

Submission I001 (Maria Galante, August 19, 2012)

Fresno - Bakersfield (July 2012+) - RECORD #88 DETAIL

Status : Action Pending
Record Date : 8/19/2012
Response Requested :
Stakeholder Type : CA Resident
Affiliation Type : Individual
Interest As : Individual
Submission Date : 8/19/2012
Submission Method : Website
First Name : Maria
Last Name : Galante
Professional Title : Mrs.
Business/Organization : Concerned Citizen of California
Address :
Apt./Suite No. :
City : Hanford
State : CA
Zip Code : 93230
Telephone : 5595841964
Email : mariajuzmangalante@gmail.com
Email Subscription : Fresno - Bakersfield
Cell Phone :
Add to Mailing List : Yes
Stakeholder Comments/Issues : I saw that you all have voted to cut out the Amtrak rout from Fresno to Bakersfield. As a frequent patron of Amtrak I wanted to let you know that this is the most stupid thing you have decided to do. This would make it impossible for my husband and I to travel from Hanford to any where. We use it to go see my daughter up in Alameda, we use it to take our yearly vacation to Las Vegas. It is convinient because the station is only a couple of blocks from our home and it is economical for us. My husband is disabled and we live with a fixed income from Social Security. You must make a better effort to keep the local rail system in play as well as the High Speed Rail.
EIR/EIS Comment : Yes
Official Comment Period : Yes

I001-1

Response to Submission I001 (Maria Galante, August 19, 2012)

I001-1

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

Submission I002 (Beverly Gardner, August 23, 2012)

Fresno - Bakersfield (July 2012+) - RECORD #111 DETAIL

Status : Action Pending
Record Date : 8/23/2012
Response Requested : No
Stakeholder Type : CA Resident
Affiliation Type : Individual
Interest As : Individual
Submission Date : 8/23/2012
Submission Method : Website
First Name : Beverly
Last Name : Gardner
Professional Title :
Business/Organization : none
Address :
Apt./Suite No. :
City : Fresno
State : CA
Zip Code : 93720
Telephone :
Email : papershuffler@comcast.net
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues : I think this is a TOTAL waste of money. If Amtrack doesn't support itself, how do you expect a High Speed train to. California is in enough trouble. Please reconsider this and DO THE RIGHT THING FOR THE PEOPLE OF CALIFORNIA.
EIR/EIS Comment : Yes
Official Comment Period : Yes

I002-1

Response to Submission I002 (Beverly Gardner, August 23, 2012)

I002-1

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

Your opposition to the project is noted.

Submission I003 (Albert Gejeian, October 9, 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/ 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 Fresno to Bakersfield High Speed Train Revised Draft EIR/Supplemental Draft EIS: **July 20 – 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: _____
 Organization/Organización: _____
 Address/Domicilio: _____
 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)

Too whom it may concern
My name is Albert Gejeian.
 1003-1 *I have a complaint to make of the overpass you are going to put on South Ave. That road should be closed. There is not very many cars that use that road. Manning Ave is the road that is used the most.*
 1003-2 *You will have to fight me in court. I will not sign any release of my land. To get my land you will have to use eminent domain to get it.*
 1003-3 *Why are you going to move the ditch over for? Why don't you pipe the ditch that there. My land is worth more than 25 thousand dollar because Basin price is about 1,900 plus. Sun make you give us 140 more. Hope to hear from you on this matter. Signed Al Gejeian*



Response to Submission I003 (Albert Gejeian, October 9, 2012)

I003-1

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

The location of the proposed overpasses has been coordinated with Fresno County. Ongoing coordination with local agencies will continue through the design procurement process.

I003-2

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

The Authority will negotiate with property owners whose land would be impacted by the HST System. The Authority has the power of eminent domain, allowing it to condemn the property of unwilling sellers, with payment of just compensation (i.e., fair market value) to the property owner. Eminent domain is viewed as a last resort in developing a statewide HST System. Information on the eminent domain process is available on the Authority's website.

I003-3

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

Submission I004 (Jimmy George, August 23, 2012)



Comment Card
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del 20 de Septiembre del 2012.

Name/Nombre: Jimmy GEORGE
Organization/Organización: _____
Address/Domicilio: 23489 Hwy 43 (P.O. Box 1186)
Phone Number/Número de Teléfono: 559-572-6649
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)

I004-1

I will need AT LEAST \$20,000/AC. FOR MY
LAND
parcel No. 034-01-013



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

95814\$3369



Response to Submission I004 (Jimmy George, August 23, 2012)

I004-1

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

Submission I005 (Glen George, August 26, 2012)



RECEIVED
4996

Comment Card
Tarjeta de Comentarios

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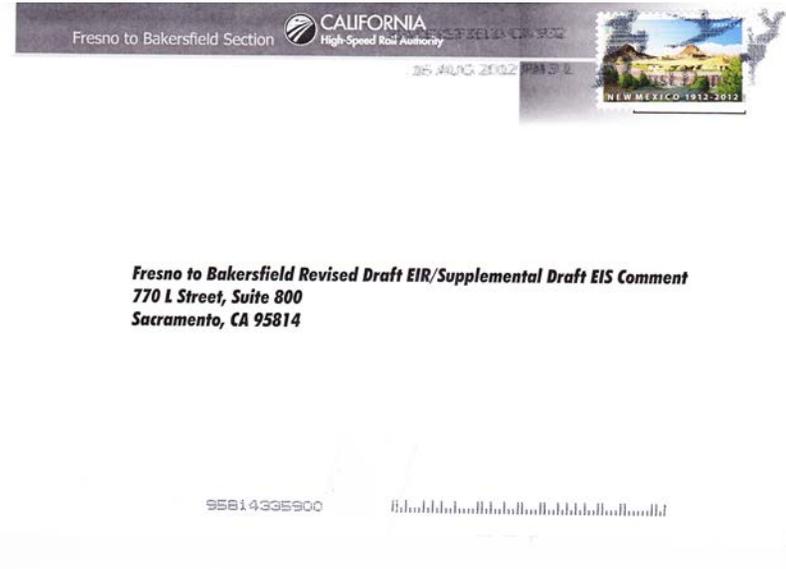
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del 20 de Septiembre del 2012.

Name/Nombre: GLEN GEORGE
Organization/Organización: _____
Address/Domicilio: 23489 Hwy 43 (P.O. Box 1186)
Phone Number/Número de Teléfono: 559-572-6649
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)

I005-1

I'm willing to TALK ABOUT RELOCATING.
IT MIGHT TAKE ABOUT \$20,000/AC. TO
MAKE ME HAPPY.
parcel no 034-011-013



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

Response to Submission I005 (Glen George, August 26, 2012)

I005-1

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

Submission I006 (Alisa Gomez, October 18, 2012)



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Name/Nombre: Alisa Gomez
 Organization/Organización: _____
 Address/Domicilio: 24317 5^{1/2} Ave
 Phone Number/Número de Teléfono: (559) 707-8582
 City, State, Zip Code/Ciudad, Estado, Código Postal: Corcoran, CA 93212
 E-mail Address/Correo Electrónico: alisagomez@corcoranunited.com
(Use additional pages if needed/Usar paginas adicionales si es necesario)

I am an ag teacher at Corcoran High School. I work an excessive amount of hours teaching my classes, coaching my judging teams, and working with my students so they can receive awards. I worked 37 deep over my contract this last year. I work, on average, 10-12 hours a day. I am also a mother of 4, 3 of which are in school, and one an infant. When I finish my 10-12 hour day, I come home to cook dinner, correct homework, get kids bathed and then it's time for bed. Having to spend time finding property to buy, getting quotes to build a new house just like the one I currently have, and moving again will put an extreme hardship on our family. This is time that will be taken away from my job & family, and in turn will make me less efficient at both!

I006-1



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Name/Nombre: Alisa Gomez
 Organization/Organización: _____
 Address/Domicilio: 24317 5^{1/2} Ave
 Phone Number/Número de Teléfono: (559) 707-8582
 City, State, Zip Code/Ciudad, Estado, Código Postal: Corcoran, CA 93212
 E-mail Address/Correo Electrónico: alisagomez@corcoranunited.com
(Use additional pages if needed/Usar paginas adicionales si es necesario)

I have been looking at properties in our area in case the HSR takes our house out. We live in a very uniquely designed house which will not be able to be found anywhere else, therefore we would be forced to build a new house. On this new property, we would have to dig a well, get electrical services, install a propane tank & system, and install a septic system. At our current home, we have city water, gas, and sewer. When the HSR appraiser's own home, my guess is it will not appraise for what it is going to cost to build what we currently have. Isn't the idea behind acquiring our land to leave us in the same situation we are in right now, not worse off? I bought this house as my final home, happy that I would never have to move again. I don't think it's fair that someone can come in, take this from me, and leave me in a worse position!

I006-2

Response to Submission I006 (Alisa Gomez, October 18, 2012)

I006-1

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

I006-2

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

Submission I007 (Hector Gomez, October 18, 2012)



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

El período de comentario público del Proyecto Revisado EIR/Proyecto Suplementario EIS, **del 20 de Julio al 19 de Octubre**

Name/Nombre: Hector Alonso Gomez

Organization/Organización: _____

Address/Domicilio: 614 Otis Av. Spc 38

Phone Number/Número de Teléfono: (554) 367 4439

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)

I007-1 | A QUELLEN RESPONDERA POR MEDIO DE ESTE MEDIO COMUNICO MI INCONFORMIDAD DEL PASO DEL NUEVO TREN POR CUN UNICION BENEFERICO TENDRA LA CIUDAD DE CORCORAN.

Response to Submission I007 (Hector Gomez, October 18, 2012)

I007-1

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

Your opposition to the project is noted.

Consulte la Respuesta Estándar FB-Respuesta-GENERAL-14, FB-Respuesta-GENERAL-11.

Su oposición al proyecto ha sido notada.

Submission I008 (Dolores Gonzales, October 18, 2012)



Comment Card
Tarjeta de Comentarios

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Name/Nombre: Dolores V Gonzalez
Organization/Organización: _____
Address/Domicilio: PO Box 614
Phone Number/Número de Teléfono: 559 637-9242
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)

I008-1

I consider it a waste of money. We can't deal with High Speed Rail in our desert community.

Response to Submission I008 (Dolores Gonzales, October 18, 2012)

I008-1

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

Your opposition to the project is noted.

Submission I009 (Mary Gonzales-Gomez, October 18, 2012)



Comment Card
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Name/Nombre: Mary Gonzales-Gomez
 Organization/Organización: Community Member
 Address/Domicilio: 2001 Bell Avenue, Corcoran, Ca 93212
 Phone Number/Número de Teléfono: 559-992-2049
 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)

We anticipate a response to our concerns.

- ✓ Corcoran is located between Fresno & Bakersfield. One possible solution is to make an AMTRAK station in Corcoran, to accommodate the people who use the train for school + work, and health services. People need a track for survival.
- ✓ People of Corcoran; their lives will be at risk if and when flooding occurs. Use the I-5 plan.
- ✓ Health issues will be created in terms of noise level, air quality and so forth. People will get sick.
- ✓ Our students will be affected, quality of learning air quality, and other issues will surface that will impact the quality of freedom of learning. Will HSR build new schools in Corcoran?
- ✓ Will HSR rebuild our community once you manage to destroy it.
- ✓ May God soften your heart to stop HSR going through our homes.

I009-1

Response to Submission I009 (Mary Gonzales-Gomez, October 18, 2012)

I009-1

Quantitative health-risk analysis from construction activities has been conducted for sensitive receivers at schools within 1,400 feet of the Bakersfield station, and health-risk impacts are presented in Section 3.3.6.3 of the Final EIR/EIS. Health-risk impacts from construction activities at the Bakersfield station are mitigated to less than significant as presented in Section 3.3.9. Other localized impacts on school students from construction would be less than significant because the period of construction would be short-term, and therefore the potential for cancer risks to students would not be significant.

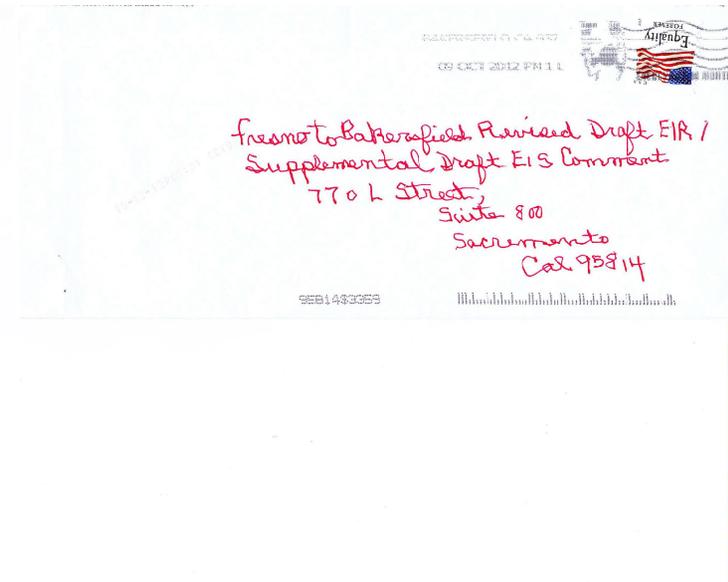
There are no long-term health or hearing-loss issues associated with operations. The Authority will not be building new schools in Corcoran.

Submission I010 (Irene Gorman, October 9, 2012)

10-12-1000001 10-7-12

Fresno to Bakersfield Revised Draft EIR /
Supplemental Draft EIS Comment

1010-1 why do you want to waste the
taxpayers time and expense
on printing when all the time
the powers that be dont care
what the public wants nor
do they care, and just go their
messy way pretending they do
care. Stop and think how
1010-2 many business this will destroy
farm lands not to mention farms.
1010-3 OK? I forgot we can import all
our food like from China. dont
1010-4 forget job loss. That money
1010-5 should go for our roads, highways,
bridges not for some ppl
with the sky vision, or who will
1010-6 this High Speed Train be named
for, what politician? I can see
1010-7 I know all that brown ground and
dust storms. The farmers?
get the blame
Irene Gorman



Response to Submission I010 (Irene Gorman, October 9, 2012)

I010-1

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

I010-2

Refer to Standard Response FB-Response-SO-01, FB-Response-SO-03, FB-Response-GENERAL-11, FB-Response-GENERAL-14.

I010-3

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

I010-4

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

Also for information on the economic effects on agriculture, see EIR/EIS Volume I Section 3.12 Impact SO #15. For information on new job creation and the resulting impacts on the regional economy see 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.

I010-5

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

I010-6

The project is called the California High-Speed Rail.

I010-7

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

Submission I011 (Carmen Gutterrez, October 18, 2012)



Comment Card
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Name/Nombre: Carmen M. Gutterrez

Organization/Organización: _____

Address/Domicilio: _____

Phone Number/Número de Teléfono: _____

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

E-mail Address/Correo Electrónico: _____

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

I011-1

we don't want The High speed Rail

Response to Submission I011 (Carmen Gutterrez, October 18, 2012)

I011-1

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

Your opposition to the project is noted.

Submission I012 (J Hallaian, October 9, 2012)

Page 1 of 1

To: Ms. Kathryn Hurd, Attorney Advisor, Federal Rail Administration-Office of Chief Counsel
Re: High-Speed Rail Accountability

- I012-1 | I am demanding that you immediately release for public review, in public places, the missing 14,000-pages of Technical Reports that are referenced within the California High-Speed Train Project's current federal Environmental Impact Statement review process.
- I012-2 | In addition I am demanding that you immediately STOP the California High-Speed Train Project's current federal Environmental Impact Statement review process.
- I012-3 | Furthermore you need to extend the federal Environmental Impact Statement review period by 6-months to allow the public adequate time to review the missing 14,000 pages of Technical Reports.
- I012-4 | Finally, I am demanding as a California Native Daughter and taxpayer that you, Ms. Hurd, and Ms. Perez coordinate federal rail project activities meaningfully and in the public interest with local governments and local communities affected by the California High-Speed Train Project in accordance with the National Environmental Policy Act requirements.

Thank you,
J Hallaian

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mhtml:http://cahsr.pbcommentsense.com/pbcs/files/21/InboxEmail/2075/20498/FW%20... 10/25/2012

Response to Submission I012 (J Hallaian, October 9, 2012)

I012-1

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

I012-2

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

I012-3

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

I012-4

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

The Authority and FRA consulted with cooperating agencies under NEPA and with trustee and responsible agencies under CEQA regarding specific resource areas associated with these agencies. Interested state, federal, and local agencies were also consulted throughout the process. A full listing of meetings can be found in Chapter 8.

Submission I013 (Troy Helton, September 19, 2012)

Fresno - Bakersfield (July 2012+) - RECORD #189 DETAIL

Status : Action Pending
Record Date : 9/19/2012
Response Requested : No
Affiliation Type : Individual
Interest As : Individual
Submission Date : 9/19/2012
Submission Method : Project Email
First Name : Troy
Last Name : Helton
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State :
Zip Code : 00000
Telephone :
Email : wrldflyr@verizon.net
Email Subscription :
Cell Phone : (805) 797-7827

I013-1

Add to Mailing List :
Stakeholder Comments/Issues :
1. We don't want HSR.
2. We don't need HSR.
3. We can't afford HSR.
4. Our so called "Representatives" are jamming it down our throat.

Troy R. Helton, Jr.
(805) 797-7827 cell

Lightbulb Story

EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I013 (Troy Helton, September 19, 2012)

I013-1

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

Pursuant to Proposition 1A, and to the Authority's enabling legislation, its charge and responsibility are to plan and build an HST system connecting the Bay Area to the Los Angeles Basin (see, for example, Streets and Highways Code Section 2704.04). Further, that system is to serve the Central Valley. Finally, the Record of Decision based on the 2005 Systemwide EIR/EIS calls for building an HST system along the BNSF corridor with the potential for stations in Fresno and Bakersfield.

Submission I014 (Pat Henning, August 20, 2012)

Fresno - Bakersfield (July 2012+) - RECORD #102 DETAIL

Status : Action Pending
Record Date : 8/20/2012
Response Requested : No
Affiliation Type : Individual
Interest As : Individual
Submission Date : 8/20/2012
Submission Method : Website
First Name : Pat
Last Name : Henning
Professional Title :
Business/Organization : Retired / taxpayer
Address :
Apt./Suite No. :
City : Kingsburg
State : CA
Zip Code : 93631
Telephone :
Email : henning.pat@gmail.com
Email Subscription : Bakersfield - Palmdale, Fresno - Bakersfield, Merced - Fresno
Cell Phone :
Add to Mailing List : Yes
Stakeholder Comments/Issues : Ref: Fresno to Bakersfield Revised draft EIR/ Supplemental Draft EIS comment.

EIR/EIS Comment : Yes
Official Comment Period : Yes

- I014-1 | The HSR Project is wrong in so many ways!
 1. We can't afford it!!! It's too expensive, especially since our state is so far in debt, and private \$ is NOT readily available. Tax payers do not want to pay for it since so few of us will ever use or benefit from it. All existing HSR systems run on a deficit. This one will be no different. That is not good business sense. Rider ship is over estimated and will not sustain the cost.
- I014-2 | 2. The number of jobs provided will not increase on a long term basis and it will not stimulate future jobs. There is a narrow market here except for initial legal, design, & publicity fields.
- I014-3 | 3. The biggest long term effect is the total disrespect and disregard for California's agricultural structure. It will destroy &/or damage hundreds of homes, farms, ranches, orchards, vineyards, wells, irrigation systems, operating systems, and it will increase labor & operating costs. We should be putting assets into supporting water system infrastructure and farm to market roads. Your HSR provides no benefit for agriculture. Environmental problems for air & water are huge. Why do you want to jeopardize California's agriculture system which our state depends upon for economic growth?
- I014-4 | 4. If you must build a railroad, build a connection between Bakersfield and L.A. on the existing system. The results would be much more economical & rider friendly. Or, if you insist on HSR, put it existing travel routes like Interstate 5, away from the valley population.
- I014-5 | I am not being cynical or short sighted. I am looking at this objectively, realistically, and with some common sense. Please consider these thoughts and stop this project before we spend more \$ we don't have.

Response to Submission I014 (Pat Henning, August 20, 2012)

I014-1

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

I014-2

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

For information on new job creation and the resulting impacts on the regional economy, see Volume I, Section 3.12, Impacts SO #5 and SO #13 in the EIR/EIS. Also see Section 5.1.2 of the Community Impact Assessment Technical Report for more-detailed information on short-term and long-term job creation.

I014-3

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

I014-4

Refer to Standard Response FB-Response-GENERAL-02, 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 to connect San Francisco and the Bay Area to Los Angeles and Anaheim.

As described in Section 1.5, Tiering of Program EIR/EIS Documents, of the Final EIR/EIS, in the 2005 Statewide Program EIR/EIS decision document (Authority and FRA 2005), the Authority and FRA selected the BNSF Railway (BNSF) route as the Preferred Alternative for the HST System between Fresno and Bakersfield. Therefore, the project EIR/EIS for the Fresno to Bakersfield Section focuses on alternative alignments along the general BNSF corridor.

I014-5

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

Your opposition to the project is noted.

Submission I015 (Lilia Hernandez, October 19, 2012)

Fresno - Bakersfield (July 2012+) - RECORD #401 DETAIL

Status : Unread
Record Date : 10/19/2012
Response Requested :
Stakeholder Type : CA Resident
Affiliation Type : Individual
Interest As : Individual
Submission Date : 10/19/2012
Submission Method : Website
First Name : Lilia
Last Name : Hernandez
Professional Title : N/A
Business/Organization : N/A
Address :
Apt./Suite No. :
City : Chula Vista
State : CA
Zip Code : 91911
Telephone : (619) 498-0656
Email : lilyhdezrico@yahoo.com
Email Subscription : Fresno - Bakersfield, Los Angeles - San Diego
Cell Phone :
Add to Mailing List : Yes
Stakeholder Comments/Issues : A quien corresponda : Estoy de acuerdo con la alternativa A-1. De Semitropic Water Storage District. Por su atencion gracias.
EIR/EIS Comment : No
Official Comment Period : Yes

I015-1 |

Response to Submission I015 (Lilia Hernandez, October 19, 2012)

I015-1

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

Consulte la Respuesta Estándar FB-Respuesta-GENERAL-10.

Submission I016 (Grant Herndon, October 16, 2012)

Fresno - Bakersfield (July 2012+) - RECORD #302 DETAIL

Status : Unread
Record Date : 10/17/2012
Response Requested :
Stakeholder Type : CA Resident
Affiliation Type : Individual
Attorney or Law Firm? : No
Interest As : Individual
Submission Date : 10/17/2012
Submission Method : Project Email
First Name : Grant
Last Name : Herndon
Professional Title :
County :
Business/Organization :
Address :
Apt./Suite No. :
City :
State : CA
Zip Code : 00000
Telephone :
Email : herndonsofkern@att.net
Email Subscription :
Cell Phone :
Fax :
Comment Type : Compliment
Add to Mailing List :

I016-1

I016-2

I016-3

**Stakeholder
 Comments/Issues :**

Dear Sir/Madam:

I think High Speed Rail is a worthwhile concept provided Californians will change their longstanding transportation habits.

I am concerned about the impact in terms of aesthetics/quality of life that may result from the 60 foot elevated sections through Bakersfield's downtown area. It is not clear to me why the tracks could not go through town in a way that would be less disruptive, such as north from the station toward Golden State Highway. I am specifically concerned about the impact on Bakersfield's Westchester and Sunset/Oleander neighborhoods, two of our city's few established and historic older neighborhoods, as well as the impact on Bakersfield High School.

My kids are the fourth generation to live in the neighborhood. Having seen elevated tracks in Europe, I think this will create an imposing barrier between these two parts of town, making the Sunset/Oleander neighborhood basically a traffic island, hemmed in by Highway 99 to the west, Highway 58 to the south and now the High Speed Rail to the north. In my view, there is a great value for a city in maintaining peaceful old neighborhoods that carry much history of the area.

Thank you for your consideration.

Sincerely,

Grant Herndon

**Subscription
 Request/Response :**

EIR/EIS Comment : Yes
General Viewpoint on Project : Mixed
Official Comment Period : Yes

Response to Submission I016 (Grant Herndon, October 16, 2012)

I016-1

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

Your support for the project is noted.

I016-2

Refer to Standard Response FB-Response-SO-04, FB-Response-SO-08, FB-Response-AVR-02, FB-Response-AVR-03, FB-Response-GENERAL-02.

For information on the potential for disruption and division in Bakersfield, see Impact SO#6, Disruption to Community Cohesion or Division of Existing Communities from Project Operation, in Section 3.12, Socioeconomics, Communities, and Environmental Justice, of the Final EIR/EIS. See also Impact SO#9, Residential Displacements, and Impact SO#10, Commercial and Industrial Business Relocations, for displacement estimates in Bakersfield. Mitigation Measures SO-2 and SO-3 propose mitigation for identified effects in Bakersfield communities.

After reviewing 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 impact 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 impacted in east Bakersfield. Please refer to Section 3.12 of the Final EIR/EIS for more detail.

The alternatives analysis for the Fresno to Bakersfield Section included consideration of HST alignments and station locations in the vicinity of the Golden State Highway and the Bakersfield Airport. However, the HST alignments and associated station locations were removed from consideration during the alternatives evaluation process because the Union Pacific Railroad (UPRR) alignment alternatives were judged to be impracticable and were not carried forward for further consideration. Please see Section 2.3, Potential Alternatives Considered during Alternatives Screening Process, in the Final EIR/EIS and Standard Response FB-Response-GENERAL-02 for more detail.

The potential effects of the project on the Westchester and Sunset/Oleander

I016-2

neighborhoods in west-central Bakersfield are discussed in Section 3.16.5.3, High-Speed Train Alternatives, under Impact AVR#4, Change to Visual Quality, of the Final EIR/EIS. (In particular, see "City of Bakersfield: Kern River Landscape Unit" and "City of Bakersfield: Central Bakersfield Landscape Unit.") As discussed there, for homes within 0.25 mile of the alignments, particularly those closest to the project on 16th Street and California Avenue, the elevated guideways could cause a moderate decline in visual quality and a significant adverse impact. Such impacts would not affect those neighborhoods equally throughout, but would mainly affect the nearest homes with unobstructed views of the guideways, such as those on 16th Street. With Mitigation Measures AVR-MM#2a, Incorporate Design Criteria for Elevated and Station Elements That Can Adapt to Local Context, and AVR-MM#2c, Screen At-Grade and Elevated Guideways Adjacent to Residential Areas, which will be specifically developed by the Authority in conjunction with the City of Bakersfield and interested parties, it is highly likely that these impacts could be reduced, potentially to less-than-significant levels. Because the alignments are at the edge of these neighborhoods in a rail-yard area already characterized by poor visual quality, the effects of the guideways would be less intrusive than in the middle of a setting of high visual quality. Proposed mitigation measures would thus have the potential to enhance the visual quality and definition of both the Westchester and the Sunset/Oleander neighborhoods at their edges.

Impacts to Bakersfield High School are discussed in Section 3.16.5.3, High-Speed Train Alternatives, under Impact AVR#4, Change to Visual Quality, of the Final EIR/EIS. (In particular, see "City of Bakersfield: Central Bakersfield Landscape Unit.") As described there, the BNSF Alternative would have a significant impact on views from the campus. With mitigation measures such as landscape screening, these impacts could be greatly reduced. Impacts to Bakersfield High School under the Bakersfield South and Bakersfield Hybrid alternatives would be far less than those under the BNSF Alternative.

I016-3

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

For information on the potential for disruption and division in Bakersfield see EIR/EIS Volume I Section 3.12 Impact SO#6. Mitigation Measures SO-2 and SO-3 propose mitigations for identified effects in Bakersfield communities.

Submission I017 (Troy Hightower, October 19, 2012)

Fresno - Bakersfield (July 2012+) - RECORD #399 DETAIL

Status : Action Pending
Record Date : 10/19/2012
Response Requested : No
Affiliation Type : Individual
Interest As : Individual
Submission Date : 10/19/2012
Submission Method : Website
First Name : Troy
Last Name : Hightower
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Bakersfield
State : CA
Zip Code : 93301
Telephone :
Email : tdhpublic@yahoo.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues : HST is essential to meet the future transportation needs and air quality goals of the State. I understand there are impacts, costs, and other huddles. However, the benefits to the State and our economy greatly out weigh the costs and impacts. Please proceed as quickly as you can so that we may enjoy the benefits as soon as possible.
TDH
EIR/EIS Comment : Yes
Official Comment Period : Yes

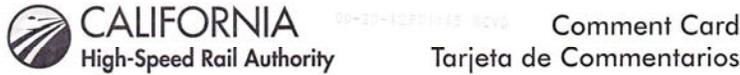
I017-1

Response to Submission I017 (Troy Hightower, October 19, 2012)

I017-1

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

Submission I018 (Charlene Hook, September 20, 2012)



Fresno to Bakersfield High-Speed Train Section
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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:
Fresno to Bakersfield Revised Draft EIR/Supplemental Draft EIS Comment, 770 L Street, Suite 800, Sacramento, CA 95814

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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: CHARLENE HOOK
 Organization/Organización: Self, CCHSRA, Citizens of Calif + Kings County
 Address/Domicilio: 316 5th Ave
 Phone Number/Número de Teléfono: 559-992-5466
 City, State, Zip Code/Ciudad, Estado, Código Postal: Sacramento, CA 95814
 E-mail Address/Correo Electrónico: char61353@netscape.net
 (Use additional pages if needed/Usar paginas adicionales si es necesario)

I018-1

Q. The Fresno Bee + San Jose Sentinel dated 8-10-12, the Calif ISO was urging immediate electrical conservation throughout Calif. A "Flex Alert". This is the summer's first real test of electrical supplies without the help of the San Diego nuclear plant which has been off line all year. Should the situation worsen for any reason + power reserves drop to dangerous levels, the independent system operator could direct utilities to conduct involuntary outages. The trial from so many preconditions + operational at the same time also pose a strain for components of distribution systems such as power line transformers. Of course this is due to the extreme heat wave Calif was experiencing + Calif cannot keep up the demand now, what will the HSR train create being electric? Calif will have many more summers like this year + if nothing has been done now, how will it be done in the future?

I018-2

*I do know in the meantime the HSR train; if never purchased, will run on diesel polluting Calif even more. What if the construction of the train will create air. How do you plan to deal with air the pollution you will be creating?
 How about a power outage + the HSR train cannot run, what then? Pollute more for Calif with diesel?*



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

Response to Submission I018 (Charlene Hook, September 20, 2012)

I018-1

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

I018-2

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

The Authority proposes to construct, operate, and maintain an electric-powered HST system in California. The Authority is not proposing to operate diesel train service. Section 1, Project Purpose, Need, and Objectives, discusses the electric train service proposed for the Fresno to Bakersfield Section of the HST system.

Submission I019 (Charlene Hook, September 20, 2012)



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Name/Nombre: Charlene Hook
 Organization/Organización: SELF, CCHSEA, Citizens of California + King Co.
 Address/Domicilio: 310 5th Ave
 Phone Number/Número de Teléfono: 559-922-5486
 City, State, Zip Code/Ciudad, Estado, Código Postal: Corcoran, CA 93212
 E-mail Address/Correo Electrónico: Charle1353@netscape.net
(Use additional pages if needed/Usar paginas adicionales si es necesario)

I019-1
 Calif HSR Authority now admits that it must comply with the Environmental Justice components of NEPA + that is to ensure the full + fair participation by all affected communities in the transportation decision making. The King Co. Board of Supervisors, numerous Citizens groups + individuals have asked + demanded for years that the CHSEA reveal the impacts to a route along Interstate 5 west of the route through King Co reflected in the EIS + to consider the I-5 if the real impacts were less. CHSEA position on this matter clearly appears to have total disregard for the communities or population of this county. CHSEA appears to have ignored any compliance with the Environmental Justice components of NEPA + have said they are building this route no matter what. When CHSEA was called out last year on predetermining the route through King Co, CHSEA added the Hanford West route which does similar damage to the community as the East route. CHSEA could have studied less damaging route like I-5 but have chosen not to even compare the impacts. On 8-6-12, CHSEA Reg. Manager Abee rombie reported to CHSEA Board that Hanford route were no more damaging than following I-5 route. CHSEA has never qualified that analysis. There are fewer affected people, less expensive land to buy + less land to purchase along I-5 than going through Prime Ag land area + dairy district of King Co while destroying the City of Corcoran. Was this considered in the process to approve EIS? Without the EIS until CHSEA actually demonstrates that it is complying with NEPA, also you can get works to I-5, drill a well

I019-2



Fresno to Bakersfield Revised Draft EIR/Supplemental Draft EIS Comment
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Response to Submission I019 (Charlene Hook, September 20, 2012)

I019-1

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

The Final EIR/EIS provides documentary evidence that the Authority and FRA are fulfilling their duties to comply with the California Environmental Quality Act (CEQA), the National Environmental Policy Act (NEPA), and Executive Order (EO) 12989 (Environmental Justice). Project alternatives were identified, and the impacts of the alternatives were evaluated at an equal level of detail and were fully disclosed. Input was sought and received from the public, including groups identified as minority, low-income, and disadvantaged. No evidence has been presented to contradict the contention that the Authority has fulfilled its obligation to comply with CEQA and that FRA has fulfilled its obligation to comply with NEPA and EO 12989.

The Authority has, and will continue to, comply with NEPA, CEQA and EO 12989.

I019-2

Refer to Standard Response FB-Response-SO-07, FB-Response-GENERAL-02.

The environmental justice analysis adheres to the definition given by Executive Order 12898 and U.S. Department of Transportation Order 5610.2, which defines an environmental justice effect as a "disproportionately high and adverse effect on minority and low-income populations." This is an adverse effect that is predominately borne by a minority population and/or a low-income population or that would be appreciably more severe or greater in magnitude for the minority and/or low-income population than the adverse effect that would be suffered by the nonminority and/or non-low-income population along the project. Section 4.3 in the Community Impact Assessment Technical Report (Authority and FRA 2012h) identifies the environmental justice populations along the project. The methodologies for identifying these populations are detailed in Appendix A, Methodologies, of the Community Impact Assessment Technical Report. Section 5.3 in the Community Impact Assessment Technical Report provides detailed information on the potential for substantial environmental justice effects across resources along the project. Impacts SO#17 and SO#18 in Section 3.12, Socioeconomics, Communities, and Environmental Justice, of Volume 1 of the Final EIR/EIS summarize these findings. Section 3.12.3, Laws, Regulations, and Orders, discusses the laws, regulations, and orders that the project adheres to, including

I019-2

environmental justice laws.

The Interstate 5 (I-5) alignment was also not considered in the Merced to Fresno Project EIR/EIS (Authority and FRA 2012e) for reasons similar to those discussed in Standard Response FB-Response-GENERAL-02. For more information on the Merced to Fresno Section alternatives analysis process and the alternatives considered in the EIR/EIS, please refer to the Merced to Fresno Final EIR/EIS, available on the Authority's website.

Submission I020 (Charlene Hook, September 20, 2012)



09-20-12P01+12 REV3 Comment Card
 Tarjeta de Comentarios

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 de Septiembre del 2012. Los comentarios tienen que ser
 recibidos electrónicamente, o matasellados, el o antes
 del 20 de Septiembre del 2012.

Fresno to Bakersfield Section CALIFORNIA High-Speed Rail Authority



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

Name/Nombre: Charlene Hook
 Organization/Organización: Self, CHSRA, Citizens of Calif + Kings County
 Address/Domicilio: 316 5th Ave
 Phone Number/Número de Teléfono: 559-992-5486
 City, State, Zip Code/Ciudad, Estado, Código Postal: Corcoran, CA 93212
 E-mail Address/Correo Electrónico: Charl353@netscape.net
 (Use additional pages if needed/Usar paginas adicionales si es necesario)

I020-1

Has anyone in the Authority consider the fog from Fresno to Bakersfield in the winter? The fog here in the valley especially Kings County is terrible, we have what you would call "Tule" fog. This perhaps is something you have not checked out in the last few years of considering the high speed rail. Your train will not be able to meet you absurd speeds during this time... Now what? Is anyone in the Authority even thinking with fog? I'm not talking the fog in San Francisco, I'm talking the valley. You wouldn't have to worry much about the fog on I-5, what would be the way there?

I020-2

As far as water on I-5, a no brainer, drill a well. The I-5 area would be alot less expensive + save our farmland, dairies + homes. I wonder how many of the Authority would feel if the HSR was directly affecting them... well how would you feel? America the free my food & that is in deep financial trouble now, look at all the cities already filing bankruptcy. Corcoran would be next after you have destroy every thing.



Response to Submission I020 (Charlene Hook, September 20, 2012)

I020-1

The HST would operate on a fully grade-separated right-of-way that would be fenced and monitored electronically and by maintenance personnel. Fog would not interfere with the operation of the train at design speeds, and the train would not interfere with traffic on local roads and highways because there will be no at-grade crossings.

I020-2

Refer to Standard Response FB-Response-GENERAL-02, FB-Response-GENERAL-17, FB-Response-GENERAL-10, FB-Response-GENERAL-14.

The availability of water is not a determinant in selecting alternative alignments.

The project EIR/EIS for the Fresno to Bakersfield Section relies on information from the 2005 Statewide Program EIR/EIS for the California HST System. The Statewide Program EIR/EIS considered alternatives on I-5 and SR 99 as well as on the BNSF corridor. The Record of Decision for the Statewide Program EIR/EIS rejected those routes and selected the BNSF corridor as the preferred alignment for the Fresno to Bakersfield Section. Further engineering and environmental studies within the broad BNSF corridor have resulted in practicable alternatives that meet most or all project objectives, are potentially feasible, and would result in certain environmental impact reductions in comparison to one another. Accordingly, the Project EIR/EIS for the Fresno to Bakersfield Section focuses on alternative alignments along the general BNSF Railway corridor. The I-5 corridor was again reviewed during the environmental review of the Fresno to Bakersfield Section (see Section 2.3.2) and was eliminated from further consideration as described in FB-Response-GENERAL-02.

Submission I021 (Charlene Hook, September 20, 2012)



Comment Card
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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.

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

Name/Nombre: Charlene Hook
 Organization/Organización: Self CCHSPA, Citizens of Calif + King County
 Address/Domicilio: 316 5th Ave
 Phone Number/Número de Teléfono: 559-992-5486
 City, State, Zip Code/Ciudad, Estado, Código Postal: Green, CA 93212
 E-mail Address/Correo Electrónico: char61353@netscape.net
(Use additional pages if needed/Usar paginas adicionales si es necesario)

I021-1 The Authority talks about how many jobs the HSR project will create, but for how long? Once this HSR is complete Amtrak is gone. Did you ever consider how many jobs will be gone then? Not to mention the citizens & tax payers will loose. How can the Authority do something like this to the low income people who cant afford an automobile & depend on the Amtrak to go to doctor appointments, shopping, see relatives etc? The Authority appears to be very cold hearted. Put yourself in these peoples place & see how you would feel. Do you really have an answer?



Response to Submission I021 (Charlene Hook, September 20, 2012)

I021-1

Refer to Standard Response FB-Response-GENERAL-12, FB-Response-SO-07.

For information on new job creation and the resulting impacts to the regional economy see EIR/EIS Volume I Section 3.12 Impact SO#5 and 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. Relocated property owners will receive property tax relief, which allows them to retain the assessed valuation of the property from which they were displaced. Section 3.12.3 also details the laws, regulations, and orders that the project adheres to, including environmental justice laws.

Submission I022 (Richard Hook, October 10, 2012)

Fresno - Bakersfield (July 2012+) - RECORD #251 DETAIL

Status : Unread
Record Date : 10/10/2012
Response Requested : No
Stakeholder Type : Other
Affiliation Type : Individual
Interest As : Individual
Submission Date : 10/10/2012
Submission Method : Project Email
First Name : Richard
Last Name : Hook
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State :
Zip Code : 00000
Telephone :
Email : Charlene.Hook@cdr.ca.gov
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :
EIR/EIS Comment :
Official Comment Period : Yes

October 10, 2012

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

Dan Richard, Chair
 Board of Directors
 California High-Speed Rail Authority

RE: Revised Draft EIR/Supplemental Draft EIS Comment – Fresno to Bakersfield Section

Dear California High-Speed Rail Authority:

This letter submits my comments on the Revised Draft EIR/Supplemental Draft EIS for the Fresno to Bakersfield Section of the proposed California high-speed train system (Draft EIR/EIS). This Draft EIR/EIS first became available for public review and comment on July 20, 2012. The comment period closes on October 19, 2012. Unfortunately, the Draft EIR/EIS is fundamentally inadequate, and fails to comply with the mandatory requirements of the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) and Prop 1A. Major changes must be made. After those changes are made, the Draft EIR/EIS must then be recirculated for further review and comment. We urge the Authority to make the changes necessary to comply with the law. We will elaborate on those legal requirements, and point out why they are so important, as a kind of "introduction" to our specific comments on the document.

I022-1

If the EIR/EIS for this project truly presented the actual impacts, and truly explored and analyzed alternatives and mitigation measures that could eliminate or reduce them, the Authority might make a different decision than a decision simply to proceed with the project as currently proposed.

I022-2

Please don't shortchange the law – or us. Our environment, our local community, our local economy, and our personal livelihoods depend on your positive response to these comments, and to your compliance with CEQA and NEPA. We urge you to make the changes in the Draft EIR/EIS that are required by law, and then to recirculate that document for additional public review and comment.

I022-3

This project has been run inappropriately from the beginning" or "our environment does not take a back seat to HSR"

I022-4

Thank you for taking our concerns seriously.

Very truly yours,

RICHARD HOOK

RICHARD HOOK

Response to Submission I022 (Richard Hook, October 10, 2012)

I022-1

Refer to Standard Response FB-Response-GENERAL-27.

The Revised DEIR/Supplemental DEIS complies with NEPA and CEQA requirements.
None of the comments provided in this submittal warrant recirculation of the document.

I022-2

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

I022-3

Refer to Standard Response FB-Response-GENERAL-27.

The Revised DEIR/Supplemental DEIS complies with NEPA and CEQA requirements.
None of the comments provided in this submittal warrant recirculation of the document.

I022-4

Refer to Standard Response FB-Response-GENERAL-10, FB-Response-GENERAL-11.

Your opinion regarding how this project has been run is noted.

Neither the Authority nor FRA believes that the environment takes a back seat to the HST project. Rather, the Authority and FRA intend to build a project with the maximum benefits and the fewest environmental impacts, as practicable.

The alternative alignments considered for the Fresno to Bakersfield Section include eight alternative alignments in the more rural area 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 objectives presented in Chapter 1, Project Purpose, Need, and Objectives, as well as

I022-4

the objectives and criteria in the alternatives analysis and the comparative potential for environmental impacts.

Submission I023 (Richard Hook, October 10, 2012)

October 10, 2012

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

Dan Richard, Chair
Board of Directors
California High-Speed Rail Authority

RE: Revised Draft EIR/Supplemental Draft EIS Comment – Fresno to Bakersfield Section

Dear California High-Speed Rail Authority:

This letter submits my comments on the Revised Draft EIR/Supplemental Draft EIS for the Fresno to Bakersfield Section of the proposed California high-speed train system (Draft EIR/EIS). This Draft EIR/EIS first became available for public review and comment on July 20, 2012. The comment period closes on October 19, 2012. Unfortunately, the Draft EIR/EIS is fundamentally inadequate, and fails to comply with the mandatory requirements of the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) and Prop 1A. Major changes must be made. After those changes are made, the Draft EIR/EIS must then be recirculated for further review and comment. We urge the Authority to make the changes necessary to comply with the law. We will elaborate on those legal requirements, and point out why they are so important, as a kind of "introduction" to our specific comments on the document.

If the EIR/EIS for this project truly presented the actual impacts, and truly explored and analyzed alternatives and mitigation measures that could eliminate or reduce them, the Authority might make a different decision than a decision simply to proceed with the project as currently proposed.

Please don't shortchange the law – or us. Our environment, our local community, our local economy, and our personal livelihoods depend on your positive response to these comments, and to your compliance with CEQA and NEPA. We urge you to make the changes in the Draft EIR/EIS that are required by law, and then to recirculate that document for additional public review and comment.

This project has been run inappropriately from the beginning" or "our environment does not take a back seat to HSR"

Thank you for taking our concerns seriously.

Very truly yours,

RICHARD HOOK

RICHARD HOOK

I023-1

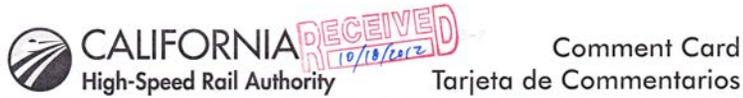
Response to Submission I023 (Richard Hook, October 10, 2012)

I023-1

Refer to Standard Response FB-Response-GENERAL-27.

The Revised DEIR/Supplemental DEIS complies with NEPA and CEQA requirements.
None of the comments provided in this submittal warrant recirculation of the document.

Submission I024 (Richard Hook, October 18, 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
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:
Fresno to Bakersfield Revised Draft EIR/Supplemental Draft EIS Comment, 770 L Street, Suite 800, Sacramento, CA 95814

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

number 20, ically, 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.

Name/Nombre: Richard Hook

Organization/Organización: Property Owner

Address/Domicilio: 316 5th Ave.

Phone Number/Número de Teléfono: 559-992-5486

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)

I024-1

Living County residents, like myself, want the HSR Authority to stick with Prop 1A, like every citizen of California voted for, being an existing transportation corridor being Hwy 99, where the citizens of Inulare County want the HSR to be.

Richard Hook 10/11/12

Response to Submission I024 (Richard Hook, October 18, 2012)

I024-1

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

The Authority conducted an analysis of an alternative alignment that follows State Route (SR) 99/the Union Pacific Railroad (UPRR) and determined that this alternative was not practicable. Therefore, it was not carried forward in the EIR/EIS. Neither the California Environmental Quality Act (CEQA) nor the National Environmental Policy Act (NEPA) requires an environmental document to analyze impacts that are not practicable to implement.

The Record of Decision issued on the basis of the Authority and the FRA's prior program EIR/EIS documents (e.g., Authority and FRA 2005; see also Section 1.5, Tiering of Program EIR/EIS Documents, of the Final EIR/EIS) selected the BNSF Railway (BNSF) route as the Preferred Alternative for the HST System between Fresno and Bakersfield. On that basis, further engineering and environmental studies were undertaken to refine alternative alignments along that corridor. Therefore, the project EIR/EIS for the Fresno to Bakersfield Section focuses on alternative alignments along the general BNSF corridor.

Submission I025 (Craig Horikawa, August 2, 2012)

Fresno - Bakersfield (July 2012+) - RECORD #70 DETAIL

Status : Action Pending
Record Date : 8/2/2012
Response Requested : No
Stakeholder Type : CA Resident
Affiliation Type : Individual
Interest As : Individual
Submission Date : 8/2/2012
Submission Method : Website
First Name : Craig
Last Name : Horikawa
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State : CA
Zip Code : 95829
Telephone :
Email : chorikawa321@aol.com
Email Subscription : Sacramento - Merced, San Jose - Merced
Cell Phone :
Add to Mailing List : Yes
Stakeholder Comments/Issues : From watching KCRA Channel 3 this evening, I heard that highway 99 has to move to the west and farmers will lose landspace, Why not build the tracks underground so, farmers won't lose their land. Also, what about build overfly bridge for the tracks in the farmer's land?
EIR/EIS Comment : Yes
Official Comment Period : Yes

I025-1

Response to Submission I025 (Craig Horikawa, August 2, 2012)

I025-1

Within the extent covered by the Fresno to Bakersfield Section Revised DEIR/Supplemental DEIS, State Route 99 would not be permanently relocated. Between Fresno Station and Bakersfield Station, State Route 99 is crossed twice. There may be temporary disruption to State Route 99 while constructing the high-speed train crossing structures.

Response to Submission I026 (Robert Hoskins, October 18, 2012)

I026-1

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

Submission I027 (Robert and Tanya Jackson, October 18, 2012)



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

Extendido el periodo de comentario público del Proyecto Revisado EIR/Proyecto Suplementario EIS Julio 20 – Octubre 19

Name/Nombre: Robert & Tanya Jackson
 Organization/Organización: _____
 Address/Domicilio: 614 Otis Ave #54 / 716 Otis
 Phone Number/Número de Teléfono: _____
 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)

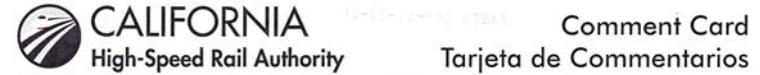
I027-1

CORCORAN HAS CERTAIN TRUCK ROUTES. HOW WILL YOU HANDLE TRUCK ROUTES FOR CORCORAN?

We have commodities that ARE shipped in and out of CORCORAN. Semi trucks can not just go down just any street, if they have to go further to get around, it will end up costing more for supply like food fuel etc.

How can you save our way of life? we might be low income and small town, but we have a right to live here.

We need answers to all of our questions!!



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Name/Nombre: Robert & Tanya Jackson
 Organization/Organización: _____
 Address/Domicilio: 614 Otis Ave #54 / 716 Otis Ave, CORCORAN
 Phone Number/Número de Teléfono: _____
 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)

I027-2

(1) The Bypass Route - If it goes thru this AREA OUR business handker will lose 3 of his houses, his His mother & Sons houses. IF That happens he will sell off the property of our job. In CORCORAN there is no other property for towing.

I027-3

(2) The Westside Route - Will eliminate our job and the Mobile RV PARK where we live. There ARE NO other PARK FOR TRAILER IN THIS AREA. We work

I027-4

FOR A TOWING COMPANY THAT TOWS FOR LAW ENFORCEMENT AND WE ARE THE ONLY ONE IN CORCORAN. SERVICE would then be delayed waiting FOR A TOW COMPANY from out of town.

I027-5

We don't want OR need High Speed RAIL IN the Town of CORCORAN CA. We can't afford to move OR live in another town.

Response to Submission I027 (Robert and Tanya Jackson, October 18, 2012)

I027-1

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

As stated in Appendix 2-A, Road Crossings, the BNSF and Corcoran Elevated alternatives would both be on aerial structures through the city of Corcoran, and no road closures are proposed; therefore, trucking routes would remain intact. The Corcoran Bypass Alternative is located to the east of the city's core, and would avoid impacts on the city's trucking routes.

I027-2

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

I027-3

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

I027-4

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

I027-5

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

Your opposition to the project is noted.

Submission I028 (Edward Jones, October 18, 2012)



RECEIVED
 10/18/2012

Comment Card
 Tarjeta de Comentarios

Fresno to Bakersfield High-Speed Train Section
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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: EDWARD JONES
 Organization/Organización: _____
 Address/Domicilio: 415 LOTUS DR.
 Phone Number/Número de Teléfono: 559-582-7366
 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

I028-1 INCOMPLETE PROJECT DESCRIPTION: The DEIRs/s fails to describe the whole project. Without a description of all aspects of the project that could impact the environment, the DEIRs/s cannot be complete.

I028-2 After quality plan - I have COPD. What about the emissions of green house gases, dust & diesel generated by the project? (We are fined if the national standard is not met.)

I028-3 Why not Interstate 5?

Response to Submission I028 (Edward Jones, October 18, 2012)

I028-1

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

The project description for the Fresno to Bakerfield Section of the HST and how that fits into the overall HST System is complete and meets the requirements of CEQA and NEPA (see Section 2, Alternatives, of the EIR/EIS).

The term "15% design" is an engineering term of art that refers to the level of engineering prepared on HST project elements for the EIR/EIS. The 15% design generates detailed information, like the horizontal and vertical locations of the track, cross sections of the infrastructure with measurements, precise station footprints with site configurations, and temporary construction staging sites and facilities. The 15% design also yields a "project footprint" overlaid on parcel maps, which shows the outside envelope of all disturbance, including both permanent infrastructure and temporary construction activity. This 15% design translated into a project description in the EIR with 100% of the information that is required under CEQA Guidelines Section 1512447 (see *Dry Creek Citizens Coalition v. County of Tulare* [1999] 70 Cal.App.4th 20, at pp. 27-36 [upholding EIR conceptual project description as inadequate when based on preliminary design]).

A higher level of design is not necessary because the 15% design provides enough information for a conservative environmental analysis. A higher level of design provides refinement, but does not yield more information needed for adequate CEQA review. For example, if a lead agency knows the location, size, and basic design of a building, it has enough information for environmental review. The details about whether the water system will use PVC or copper pipe or whether the windows will be vinyl or wood are not necessary for assessing the impacts of building construction. Further, it is common practice with larger transportation infrastructure projects to prepare environmental analysis before completion of final design.

I028-2

Emissions related to greenhouse gases, dust, and diesel exhaust are evaluated in Section 3.3.6.3 of the Final EIR/EIS.

Vehicle registration fees are assessed on vehicles registered in the San Joaquin Air

I028-2

Basin as part of the San Joaquin Valley Air Pollution Control District's alternative fee collection, pursuant to Section 185 of the Clean Air Act (CAA). The mandatory fee for non-attainment established by the CAA requires collection of fees equivalent to \$5,000 (1990 dollars) per ton of NOx or VOC emitted by stationary sources. However, under Section 172e of the CAA, the district may propose alternative means of collecting these fees if it can demonstrate that an equivalent amount has been collected. Since mobile sources are a major source of NOx and VOC in the air basin, it was determined that these sources should have incentives placed on them to decrease their associated emissions. This is allowed under the public safety code and vehicle code of California.

Furthermore, Assembly Bill 2522 (Arambula 2008) authorized additional vehicle registration fees to be collected in the San Joaquin Air Basin of up to \$36 through 2024 only if the area has been reclassified by U.S. EPA from severe to extreme by the end of 2012-2013 fiscal year. Any additional fees imposed on motor vehicles would require amendments to the state law. The fees would not be required after the air basin achieves attainment of the National Ambient Air Quality Standards. The fees collected are used to implement emission reductions in the air basin and to reduce the vehicle miles traveled, with at least a portion focused on public health and on communities disproportionately impacted by the emissions. Therefore, there will be no additional fines associated with the project construction.

I028-3

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

Submission I029 (William S. Jones, Sr., 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/
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Name/Nombre: William S Jones Sr
Organization/Organización:
Address/Domicilio: 6th St & Lot 59
Phone Number/Número de Teléfono: 559-331-3330
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)
I029-1 I don't like this project we will have
leave Corcoran to find new location

Response to Submission I029 (William S. Jones, Sr., October 18, 2012)

I029-1

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

Your opposition to the project is noted.