response-GENERAL-12.

For information on new job creation and the resulting impacts to the regional economy see EIR/EIS Volume I Section 3.12 Impact SO #13. Also see Section 5.1.2 of the Community Impact Assessment Technical Report (Authority and FRA 2012h) for more detailed information on short-term and long-term job creation.

Submission I026 (Michael Rysdorp, July 26, 2012)

Fresno - Bakersfield (July 2012+) - RECORD #55 DETAIL

Status : Action Pending
Record Date : 7/26/2012
Response Requested : No
Stakeholder Type : Other
Affiliation Type : Individual
Interest As : Individual
Submission Date : 7/26/2012
Submission Method : Website
First Name : Michael
Last Name : Rysdorp
Professional Title : Structural Engineer
Business/Organization :
Address :
Apt./Suite No. :
City : Brooklyn
State : NY
Zip Code : 11238
Telephone :
Email : mrysdorp@gmail.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :
EIR/EIS Comment : Yes
Official Comment Period : Yes

I026-1

The Fresno Station design should be revised from a 4 track 2 outboard platform design to a 6 track configuration which allows cross platform transfers from local and express trains.

Fresno's large population and location in the middle of the central valley HSR segment makes it a natural location for a transfer station to allow HSR riders to conveniently transfer between local central valley trains stopping in most cities to express trains with very limited stops.

Configuring the Fresno station as a 6 track station would allow:
 -2 pass through tracks with no platforms for trains not stopping in Fresno.
 -2 sets of North bound and south bound tracks with an Island platform between them to allow quick timed transfers between local trains and express trains.

This configuration would allow local and express trains to share the track. Local trains would arrive just before the express train pulls into the opposite track. Passengers can quickly transfer between trains by crossing the platform. Then the express train would leave, followed by the local train.

This minor addition to the Fresno station would greatly enhance the utility and operational flexibility of the Fresno segment to allow express trains to pass local trains, while allowing for transfers, all without having to build a very long section of high speed passing tracks which would not allow any transfers.

Response to Submission I026 (Michael Rysdorp, July 26, 2012)

I026-1

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

The proposed four-track station would allow passengers to transfer from "regional stopping" high-speed trains to "express" high-speed trains if the trains arrive at intervals. Passengers could disembark from an "express" high-speed train at a transfer station and board the next "regional stopping" high-speed train.

Local Central Valley Amtrak trains would not share tracks with the high-speed trains due to the impracticalities of the speed difference between Amtrak and high-speed trains.

Submission I027 (Brian Rysdorp, July 26, 2012)

Fresno - Bakersfield (July 2012+) - RECORD #63 DETAIL
Status : Action Pending
Record Date : 7/30/2012
Response Requested : Yes
Affiliation Type : Individual
Interest As : Individual
Submission Date : 7/26/2012
Submission Method : Project Email
First Name : Brian
Last Name : Rysdorp
Professional Title :
Business/Organization :
Address : 980 Kiely Blvd.
Apt./Suite No. : #213
City : Santa Clara
State : CA
Zip Code : 95051
Telephone : 408-242.5167
Email : bhrysdorp@yahoo.com
Email Subscription :
Cell Phone :
Add to Mailing List :

I027-1
 I027-2
 I027-3
 I027-4

**Stakeholder
 Comments/Issues :**

I would like to make some comments on 'Section E Station Plans' from Volume 3 of the Revised Draft EIR / Supplement Draft EIS, Fresno to Bakersfield Section, dated July 2012. My comments primarily concern the Fresno station.

Fresno Station - Mariposa & Kern Alternatives

- 1.) The vertical distance / elevation of concourse crossing the tracks seems excessive. Is there any way to cross the tracks at a lower elevation to require less climbing of stairs and waiting on long escalator runs? If the cross track concourse cannot be lowered have below track underpass concourses been considered?
- It's important to resolve these issues on the Fresno subsection as they will set a precedent for the rest of the HSR stations. At HSR stations shared with Caltrain and Metrolink the large overhead clearance requirements will become an increased burden for daily commuters. At those stations passengers are currently used to just taking a short quick walk after parking their cars or getting of a bus. Underpasses provide a quick means of crossing tracks compared to the need to climb stairs just to descend again at the other side. As example it's much easier to cross the tracks at Caltrain's Santa Clara station (underpass) as compared to Caltrain's Millbrae station (above track concourse with stairs and escalator). The first impression of these station designs (Fresno in particular) is that they seem like a mess of escalators and stairs.
- 2.) The track configuration should be reviewed based on the expected service patterns. If timed transfers are expected central platforms may be a better idea or adding tracks so the main HSR line is never obstructed when an express and all station stop "local" is stopped in the station at the same time. The CAHSRA should be looking at proven examples of HSR stations from Europe and Asia to confirm what works best for both track configuration and passenger circulation. The CAHSRA should not just copy what Amtrak does on the NEC since that is based on a legacy system and not true HSR.
- 3.) Concessions and Restrooms are only shown on the East side outside the fare gates. Shouldn't these be distributed throughout the station, including beyond the fare gates at the waiting areas? Unless passengers will have a very short wait after passing thru the fare gates they would expect the same level of services as in an airport terminal.
- 4.) The Mariposa and Kern Alternatives look to be about equal. The main advantage of the Kern alternative is that it doesn't crowd over the historic SP station, however circulation and development around the East Entry looks more constrained by the adjacent stadium. I would probably prefer the Mariposa Alternative except for the fact it looks awkward the way the concourse dwarfs the historic SP station.
- 5.) The current design looks like it will be an air-conditioned "greenhouse" with minimal provisions for blocking direct sunlight other than tinted glass. I believe the CAHSRA should strictly adhere to a modernist aesthetic for all their stations however there should be regional climatic adaptations for stations in hot climates such as the central valley.
- 6.) What is the rationale for the proposed architectural design of the Fresno station? It looks uninspiring, generic and even a bit dated. It would be easier to accept if the design is solely a response to economic factors (keeping costs down), however any station of this scale looks like it would be expensive regardless. I would recommend consulting with other architects for ideas on improving the appearance to provide a

Submission I027 (Brian Rysdorp, July 26, 2012) - Continued

I027-4

more distinctive and elegant design while maintaining the functional aspects and/or improving on them where possible. It looks like a lot of aesthetic improvements could be made at only moderate additional cost. I would be surprised if the City of Fresno actually likes this design. I thought they intended this station to be a part of a revitalized downtown.

I027-5

7.) I realize the CAHSRA cannot afford to match the extravagant new European station designs but they can look for guidance to some of the smaller new European stations such as the Segovia Guiomar HSR station in Spain. It's a simple and elegant design that would be well adapted to California. I would expect many other examples from around the world to be appropriate for California as well. In general I believe the station designs should be original and unique with refined modern architectural design in the tradition of many of the original BART stations. California has a rich history in modern architectural design and ideally the new HSR stations should reflect that. For the strictly functional aspects of the stations involving structure and passenger circulation the CAHSRA should be following the most successful examples from around the world.

I027-6

Kings / Tulare and Bakersfield Station Options

These stations share some of the same issues as the Fresno station yet their design seems more refined. Aesthetically they are more interesting than the Fresno station. In comparison the Fresno station looks like a rough draft and very diagrammatic.

Thank you,
Brian Rysdorp

408.242.5167

980 Kiely Blvd. #213
Santa Clara, CA 95051

EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I027 (Brian Rysdorp, July 26, 2012)

I027-1

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

The 15% station design plans are preliminary and will be refined and revised during future project design phases. Although vertical displacement for passengers using bridges is greater than for tunnels, passenger access to platforms from a pedestrian overcrossing bridge or an undercrossing tunnel is a function of each station's functional floor-plan layout. The vertical clearances above the high-speed rail tracks are prescribed by Authority design standards. Each means of platform access, whether a bridge or a tunnel, requires high-capacity, efficient, and safe passenger throughput in the form of stairs, escalators, and elevators that also meet ADA accessibility guidelines. These means of vertical circulation are placed at each station-to-platform access point in sufficient quantity to accommodate the projected passenger loads. The decision about which is the most appropriate method for passenger travel will be finalized during the next design phase. These HST stations are designed to best international practices and, for most part, emulate the concourse and platform configuration design approach of one of the newest HST systems in Taiwan.

I027-2

As stated in Section 2.3.2, Range of Potential Alternatives Considered and Findings, of the Revised DEIR/Supplemental DEIS, two Downtown Fresno station alternatives were carried forward in the Draft EIR/EIS: one at Mariposa Street and the other at Kern Street. On May 3, 2012, the Authority Board certified the Merced to Fresno Section Final EIR/EIS and selected the Mariposa Alternative as the Fresno Station location. The environmental evaluation of the Fresno Station alternatives carried forward in the Draft EIR/EIS demonstrated that the environmental impacts were similar. Both the Mariposa and Kern station alternatives would affect a historic structure eligible or already on the National Register of Historic Places. Other effects include noise that would be mitigated and temporary impacts on businesses and transportation circulation during construction. However, due to the City of Fresno's planning and the orientation of the Downtown Fresno City Center, the Mariposa Station alternative offers substantially more opportunities for transit-oriented development.

The station rendering shown on Figure 2-34 of the Revised DEIR/Supplemental DEIS is conceptual; the actual station design will differ.

I027-3

The Authority is in the process of developing station design sustainability technical standards. These standards will be applied to station designs when they progress from the 15% level of development to more detailed design.

I027-4

Station appearances presented in the EIR/EIS document were developed specifically to the criteria required for environmental clearance. These criteria include visual impacts from sensitive receptors and physical or visual impacts on historic fabric. The station's physical massing and bulk responds exclusively to Authority technical functional requirements that dictate floor-plan layouts and vertical clearances from nearby roadways, freight tracks, and HST tracks. The station's aesthetic appeal and presentation will be addressed in subsequent design phases as the station design progresses from its current preliminary (15%) stage of development.

I027-5

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

Station appearances presented in the EIR/EIS document were developed specifically to the criteria required for environmental clearance. These criteria include visual impacts from sensitive receptors and physical or visual impacts on historic fabric. The station's physical massing and bulk responds exclusively to Authority technical functional requirements that dictate floor-plan layouts and vertical clearances from nearby roadways, freight tracks, and HST tracks. The station's aesthetic appeal and presentation will be addressed in subsequent design phases as the station design is progressed from its current preliminary (15%) stage of development. HST station designs will be further developed in consultation with the cities and communities they serve.

I027-6

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

Station appearances presented in the EIR/EIS were developed specifically to the criteria required for environmental clearance. These criteria include visual impacts from

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sensitive receptors and physical or visual impacts on historic fabric. The station's physical massing and bulk responds exclusively to Authority technical functional requirements that dictate floor-plan layouts and vertical clearances from nearby roadways, freight tracks, and HST tracks. The station's aesthetic appeal and presentation will be addressed in subsequent design phases as the station design progresses from its current preliminary (15%) stage of development. HST station designs will be further developed in consultation with the cities and communities they serve.