

Submission I001 (Robert Gaddie, August 31, 2011)

RECEIVED
AUG 31 2011
09-31-11P03:02 RCVD

Robert L. Gaddie
7415 Red Bank Road
Bakersfield, California
93307

August 27, 2011

Fresno to Bakersfield Draft EIR / EIS Comment
California High Speed Rail Authority
770 L Street
Suite 700
Sacramento, California
95814

Dear Sir,

I recently read with dismay the article in the August 24, 2011 edition of the Bakersfield Californian regarding the high-speed rail route through Bakersfield. The portion of the article that concerned me the most is the fact that the High Speed Rail Authority is going to build its own waiting room and ticket office adjacent to the present Amtrak waiting room and ticket office.

The present Amtrak waiting room and ticket office is a spacious modern facility. I cannot understand why the High Speed Rail Authority cannot use the existing waiting room and ticket office. Even if the existing facility needs to be enlarged to handle the business of the high-speed rail route I believe the cost of enlargement would be much less than the cost of building a new structure.

It appears to me that the High Speed Rail Authority did not even consider the use of the existing Amtrak waiting room and ticket office. This is just one more case of the High Speed Rail Authority's failure to consider economics when developing its plan. Construction has not even begun on the line yet we frequently see the estimated cost of the system increasing. Is the High Speed Rail Authority incapable of looking as ways to reduce the cost of the system? In 2008 the estimated cost to build the system was about 30 billion dollars. Now the estimated low cost is 48 billion dollars and some believe the cost may be as much as 67 billion dollars. During these economic times taxpayers cannot afford these cost over runs.

I strongly suggest that the High Speed Rail Authority consider using the existing Amtrak waiting room and ticket office as the station for the high-speed trains. Thank you for considering my comments.

Very truly yours,


Robert L. Gaddie

Response to Submission I001 (Robert Gaddie, August 31, 2011)

I001-1

The Bakersfield Amtrak Station is not large enough to accommodate projected passenger volumes for the HST. Use of the Amtrak Station would require substantial modification to that facility to accommodate the project passenger volume of over 4,500 daily trips and peak hour passenger volume of about 700.

Submission I002 (Rose Gallegos, October 7, 2011)

10-07-11 10:09 AM RCVD

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

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

Dear Chairman and Members of the Board:

I002-1

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

Signed:

Rose Gallegos
[Name]

[Organization]

10/03/11
Date

Response to Submission I002 (Rose Gallegos, October 7, 2011)

I002-1

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

Submission I003 (Glen George, August 29, 2011)



CALIFORNIA
High-Speed Rail Authority

08-29-11P03:34 RCVD

AUG 29 2011

Comment Card
Tarjeta de Comentarios

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

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

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

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

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

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

Name/Nombre: GLEN GEORGE

Organization/Organización: _____

Address/Domicilio: 23459 Hwy 43 (P.O. Box 1186)

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)

I003-1

I DON'T HAVE A PROBLEM WITH THE HIGH-SPEED RAIL.
BUT I DON'T WANT TO BE OUCHER OUT OF MY LAND.
I WILL NOT TAKE LOSS THAN 50000 /ACRE FOR MY PLACE.
IT WILL BE HARD FOR ME TO FIND ANOTHER SPOT LIKE
THIS ONE. I'M NOT GOING TO TAKE A LOSS FOR THE
HIGH-SPEED RAIL. I WANT A FAIR PRICE OR PUT YOUR
TRACKS SOMEWHERE ELSE!

Response to Submission I003 (Glen George, August 29, 2011)

I003-1

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

Submission I004 (Gregg German, O.D., August 25, 2011)

Jeffery Hardoin

From: Gregg German <gregg@bakersfieldeyes.com>
Sent: Thursday, August 25, 2011 10:53 AM
To: HSR Info
Subject: Public Comment Fresno-Bakersfield

AUG 25 2011
08-25-11A11:03 RCVD

I004-1

I attended the Rosedale workshop on Tuesday, August 23. I am the owner of an office building that currently serves as an Optometrist's office at 4900 Commerce Dr. in Bakersfield.

The gentleman I visited with reviewed the map that shows our office building and suggested that there were three possible scenarios for my building:

1. The Northern-most route is selected, leaving no impact on my building whatsoever.
2. The Southern-most route is selected, and my property would be purchased as right-of-way for a "Charging Station".

Either of these two potential scenarios is acceptable to me as a parcel owner, and a citizen who understands the concept of Eminent Domain.

However, the third scenario he presented is not acceptable:

3. The Southern-most route is selected, my parcel is not selected for the "Charging Station" and I have HSR virtually in my backyard. The gentleman casually suggested that scenario posed "no impact" on my property, but obviously failed to recognize the noise and vibration effects on its use as an eye doctor's office, which it was designed to be from initial construction in 2000. He also failed to address the obvious loss of property value inherent in having HSR so proximal to our building.

In summary, if scenario 3 is selected from the DEIR, I will have no recourse but to contact an Eminent Domain law firm.

Thank you for the opportunity to express my concerns.

Sincerely,
Gregg A. German, O.D.

Response to Submission I004 (Gregg German, O.D., August 25, 2011)

I004-1

The alignment plans show that the location of the southernmost route, the BNSF Bakersfield North Alternative, would be approximately 140 feet from the medical office building. At this distance, the projected vibration level at the building face would be approximately 68 vibration decibels (VdB). The project alignment would be elevated along this portion, which would reduce the level of vibration by approximately 10 VdB, and the resulting level would be approximately 58 VdB. The building appears to be a stucco-finished, wood-framed, single-story, free-standing building. The framing and finish would reduce the vibration level by about 5 dB, resulting in a level of approximately 53 VdB. Vibration levels of this magnitude correspond to Vibration Criteria Curve C, as listed in Table 8-3, "Interpretation of Vibration Criteria for Detailed Analysis" of the Federal Transit Administration's "Transit Noise and Vibration Impact Assessment." This table lists a vibration level of 53 VdB as "Appropriate for most lithography and inspection equipment to 1 micron detail size." Should medical activities and procedures occurring at this office require accuracy of less than 1 micron, additional mitigation measures may be necessary."

If the southernmost route, the BNSF Bakersfield North Alternative, is chosen as the project alternative, a more detailed vibration study will be done to determine the vibration levels at the office buildings. If the more detailed studies show vibration levels above the impact level, feasible and reasonable mitigation measures will be studied to reduce the vibration levels below the impact levels.

Submission I005 (Carrie Gilkey, October 11, 2011)

Fresno - Bakersfield (May 2011 – July 2012) - RECORD #527 DETAIL

Status : Action Pending
Record Date : 10/11/2011
Response Requested : No
Stakeholder Type : CA Resident
Submission Date : 10/11/2011
Submission Method : Website
First Name : Carrie
Last Name : Gilkey
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State : CA
Zip Code : 93212
Telephone :
Email : cgilkey@kings.k12.ca.us
Email Subscription : Fresno - Bakersfield
Cell Phone :
Add to Mailing List : Yes
Stakeholder Comments/Issues : I beg you to roconsider this absolute devastation to my family's life. We are 3rd generation family farmers living on our farm raising the next generation. To go forth with this rail plan will destroy not only our rural way of life but of several of the farming families in this large area. Please don't make American family farmers and dairy people living in central CA a nostalgic historical footnote.
EIR/EIS Comment : Yes
Affiliation Type : Individual
Official Comment Period : Yes

I005-1

Response to Submission I005 (Carrie Gilkey, October 11, 2011)

I005-1

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

Submission I006 (V Gilkey, September 26, 2011)

09-26-11P04:23 RCVD

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

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

Dear Chairman and Members of the Board:

I006-1

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

Signed:

V. Gilkey
[Name]

Gilkey 5
[Organization]

9.21.11
Date

Response to Submission I006 (V Gilkey, September 26, 2011)

I006-1

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

Submission I007 (G.S. Gillam, October 6, 2011)


CALIFORNIA HIGH-SPEED TRAIN
Fresno to Bakersfield draft eir/eis comment
770 L Street, Suite 800
Sacramento CA 95814

10-06-11P04:36 RCVD

Dear Sir;

I wish to express my views regarding this insane project that will cost the taxpayers a Trillion dollars and tear up schools, business, homes, jobs and farms.

- I007-1 I I can not see the benefit to anyone. Can you?
- I007-2 I We do not know if the rail will enter Bakersfield from the South or East.
- I007-3 I Who needs it? Who wants it? Who pays the big bucks? Who makes a profit? Who pays the taxes?

Sincerely, 
G. S. Gillam
3519 Pinehurst Drive
Bakersfield CA 93306

Response to Submission I007 (G.S. Gillam, October 6, 2011)

I007-1

Refer to Standard Response FB-Response-GENERAL-09, FB-Response-GENERAL-14.

I007-2

Alternatives through Bakersfield travel in an east-west direction.

Please refer to Section 2.4, Alignment, Station, and Heavy Maintenance Facility Alternatives Evaluated in this Project EIR/EIS, for descriptions and figures of the Fresno to Bakersfield project alternatives. Figure 2-30, Kern County HST alternatives, depicts the three alternatives that travel through Bakersfield. The location and boundaries of the Fresno to Bakersfield project are provided in Appendix 3.1-A, Parcels Within the HST Footprint, which depicts all parcels within the HST footprint.

I007-3

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

Chapter 1 of the EIR/EIS describes the purpose and need for the proposed project.

Submission I008 (Misty Gomez, September 22, 2011)

Fresno - Bakersfield (May 2011 - July 2012) - RECORD #260 DETAIL

Status : Action Pending
Record Date : 9/22/2011
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 9/22/2011
Submission Method : Website
First Name : Misty
Last Name : Gomez
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Bakersfield
State : CA
Zip Code : 93307
Telephone :
Email : eileen.hernandez_14@yahoo.com
Cell Phone :
EIR/EIS Comment : Yes

I008-1| Stakeholder Comments/Issues : I strongly believe this whole High-Speed Rail situation is very unnecessary.

I008-2| There are plenty of different areas to place the High-Speed rail. I am a graduate of year 2011 at Bakersfield High School and you may think it doesnt effect me but it does. I was an Archiving student, as well as many others, and we have learned many historic events that have taken place in the IT building. Us class of 2011 are now part of that history, so to cruely destroy a building that has been a part of the BHS legacy is very heartless. So please do not remove what is rightfully ours!

Response to Submission I008 (Misty Gomez, September 22, 2011)

I008-1

Three alternatives are being considered for the HST alignment through Bakersfield, two of which do not encroach on the Industrial Arts Building (Bakersfield South and Bakersfield Hybrid). The Authority has not yet selected a preferred alternative, and will take into consideration comments received on the DEIR/EIS and Revised DEIR/Supplemental DEIS in making a decision on the preferred alternative.


As discussed in Section 3.17 of the EIR/EIS, the Industrial Arts Building is not eligible for the National Register of Historic Places. The State Historic Preservation Officer has concurred with this finding.

I008-2

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

Submission I009 (Alisa Gomez, October 12, 2011)

40



CALIFORNIA
High-Speed Rail Authority

10-12-11P02:09 RCVD
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Fresno to Bakersfield High-Speed Train Section
Draft Environmental Impact Report/
Environmental Impact Statement (EIR/EIS)

Public Hearings
September 2011

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

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

Audiencias Públicas
Septiembre del 2011

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

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

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

Name/Nombre: Alisa Gomez

Organization/Organización: _____

Address/Domicilio: 24317 5th Ave Corcoran CA 93212

Phone Number/Número de Teléfono: (559) 707-8582

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

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

1009-1 There are not many places left in Corcoran to purchase what would be comparable to our place. This would force us to move to a nearby town to be able to have a place like we have now. That would extend my 2 mile drive to work to 20 miles. Did the EIR ~~account~~ account for the impact on air

1009-2 quality for these situations? How is the administration going to compensate me for my increased fuel costs and wear and tear on my vehicle?

Response to Submission I009 (Alisa Gomez, October 12, 2011)

I009-1

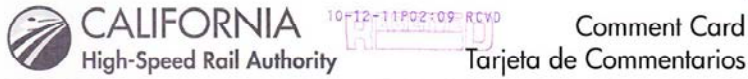
Refer to Standard Response FB-Response-AQ-03 and FB-Response-AQ-04.

I009-2

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

The Revised DEIR/Supplemental DEIS, Volume I, Section 3.12, Impact SO #8, acknowledges that in areas where the project alignment departs from the existing BNSF corridor and introduces a new linear feature, there would be impacts on agricultural communities. However, on average, roadway overpasses would be provided approximately every 2 miles along the track. It is estimated that the proposed project would result in no more than 1 mile of out-of-direction travel for vehicles to cross the HST tracks. The width of the roadway overpasses would accommodate both farm equipment and school buses traveling in opposite lanes. Because of the frequency of roadway overpasses, additional distances traveled by vehicles to cross the HST tracks are expected to be negligible.

Submission I010 (Alisa Gomez, October 12, 2011)



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

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

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

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

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

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

Name/Nombre: Alisa Gomez

Organization/Organización: _____

Address/Domicilio: 24317 5 1/2 Ave Corcoran CA 93212

Phone Number/Número de Teléfono: (559) 707-8582

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

E-mail Address/Correo Electrónico: alisagomez@corcoranmifed.com

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

I010-1

Our property is unique as it is considered county but has city services. We do not have a well or propane as we have city sewer, H₂O and trash and gas provided by the gas company. When we relocate, the place that we find may require a well & propane tank which is generally more expensive than city services. How is the administration going to accommodate the difference in services on a socio economic basis? This was not addressed in the EIR.

Response to Submission I010 (Alisa Gomez, October 12, 2011)

I010-1

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

Please refer to the Revised DEIR/Supplemental DEIS, Appendix 3.12-A, Residential, Business, and Mobile Home Relocation Assistance Brochures, which describes the process for property acquisition and relocation compensation. The Authority will negotiate on a case-by-case basis with property owners whose land will be affected by the HST system. Land will be acquired by the Authority at fair market value, and the property appraisal will take into account the amenities of the property, as determined by the process described in the brochures.

Submission I011 (Alisa Gomez, October 12, 2011)



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

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

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

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

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

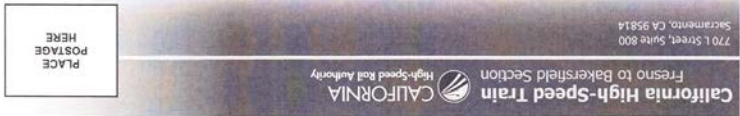
El periodo de comentario es del 15 de Agosto al 28 de Septiembre del 2011. Los comentarios tienen que ser recibidos electrónicamente, o matasellados, el o antes del 28 de Septiembre del 2011.

Name/Nombre: Alisa Gomez
 Organization/Organización: _____
 Address/Domicilio: 24317 53 Ave Corcoran, CA 93212
 Phone Number/Número de Teléfono: (559) 707-8582
 City, State, Zip Code/Ciudad, Estado, Código Postal: _____
 E-mail Address/Correo Electrónico: alisa.gomez@corcoranunified.com
 (Use additional pages if needed/Usar paginas adicionales si es necesario)

I011-1

My husband and I bought a house a little over 2 years ago in Corcoran. Since then we have made many upgrades to our property, most of them being within the last few months. We have paved our driveway and patio which costed us \$12,000, built a shop with electrical and plumbing which costed \$30,000, and had our front yard landscaped which costed \$4,000. We installed a fence when we first moved in costing \$2000. We received a letter dated August 10th inviting me to a meeting in our community on the HSR. At that meeting, I discovered through looking at maps that one of the alignments goes straight through our house. I had no prior contact or notification from the HSR about this. If I had, we would not have done the improvements valued at \$46,000 because we won't be properly compensated for these improvements through an appraisal. How are you going to accommodate me for not being notified about the bypass alignment? The law states that ~~we~~ we are to be compensated without

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



I011-1

detriment. How are you going to ensure that this will not happen to us?

Response to Submission I011 (Alisa Gomez, October 12, 2011)

I011-1

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

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

Submission I012 (Jennifer Gonsalves, October 10, 2011)

Fresno - Bakersfield (May 2011 – July 2012) - RECORD #514 DETAIL	
Status :	Action Pending
Record Date :	10/10/2011
Response Requested :	No
Stakeholder Type :	Business
Submission Date :	10/10/2011
Submission Method :	Website
First Name :	Jennifer
Last Name :	Gonsalves
Professional Title :	Accountant
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	Corcoran
State :	CA
Zip Code :	93212
Telephone :	
Email :	jegonsalves@novastormsystems.com
Email Subscription :	Fresno - Bakersfield, Merced - Fresno
Cell Phone :	
Add to Mailing List :	Yes
Stakeholder Comments/Issues :	No matter how you phrase it, or what the route, the rail is a losing business proposition. It will never be able to support itself and will always have to be subsidized by the taxpayers. The logic that it will save money by allowing the state to neglect existing roads, railways and airports is absurd. The only fiscally sound decision is for the state to abandon the high speed rail and cut their losses while they can. To accept Federal money to fund a losing proposition is ludicrous.
EIR/EIS Comment :	Yes
Affiliation Type :	Businesses and Organizations
Official Comment Period :	Yes

I012-1

Response to Submission I012 (Jennifer Gonsalves, October 10, 2011)

I012-1

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

Submission I013 (Edward Gonzales, September 22, 2011)

Jim Eggert

From: Edward Gonzales <egonzales55@gmail.com>
Sent: Thursday, September 22, 2011 12:24 PM
To: Jim Eggert
Subject: Fwd: I Disagree with High Speed Rail Project

----- Forwarded message -----

From: Edward Gonzales <egonzales55@gmail.com>
Date: Thu, Sep 22, 2011 at 12:21 PM
Subject: I Disagree with High Speed Rail Project
To: CityCouncil@bakersfieldcity.us

I013-1 | This proposed route will destroy many established churches without any thought to its members or facts of origin in our faith and of leadership in this community.

1

Response to Submission I013 (Edward Gonzales, September 22, 2011)

I013-1

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

See the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12, Impact SO #7, for effects on religious facilities. Please refer to Mitigation Measure SO-4: Implement measures to reduce impacts associated with the relocation of important facilities. These measures will apply to schools, churches, city and county property, as well as to other important facilities. The Authority will consult with these respective parties before land acquisition to assess potential opportunities to reconfigure land use and buildings and/or to relocate affected facilities, as necessary, to minimize the disruption of facility activities and services, and also to ensure that the relocation allows the community currently served to continue to access these services. This mitigation measure will be effective in minimizing the impacts of the project by completing new facilities before necessary relocations, and by involving affected facilities in the process of identifying new locations for their operations.

Submission I014 (Jim Gregory, September 29, 2011)

09-29-11P04:53 RCVD

Jim Gregory
1167 Princeton Ave.
Hanford, CA 93230

September 27, 2011

Fresno to Bakersfield Draft IRS/EIS Comment
770 L Street, suite 800
Sacramento, CA 95814

Dear Sir:

I014-1


In the project impacts, under biological resources and wetlands, in the draft EIR/EIS, an investigation should be made for entomophily, which is pollination where pollen is distributed by honey bees, *Apis mellifera* Linnaeus, on agricultural crops, and the potential disruption that will be created by the High Speed Rail traveling through the San Joaquin Valley.

I014-2

Enclosed is a copy of an article from Wikipedia, which lists the agricultural crops which require honey bee pollination and pollinator impact. Local information and publications can be obtained from the University of California Cooperative Extension. The disruption of honey bee pollination would have a great impact to affected agricultural crops. Over 300 different agricultural crops are grown in the San Joaquin Valley.

Both the pressure variation and the sound created by the High Speed Rail traveling at high speeds related to the production by honey bees in the process of pollination should be a part of the EIR. This potential consequence to affected crops at unknown distances off-site from the right-of-way from High Speed Rail when trains pass by should be investigated.

Sincerely,


Jim Gregory

Response to Submission I014 (Jim Gregory, September 29, 2011)

I014-1

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

Impacts on pollination by honey bees are discussed under Section 3.14, Agricultural Lands. An Agricultural Working Group was established in July 2011 to assist the Authority as an independent advisory group that could address the issues being raised by the agricultural community. The representatives of this group are specialists and experts in their specific fields of agriculture. They include representatives from universities, governmental agencies, county agricultural commissions, and agri-businesses.

A series of white papers were produced by this group and presented to the Authority board. The white papers found that while wind gusts may blow pollinators off blossoms if the crops are planted very near the tracks, the pollinators would most likely right themselves and return to the blossom. Wind estimates at 30 feet from the HST (which is within the HST right-of-way) are estimated to be 2.4 miles per hour. This speed is comparable to and lower than the daily average wind speed shown in the meteorological data from the reporting stations at both the Merced and Fresno airports. The final white papers are currently provided on the Authority's website.

I014-2

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

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

Attachment to Submission I014 (Jim Gregory, September 29, 2011) -
 574_Gregory_Letter_092911_Attachment.pdf

List of crop plants pollinated by bees - Wikipedia, the free encyclopedia

Page 1 of 10

List of crop plants pollinated by bees

From Wikipedia, the free encyclopedia

Pollination by insects is called entomophily. Entomophily is a form of pollination whereby pollen is distributed by insects, particularly bees, Lepidoptera (e.g. butterflies and moths), flies and beetles. Note that honey bees will pollinate many plant species that are not native to areas where honey bees occur, and are often inefficient pollinators of such plants.

Please note that plants that require insect pollination to produce seeds do not necessarily require pollination to grow from seed into food. The carrot is an example.

Common name	Latin name	Pollinator	Commercial product of pollination	Pollinator impact	number of honey bee hives per acre	Geography of cultivation
Okra	<i>Abelmoschus esculentus</i>	Honey bees (incl. <i>Apis cerana</i>), Solitary bees (<i>Halictus</i> spp.)	fruit	2-modest		temperate
Kiwifruit	<i>Actinidia deliciosa</i>	Honey bees, Bumblebees, Solitary bees	fruit	4-essential		
Bucket orchid	<i>Coryanthes</i>	Male <i>Euglossini</i> bees (Orchid bees)				
Onion	<i>Allium cepa</i>	Honey bees, Solitary bees	seed			temperate
Cashew	<i>Anacardium occidentale</i>	Honey bees, Stingless bees, bumblebees, Solitary bees (<i>Centris tarsata</i>), Butterflies, flies, hummingbirds	nut	3-great		tropical
Atemoya, Cherimoya, Custard apple	<i>Annona squamosa</i>	Nitidulid beetles	fruit	4-essential		tropical
Celery	<i>Apium graveolens</i>	Honey bees, Solitary bees, flies	seed			temperate
Strawberry tree	<i>Arbutus unedo</i>	Honey bees, bumblebees	fruit	2-modest		
American Papaw	<i>Asimina triloba</i>	Carrion flies, Dung flies	fruit	4-essential		temperate
Carambola, Starfruit	<i>Averrhoa carambola</i>	Honey bees, Stingless bees, Bumblebees,	fruit	3-great		tropical

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Brazil nut	<i>Bertholletia excelsa</i>	Orchid bees (Euglossini), Carpenter bees	nut	4-essential		tropical
Beet	<i>Beta vulgaris</i>	Hover flies, Honey bees, Solitary bees	seed	1-little		temperate
Mustard	<i>Brassica alba</i> , <i>Brassica hirta</i> , <i>Brassica nigra</i>	Honey bees, Solitary bees (<i>Osmia cornifrons</i> , <i>Osmia lignaria</i>)	seed	2-modest		temperate
Rapeseed	<i>Brassica napus</i>	Honey bees, Solitary bees	seed	2-modest		temperate
Broccoli	<i>Brassica oleracea</i> cultivar	Honey bees, Solitary bees	seed			temperate
Cauliflower	<i>Brassica oleracea</i> Botrytis Group	Honey bees, Solitary bees	seed			temperate
Cabbage	<i>Brassica oleracea</i> Capitata Group	Honey bees, Solitary bees	seed			temperate
Brussels sprouts	<i>Brassica oleracea</i> Gemmifera Group	Honey bees, Solitary bees	seed			temperate
Chinese cabbage	<i>Brassica rapa</i>	Honey bees, Solitary bees	seed			temperate
Turnip, Canola	<i>Brassica rapa</i>	Honey bees, Solitary bees (<i>Andrena iberda</i> , <i>Osmia cornifrons</i> , <i>Osmia lignaria</i> , <i>Halictus</i> spp.), flies	seed	3-great	1	temperate
Pigeon pea, Cajan pea, Congo bean	<i>Cajanus cajan</i>	Honey bees, solitary bees (<i>Megachile</i> spp.), Carpenter bees	seed	1-little		
Jack bean, Horse bean, Sword bean	<i>Canavalia</i> spp.	Solitary bees, Carpenter bees (<i>Xylocopa confusa</i>)	seed	2-modest		
Chile pepper, Red pepper, Bell pepper, Green pepper	<i>Capsicum annuum</i> , <i>Capsicum frutescens</i>	Honey bees, stingless bees (<i>Melipona</i> spp.), bumblebees, solitary bees, hover flies	fruit	1-little (pollinators important in green houses to increase fruit weight, but less in open fields)		
		Honey bees, thrips,				

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Papaya	<i>Carica papaya</i>	large sphinx moths, Moths, Butterflies	fruit	1-little		
Safflower	<i>Carthamus tinctorius</i>	Honey bees, Solitary bees	seed	1-little		
Caraway	<i>Carum carvi</i>	Honey bees, Solitary bees, flies	seed	2-modest	temperate	
Chestnut	<i>Castanea sativa</i>	Honey bees, Solitary bees	nut	2-modest	temperate	
Star apple, Cainito	<i>Chrysophyllum cainito</i>	Insects, bats	fruit	1-little	tropical	
Watermelon	<i>Citrullus lanatus</i>	Honey bees, bumblebees, solitary bees	fruit	4-essential	1-3	temperate
Tangerine	<i>Citrus reticulata</i>	Honey bees, bumblebees	fruit	1-little	sub-tropical	
Tangelo	<i>Citrus</i> spp.	Honey bees, Bumblebees	fruit	1-little	sub-tropical	
Coconut	<i>Cocos nucifera</i>	Honey bees, Stingless bees	nut	2-modest	tropical	
Coffea spp. Coffea arabica, Coffea canephora	<i>Coffea</i> spp.	Honey bees, Stingless bees, Solitary bees	fruit	2-modest	tropical	
Cola nut	<i>Cola nitida</i> , <i>Cola vera</i> , <i>Cola acuminata</i>	flies	nut	3-great		
Coriander	<i>Coriandrum sativum</i>	Honey bees, Solitary bees	seed	3-great		
Crownvetch	<i>Coronilla varia</i> L.	Honey bees, Bumblebees, Solitary bees	seed (increased yield from pollinators)		temperate	
Hazelnut	<i>Corylus cornuta</i> var. <i>californica</i>	Wind pollinated.	nut		temperate	
Azarole	<i>Crataegus azarolus</i>	Honey bees, Solitary bees	fruit	1-little		
Cantaloupe, Melon	<i>Cucumis melo</i> L.	Honey bees, Squash bees, bumblebees, Solitary bees (<i>Ceratina</i> spp.) Honey bees, Squash bees, Bumblebees, Leafcutter bee (in greenhouse pollination),	fruit	4-essential	2-4	temperate

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Cucumber	<i>Cucumis sativus</i>	Solitary bees (for some parthenocarpic gynocious green house varieties pollination is detrimental to fruit quality)	fruit	3-great	1-2	temperate
Squash (plant), Pumpkin, Gourd, Marrow, Zucchini	<i>Cucurbita</i> spp.	Honey bees, Squash bees, Bumblebees, Solitary bees	fruit	4-essential	1	temperate
Guar bean, Goa bean	<i>Cyamopsis tetragonoloba</i>	Honey bees	seed	1-little		
Quince	<i>Cydonia oblonga</i> Mill.	Honey bees	fruit			temperate
Lemon		Honey bees	fruit			temperate
Lime		Honey bees	fruit			temperate
Carrot	<i>Daucus carota</i>	Flies, Solitary bees, Honey bees	seed			temperate
Hyacinth bean	<i>Dolichos</i> spp.	Honey bees, Solitary bees	seed	2-modest		
Longan	<i>Dimocarpus longan</i>	Honey bees, Stingless bees		1-little		
Persimmon	<i>Diospyros kaki</i> , <i>Diospyros virginiana</i>	Honey bees, Bumblebees, Solitary bees	fruit	1-little		
Durian	<i>Durio zibeibinus</i>	Bats, birds		3-great		tropical
Oil palm	<i>Elaeis guineensis</i>	Weevils, thrips	seed	1-little		tropical
Cardamom	<i>Elettaria cardamomum</i>	Honey bees, Solitary bees		3-great		
Loquat	<i>Eriobotrya japonica</i>	Honey bees, Bumblebees	fruit	3-great		
Buckwheat	<i>Fagopyrum esculentum</i>	Honey bees, Solitary bees	seed	3-great	1	temperate
Feijoa	<i>Feijoa sellowiana</i>	Honey bees, Solitary bees	fruit	3-great		tropical
fig	<i>Ficus</i> spp.	Fig wasps (incl. <i>Blastophaga psenes</i>) ^{[1][2]}	fruit (syconium)	2-modest		sub-tropical
Fennel	<i>Foeniculum vulgare</i>	Honey bees, Solitary bees, flies	seed	3-great		temperate

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Strawberry	<i>Fragaria</i> spp.	Honey bees, Stingless bees, Bumblebees, Solitary bees (<i>Halictus</i> spp.), Hover flies	fruit	2-modest	1	temperate
Soybean	<i>Glycine max.</i> , <i>Glycine soja</i>	Honey bees, bumblebees, Solitary bees	seed	2-modest		temperate
Stanhopea	<i>Stanhopea</i>	Male <i>Euglossini</i> bees (Orchid bees)				
Cotton	<i>Gossypium</i> spp.	Honey bees, Bumblebees, Solitary bees	seed, fiber	2-modest		
Sunflower	<i>Helianthus annuus</i>	Honey bees, bumblebees, Solitary bees	seed	2-modest	1	temperate
Walnut	<i>Juglans</i> spp.	Wind pollinated.	nut			temperate
Flax	<i>Linum usitatissimum</i>	Honey bees, Bumblebees, Solitary bees	seed	1-little		temperate
Lychee	<i>Litchi chinensis</i>	Honey bees, flies	fruit	1-little		
Lupine	<i>Lupinus angustifolius</i> L.	Honey bees, Bumblebees, Solitary bees	seed			temperate
Macadamia	<i>Macadamia ternifolia</i>	Honey bees, Stingless bees (<i>Trigona carbonaria</i>), Solitary bees (<i>Homalictus</i> spp.), Wasps, Butterflies	nut	4-essential		tropical
Acerola	<i>Malpighia glabra</i>	Honey bees, Solitary bees	fruit (minor commercial value)			
Apple	<i>Malus domestica</i> , or <i>Malus sylvestris</i>	Honey bees, orchard mason bee, Bumblebees, Solitary bees (<i>Andrena</i> spp., <i>Halictus</i> spp., <i>Osmia</i> spp., <i>Anthophora</i> spp.), Hover flies (<i>Eristalis cerealis</i> , <i>Eristalis tenax</i>)	fruit	3-great	1, 2 semi dwarf, 3 dwarf	temperate
Mamzee	<i>Mommsa americana</i>	Bees	fruit	2-modest		tropical

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Mango	<i>Mangifera indica</i>	Honey bees, Stingless bees, flies, ants, wasps	fruit	3-great		sub-tropical
Sapodilla	<i>Manihara zapotilla</i>	thrips	fruit	4-essential		tropical
Alfalfa	<i>Medicago sativa</i>	Alfalfa leafcutter bee, Alkali bee, Honey bees	seed		1	temperate
Rambutan	<i>Nephelium lappaceum</i>	Honey bees, Stingless bees, flies	fruit	1-little		tropical
Cactus, Prickly pear	<i>Opuntia</i> spp.	Bumblebees, Solitary bees	fruit	2-modest		
Sainfoin	<i>Onobrychis</i> spp.	Honey bees, Solitary bees	seed			temperate
Passion fruit, Maracuja	<i>Passiflora edulis</i>	Carpenter bees, Solitary bees, bumblebees, humming birds	fruit	4-essential		tropical
Avocado	<i>Persea americana</i>	Honey bees, Stingless bees, Solitary bees	fruit	3-great		
Lima bean, Kidney bean, Haricot bean, Adzuki bean, Mungo bean, String bean	<i>Phaseolus</i> spp.	Honey bees, Solitary bees	fruit, seed	1 little		
Scarlet runner bean	<i>Phaseolus coccineus</i> L.	Bumblebees, Honey bees, Solitary bees, Thrips	seed			
Allspice	<i>Pimenta dioica</i>	Honey bees, Solitary bees (<i>Halictus</i> spp., <i>Exomalopsis</i> spp., <i>Ceratina</i> spp.)		3-great		
Apricot	<i>Prunus armeniaca</i>	Honey bees, Bumblebees, Solitary bees, flies	fruit	3-great	1	temperate
Sweet Cherry	<i>Prunus avium</i> spp.	Honey bees, Bumblebees, Solitary bees, flies	fruit	3-great		temperate
Sour cherry	<i>Prunus cerasus</i>	Honey bees, Bumblebees, Solitary bees, flies	fruit	3-great		temperate
Plum, Greengage,	<i>Prunus</i>	Honey bees,				

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Mirabelle, Sloe	<i>domestica</i> , <i>Prunus spinosa</i>	Bumblebees, Solitary bees, flies	fruit	3-great	1	temperate
Almond	<i>Prunus dulcis</i> , <i>Prunus amygdalus</i> , or <i>Amygdalus communis</i>	Honey bees, bumblebees, Solitary bees (<i>Osmia cornuta</i>), flies	nut	3-great	2-3	temperate
Peach, Nectarine	<i>Prunus persica</i>	Honey bees, Bumblebees, Solitary bees, flies	fruit	3-great	1	temperate
Guava	<i>Psidium guajava</i>	Honey bees, Stingless bees, Bumblebees, Solitary bees (<i>Lasiglossum</i> spp.)	fruit	2-modest		tropical
Pomegranate	<i>Punica granatum</i>	Honey bees, Solitary bees, beetles	fruit	2-modest		
Pear	<i>Pyrus communis</i>	Honey bees, Bumblebees, Solitary bees, Hover flies (<i>Eristalis</i> spp.)	fruit	3-great	1	temperate
Black currant, Red currant	<i>Ribes nigrum</i> , <i>Ribes rubrum</i>	Honey bees, Bumblebees, Solitary bees	fruit	2-modest		temperate
Rose hips, Dogroses	<i>Rosa</i> spp.	Honey bees, Bumblebees, Carpenter bees, Solitary bees, Hover flies		3-great		temperate
Boysenberry	<i>Rubus</i> spp.	Honey bees, Bumblebees, Solitary bees	fruit			temperate
Raspberry	<i>Rubus idaeus</i>	Honey bees, Bumblebees, Solitary bees, Hover flies (<i>Eristalis</i> spp.)	fruit	3-great	1	temperate
Blackberry	<i>Rubus fruticosus</i>	Honey bees, Bumblebees, Solitary bees, Hover flies (<i>Eristalis</i> spp.)	fruit	3-great		temperate
Elderberry	<i>Sambucus nigra</i>	Honey bees, Solitary bees, flies, Longhorn beetles Honey bees,	fruit	2-modest		temperate

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Sesame	<i>Sesamum indicum</i>	Solitary bees, wasps, flies	seed	2-modest		
Eggplant	<i>Solanum melongena</i>	Honey bees, Bumblebees, Solitary bees	fruit	2-modest (pollinators important in green houses, but less in open fields)		temperate
Naranjillo	<i>Solanum quittoense</i>	Bumblebees, Solitary bees	fruit	3-great		tropical
Rowanberry	<i>Sorbus aucuparia</i>	Honey bees, Solitary bees, Bumblebees, Hover flies	fruit	4-essential		temperate
Service Tree	<i>Sorbus domestica</i>	bees, flies	fruit	2-modest		
Hog plum	<i>Spondias</i> spp.	Honey bees, Stingless bees (<i>Melipona</i> spp.)	fruit	1-little		
Tamarind	<i>Tamarindus indica</i>	Honey bees (incl. <i>Apis dorsata</i>)	fruit	1-little		
Cocoa	<i>Theobroma cacao</i>	Midges		4-essential		tropical
Clover (not all species)	<i>Trifolium</i> spp.	Honey bees, Bumblebees, Solitary bees	seed		1	temperate
White clover	<i>Trifolium alba</i>	Honey bees, Bumblebees, Solitary bees	seed		1	temperate
Alsike clover	<i>Trifolium hybridum</i> L.	Honey bees, Bumblebees, Solitary bees	seed		1	temperate
Crimson clover	<i>Trifolium incarnatum</i>	Honey bees, Bumblebees, Solitary bees	seed		1	
Red clover	<i>Trifolium pratense</i>	Honey bees, Bumblebees, Solitary bees	seed		1	temperate
Arrowleaf clover	<i>Trifolium vesiculosum</i> Savat	Honey bees, Bumblebees, Solitary bees	seed		1	temperate
		Honey bees, Alfalfa leafcutter bees, Southeastern blueberry bee, Bumblebees (<i>Bombus</i>)				

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Blueberry	<i>Vaccinium</i> spp.	<i>impatiens</i>), Solitary bees (<i>Anthophora pilipes</i> , <i>Colletes</i> spp., <i>Osmia ribifloris</i> , <i>Osmia lignaria</i>)	fruit	3-great	3-4	temperate
Cranberry	<i>Vaccinium oxycoccos</i> , <i>Vaccinium macrocarpon</i>	Honey bees, Bumblebees (<i>Bombus affinis</i>), Solitary bees (<i>Megachile adducta</i> , <i>Alfalfa leafcutter bees</i>)	fruit		3	temperate
Vanilla	<i>Vanilla planifolia</i> , <i>Vanilla pompona</i>	Solitary bees	fruit	4-essential		tropical
Tung tree	<i>Vernicia fordii</i>	Honey bees	seed			
Broad bean	<i>Vicia faba</i>	Honey bees, Bumblebees, Solitary bees	seed	2-modest		
Vetch	<i>Vicia</i> spp.	Honey bees, Bumblebees, Solitary bees	seed			temperate
Cowpea, Black-eyed pea, Blackeye bean	<i>Vigna unguiculata</i>	Honey bees, Bumblebees, Solitary bees	seed	1-little		
Karite	<i>Vitellaria paradoxa</i>	Honey bees	nut	2-modest		temperate
Tomato	<i>Solanum lycopersicum</i>	Bumblebees, Solitary bees (<i>Halictus</i> spp.)	fruit			tropical
Grape	<i>Vitis</i> spp.	Honey bees, Solitary bees, flies	fruit	0-no increase		temperate
Jujube	<i>Zizyphus jujuba</i>	Honey bees, Solitary bees, flies, beetles, wasps	fruit	2-modest		

Notes and Sources

1. ^ Kislev ME, Hartmann A, Bar-Yosef O (2 June 2006). "Early domesticated fig in the Jordan Valley". *Science* **312** (5778): 1372–1374. doi:10.1126/science.1125910. PMID 16741119.
 2. ^ The Calymna Fig & Its Pollinator Wasp Wayne's word-on-line text book of Natural history
- POLLINATION Mid-Atlantic Apicultural Research and Extension Consortium, MAAREC Publication 5.2; February 2000
 - Pollination and Bee Plants, Excerpted from *Beekeeper's Handbook*, Sammartano/Avitabile ©1998.

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- McGregor, S.E. Insect Pollination Of Cultivated Crop Plants USDA, 1976
- Mussen, Eric Impact of Honey Bees on the California Environment University of California Davis , 2002
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See also

- Fruit tree pollination
- Pollination
- Pollination management
- Pollinator
- Pollen source
- Northern Nectar Sources for Honey Bees
- Forage (honey bee)
- List of honey plants

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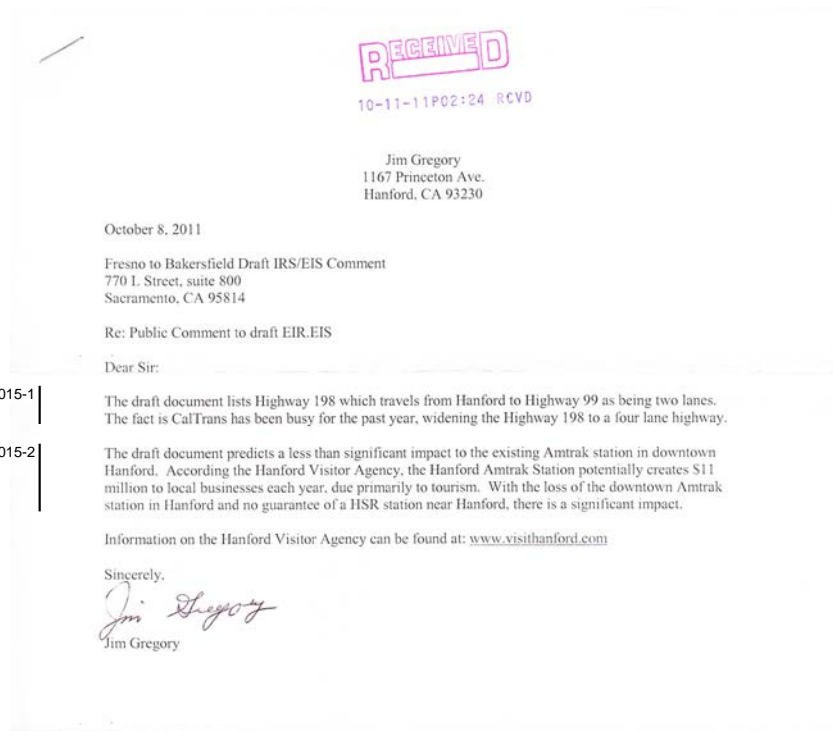
Categories: Pollination | Beekeeping | Lists of plants | Gardening lists | Agriculture lists | Bees | Crops | Fruit | Vegetables

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Submission I015 (Jim Gregory, October 11, 2011)



Response to Submission I015 (Jim Gregory, October 11, 2011)

I015-1

The upgrade of SR 198 to four lanes (construction beginning in November 2009) was included in the traffic analysis. This was documented in the *Fresno to Bakersfield Section: Transportation Analysis Technical Report*, July 2012, page 4-28 (Authority and FRA 2012j).

I015-2

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

Submission I016 (Rochelle Guinn, October 13, 2011)

Fresno - Bakersfield (May 2011 - July 2012) - RECORD #744 DETAIL

Status : Action Pending
Record Date : 10/13/2011
Response Requested : No
Affiliation Type : Individual
Interest As : Individual
Submission Date : 10/13/2011
Submission Method : Website
First Name : Rochelle
Last Name : Guinn
Professional Title : Reverend
Business/Organization :
Address :
Apt./Suite No. :
City : Bakersfield
State : CA
Zip Code : 93307
Telephone : 6617035463
Email : luvnkurtwarner@aol.com
Cell Phone :

EIR/EIS Comment : Yes

- I016-1 | Stakeholder Comments/Issues : The HSR did not include our church, Full Gospel Lighthouse, in the EIR. The report stops 2 blocks west of our church. We are located at 800 Butte St. In Bakersfield.
- I016-2 | Also, we only received 1 notice from HSR. That notice was only about the workshops.
- I016-3 | Nothing stating the plan to take our church, where we serve the homeless community.
- I016-4 | I am also concerned with the Valley Fever spores that will be stirred up.

Response to Submission I016 (Rochelle Guinn, October 13, 2011)

I016-1

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

For information about the impacts on the Full Gospel Lighthouse in Bakersfield, see Sections 5.1.1 and 5.2.5 in the Community Impact Assessment Technical Report (Authority and FRA 2012g), and refer to the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12.7, Mitigation Measure SO-4, for information related to the relocation of important community facilities.

I016-2

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

I016-3

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

I016-4

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

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

Submission I017 (Monika Gupta, October 5, 2011)

Fresno - Bakersfield - RECORD #435 DETAIL	
Status :	Action Pending
Record Date :	10/5/2011
Response Requested :	
Stakeholder Type :	Environmental
Submission Date :	10/5/2011
Submission Method :	Website
First Name :	Monika
Last Name :	Gupta
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	93311
Telephone :	619-871-0642
Email :	monaggar@hotmail.com
Email Subscription :	Fresno - Bakersfield
Cell Phone :	
Add to Mailing List :	Yes

Stakeholder
Comments/Issues :

September 27, 2011

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

Re: Objection to the High Speed Railway

Dear Sir/Madam:

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

1. Introduction

I am a physician practicing in Bakersfield since moving to the area 3 years ago. I am a member of Chinmaya Mission and have been taking my daughter to Chinmaya weekly for Sunday School, known as Bal Vihar, for the past 3 years, since the age of 2 1/2. In the next year, I intend on bringing my second daughter to the weekly classes once she turns the same age.

2. Background on Church

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

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

3. Environment Impact

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

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

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

I017-1

Submission I017 (Monika Gupta, October 5, 2011) - Continued

of replacement housing elsewhere.

• Result in substantial adverse physical impacts associated with the provision of new or physically altered community and governmental facilities or with the need for new or physically altered community and governmental facilities, the construction of which could cause significant environmental impacts.

I017-2

According to the EIR: "In the Northwest District, the BNSF Alternative would depart from the BNSF right-of-way just south of Rosedale Highway and rejoin the rail right-of-way after crossing the Kern River. The alignment would cut through an existing suburban development in Bakersfield's Northwest District, displacing 122 homes and 10 non-residential properties, including a gas station/minimart, an art studio, 2 health centers, and 2 churches (Chinmaya Mission and Korean Presbyterian Church). This alignment would alter community social interactions and community cohesion, and would change the physical character of the community. These impacts would be substantial under NEPA and significant under CEQA." See EIR at 3.12-50.

Further: "The Bakersfield South Alternative Alignment, like the BNSF Alternative, would pass through Bakersfield's Northwest, Central, and Northeast districts, affecting similar but somewhat different community facilities. Impacts in the Northwest District of Bakersfield would be similar to those identified for the BNSF Alternative, displacing many homes and several churches. Like the BNSF Alternative, the Bakersfield South Alternative would divide the existing community and result in a considerable number of residential property acquisitions in this neighborhood, as well as the displacement of churches (the Korean Presbyterian Church would be fully displaced and parts of Chinmaya Mission property would be displaced)." See EIR at 3.12-52. The Public Notice explains these effects will be felt in the following areas: "transportation, air quality, noise and vibration, electromagnetic fields, biological resources and wetlands, hazardous materials and wastes, safety and security, communities, agricultural lands, parks, recreation, and open space, aesthetics and visual resources, and cultural and paleontological resources." Clearly, under either alignment, the impact of the project will be particularly devastating to our Mission and our local community. So far, there has been no mention of compensation or noise abatement procedures available to those damaged by the project.

4. Additional Concerns

I017-3

First, we are concerned that this project will not be adequately funded. At this point, we understand that the Authority has only obtained funding for constructing tracks for 80 miles - not for the actual trains or electrification. In addition, given the present fiscal climate, we don't feel that the State or the Federal government will be in a position to give more money. Despite indicating the support of certain "private investors," the Authority has not yet identified any particularized firm commitments. We are concerned that this project will end up as a "train to nowhere," much like Senator Stevens' "bridge to nowhere" in Alaska. The train will severely impact the citizens of Bakersfield without any long term benefit. It will add to the debt of the State of California.

I017-4

Second, we believe the location of this project is misplaced. Currently, the proposed project will run through "old" Bakersfield, which will result in extreme traffic and parking congestion. Thus, we are concerned that local citizens will lose their easy access to downtown Bakersfield. Other cities, such as Denver, Colorado, have wisely chosen to relocate new transportation centers away from the downtown area, to avoid negative

I017-5

I017-6

I017-7

I017-8

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I017-11

impacts, such as unwanted noise, vibrations, pollution, and traffic congestion. Notably, the proposed railway in Fresno, California does not pass through the center of the City and will affect FAR FEWER citizens.

Third, we find that the EIR report provided is incomplete and insufficient. For example, although the document provides data on environmental impact, the actual noise and vibration studies were not included. Without reviewing the studies themselves, it is impossible to decipher the relative impact of the project. Important considerations include: when the study was performed, how many trips per day were considered, the duration and location of specific testing sites, the effect of the Hageman/Allen underpass project, etc., thereby making it impossible to decipher the relative impact of the Authority's project. In addition, the report does not address environmental impacts on the East side, nor does it explain why the site on 7th Standard Road and State Route 99 was not considered. Furthermore, the EIR report is flawed because, at least in one section, it lists street names that do not exist and addresses that are not located anywhere near the proposed rail line, thereby drawing its accuracy into question.

Fourth, we believe the Authority will not undertake the necessary procedures to mitigate adverse impacts on the community. In fact, we understand that mitigation efforts, such as construction of sound walls, are typically discretionary and, in some cases, can be reduced or even avoided altogether by the Authority. Thus, considering the budgetary constraints addressed above, we believe the community will not receive the necessary protections from the anticipated adverse environmental impact.

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

Finally, we have not received adequate notice of the proposed project and respectfully request additional time of at least six (6) months to respond. In fact, the EIR includes approximately 30,000 pages of technical jargon, with which we are not familiar, and allows only a 60-day comment period. To review it, we would have to read 500 pages a day. The report is in highly technical language, being difficult for a layman to understand. It needs to be simplified. Further, we had no idea that our church would be demolished until receiving a phone call approximately two (2) weeks ago from a friend! The official notification letter from the California HSR Authority dated August 10, 2011, was vague, deceptive, and legally deficient in that it utterly failed to indicate that our building would be subject to demolition and potentially complete economic loss; reliance on this August 10th letter could have resulted in a substantial loss of our legal rights and damages. The issuance of such a misleading notification letter is contrary to the public good, the spirit of our democratic system, and an abuse of trust by those in positions of authority. Accordingly, we have already submitted a formal request for an extension to the Office of Governor Brown. Therefore, we feel an extension is necessary in this instance, and we kindly request your cooperation.

Thank you for your time and consideration.

Yours very truly,

Monika Gupta, M.D.

Yes

EIR/EIS Comment :

Response to Submission I017 (Monika Gupta, October 5, 2011)

I017-1

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

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

I017-2

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

For information about the potential impacts on the Chinmaya Mission, see the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12.5.2, and Section 5.1.1, Impact SO #7, in the Community Impact Assessment Technical Report (Authority and FRA 2012g).

See also Volume I, Section 3.12.7, Mitigation Measure SO-4, related to relocation of important community facilities.

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

I017-3

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

I017-4

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

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

I017-4

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

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

I017-5

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

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

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

Response to Submission I017 (Monika Gupta, October 5, 2011) - Continued

I017-5

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

I017-6

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

I017-7

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

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

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

I017-7

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

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

I017-8

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

I017-9

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

I017-10

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

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

I017-11

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

Submission I018 (Kathy Hamilton, October 12, 2011)

October 12, 2011

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

[Sent By Email: Merced_Fresno@hsr.ca.gov and to dleavitt@hsr.ca.gov]

To The California High-Speed Rail Authority:

This letter is to submit comments on the Draft EIR/EIS prepared by the California High-Speed Rail Authority for the Merced to Fresno and Fresno to Bakersfield section of the proposed California High-Speed Train Project ("Draft EIR/EIS").

Preface

My overall impression is surprise, considering the volume of this report; there are so many missing, inadequate, conflicting numbers and information in this study; much like buffet dining, quantity over quality. This entire document was over 30,000 pages and despite the requests of more than 5000 people and several organizations the Authority has refused to give a more realistic review period of six months to review this massive document.

I018-1 | Frankly it is becoming very clear that this project does not have the funds to do this project right or wrong and it is a desperate attempt to get something down on paper to make the deadlines on the federal funds. Those funds which will be surely less than 7% of the overall project costs are pushing this project inappropriately ahead of the health of the state. One small stumbling block is time and the now it is a near certain fact that the project will not be in compliance of AB 3034. It has to prove where the capital is coming from, real money not social benefits, show adequate ridership and revenue, prove no requirement of operational subsidy is required and of course obtain an approved funding plan through the legislature.

Independent Utility

I018-2 | Speaking of federal funds, a strong requirement is independent utility. This means if the project does not go forward, the improvements made must create a standalone improvement in order not to waste the taxpayers' money. Since funding forecast is not promising for the immediate future, there is not enough information in this Environmental Impact report that shows a strong independent utility usage.

Amtrak's using the track built in the Central Valley is the independent utility. I understand that miles of track will have to be built to connect the current route to the new route, adding more cost to the program in the physical building of the tracks as well as land takes. This plan B must prove that can be used and be profitable independently. I also understand that whatever qualified as independent utility cannot receive federal fund subsidy. How is this possible with Amtrak usage which is known to receive millions of federal funds each year? How will it run without subsidy or will Amtrak just ask for more money to cover the tab? What about outlining impacts to the city of Hanford if the rail line that currently goes into downtown Hanford is stopped, certainly it will impact the city negatively. The report as far as I can find does not adequately cover the subject of the independent utility if in case Amtrak using the tracks instead of High Speed Rail.

Bakersfield:

I018-3 | The project shows great damage to city properties, over 300 residential properties, damaging schools, hospital, and core parking facilities to the convention center with little to no impacts indicated in the EIR. When viewing the impact slides at the Bakersfield workshop, it reminded me of looking at the results of a natural disaster. It seemed unconscionable and for the pursuit of some temporary construction jobs and pumped up permanent job numbers to cause such destruction to the city of Bakersfield. Moving the location of the station to the outskirts of town with adequate regional transportation to and from the heart of the city may have been another option that should have been more carefully studied.

I018-4 | Is the High Speed Rail Authority following CEQA or just NEPA? This question has been raised by the city and is being raised by me. Where is the vigorous state process required of other state agencies with their projects? This report does not adequately address impacts nor mitigations.

I018-5 | It seems odd that the East side of Bakersfield stops short of minority and poor areas of which I have personally driven through the streets. I believe in EIR lingo that's called piecemealing and is strictly forbidden by the state. In these poorer areas, many people had no knowledge of the project. I traveled with a small group some were bi-lingual and there was little knowledge of the project in this needy part of town. It also seems uncanny that in Bakersfield the Authority's plans knocks down 8 houses of worship of all denominations. How could a plan like this be devised and someone think its ok?

I stopped at a day care while I was in Bakersfield which was directly under one of the proposed routes. It was one that was quite unique, called Rock N Ranch Rascals Day Care, owner Cindy Renick, located at 10119 Palm Avenue, Bakersfield, Ca. 93312. What was unusual about it was that the Day Care was on a 1 acre lot, which takes infants to age 5. They learn how to ride and care for horses. This zoning is very hard to come by. It's in a residential area with these large lots which allows horses in the city near many parents path to work. It will destroy her business since no one will want to expose their children to the noise or perhaps the danger of an elevated track right over the daycare. She takes the children outside for rides in a cart pulled by a miniature horse and takes the children on local walks in order to give them more exercise. This activity would carefully have to be planned, if in fact the business survived. Exposing children to the train noise as it came through at 220 mph would not be desirable. Unfortunately she had relocated to this spot about 2 years ago after relocating because of shopping mall project which also threatened eminent domain. I am specifically wondering if she will be offered eminent domain because of the project's devastating effects that are sure to come if the route above her house is chosen.

Hanford and Kings County:

I018-6 | During my travels I was amazed at the beauty of the farms and dairies and orchards which would be destroyed completely or would be sliced through diagonally. It appears to be the work of engineers ignorant of the terrain and knowledge of farming and dairies. They apparently do not know of the effect cutting lands diagonally will have on businesses. In many cases the farmers would be required to go miles out of the way to get to the other side of the land.

I018-7 | If you ever have driven the roads along the route, you would know that farm equipment using those roads will slow traffic considerably due to the width of the equipment. The weight of the equipment will most likely require more road work and certainly more fuel will be used in performing work around to get to other side of farms over overpasses, miles out of the way. An

Submission I018 (Kathy Hamilton, October 12, 2011) - Continued

I018-7 | important part of the Central Valley is their quest for water and the importance of irrigation systems that will surely be compromised and will surely cost the state a great deal of money to remedy this situation.

The food and dairy products of this region feeds the state, the US and yes parts of the world. I was reminded of the global reach of these lands, when a neighbor told me that friends from Europe traveled yearly to the central valley to buy almonds for their candy making factories. This land cannot be replaced which means it will be all of our loss if their lands are taken.

I018-8 | During my drive to the Central Valley I couldn't help but notice the incredibly wide ROW down the Center of I-5, probably wider than a four lane Highway. In some areas it did curve a bit but overall it was flat, straight and wide. I do not feel this route was properly considered in this EIR or the last EIR. It seems a travesty to go through fertile, rich farm lands when such an option was never studied to the extent that non-ROW options were. Again evidence that the Authority did not want to take the time needed to get the proper clearance in order to proceed the best way with a project that will have a lifetime of effects on the dairy and farming industries of Kings County and frankly all of us.

It seems that the Authority was running out of time and thought they should use this land without a lot of resistance. No underground utilities to deal with and the engineers thought it would require just stripes of land and did not consider technical issues about farming on divided land.

I018-9 | I mentioned previously the issues with farming or working dairies on divided lands but the Authority has to consider land lost because of the pesticide spraying that will not be permitted on the land within a ¼ to ½ mile because of the drift of the pesticide from one area to the next, leaving a much larger piece of land unusable and therefore adding much more cost to the project since purchase of these dormant lands will be necessary to keep farmers whole. And remember you can't farm up to the edge of each parcel since you have to be able to turn farm equipment which results in another reason that the authority will have to purchase a wider strip of land near the tracks.

As far as mitigation, all land is not created equal. Orchards and nut growing operations require a certain type of soil and that soil is not easy to find. Newly planted orchards can take years to become productive. So even if you can find the land, is the Rail Authority prepared to compensate the farmers for lost production time?

The Dairy Industry is huge in Kings County and the Dairy industry creates more jobs than the wine industry and the film industry in California. Dairies are complicated to replicate and need special licensing to operate that usually takes years to acquire. Dairy is the number one industry of Kings County, did you consider the loss of jobs in this industry as much as you talk about creating jobs?

According to Manuel Cunha, President of Nisei Farmers League, the train will cause a loss of 30,000 jobs in the valley. When the Authority looks into the future in regard to job creation, they did not consider the net effect of the loss of jobs in the area as well as the effect on the airline and auto industries.

I018-10 | Frankly the ridership is the major question in the Central Valley since there is virtually no air traffic to pull from. If the requirements of AB 3034 says that the entire segment must show by report revenue and profit, how will that ever be possible? The law also requires that the segment be high-speed train ready including electrification. This is clearly in black and white in the law. And since it appears the Authority does not have the money to do the project in a

I018-10 | lawful way, why should the Central Valley experience the loss of lands, disruption or loss of farm and dairy lands and their loss of jobs for nothing?

The Legislature made a critical error and that is, not ordering a new independent ridership model after UC Berkeley found that the model by Cambridge Systematics was flawed in some of the practices it engaged in, during the preparation of the model and could not predict the profitability of the project. Ridership determines the size, scope, revenue and station configuration. How can we begin a project with bad underlying numbers? Cambridge Systematics was awarded, or should I say reawarded, with a no-bid contract that will cost the state \$4 million dollars. This is not right and obviously is a "thank you" for taking the heat on the accusations. But remember their first reaction was to defend their company as they did in the George Mazur letter that said, we offered you a revision and you didn't take it. So now we have the organization that did the first study, doing the second one without a bid process. How independent do you think it will be, with an organization that does not want to disprove their original work, reviewed by a Ridership Panel hand-picked by the High Speed Rail Authority, one that is watched by Parson Brinckerhoff and managed only by the CEO, those interested in continuing the project and discouraging any information that would endanger the project. I understand that at least one member of the Ridership Peer Review panel has received consulting work from Cambridge Systematics. This is yet another issue compromising the internal ridership panel. The Legislature made a tragic mistake in not demanding an independent ridership model which could have been just about completed now if they had acted.

Outreach:

I018-11 | I have followed this project throughout many cities and the complaints are the same, very little actual communication, which means both ways that that results in changes to the project. The Authority touts private meetings with their friends as communication meetings instead of honest public meetings. This was done in the Central Valley as well as the Peninsula.

Now we hear that the Authority is re-introducing another route through the Hanford area but you are not going to study it in this the Draft Project EIR, it will be done later. I am not an EIR expert but it's hard to believe that you can do an EIR's in a piecemeal fashion. You can't finish one Project EIR and then add an alternative later. That seems bizarre and bad if not illegal process. Will you prevent comment on the first alternative up to October 13th and restrict later comment to the next alternative? In the spring after all alternatives are joined, can you confirm the Authority will allow yet another comment period, hopefully inviting comments on either or both alternatives. I am requesting to find out exactly how this EIR process will work.

Chowchilla Area- West Chowchilla Bypass Option issues:

Most of these comments were taken from Kole Upton's extensive comments. There are gross inaccuracies about roads and easements in the EIR, taken from Kole Upton's comments in the Chowchilla area, he asks and so do I, how is it possible for others to read the document and comment with such errors. Examples below:

Section 2.4.2.2., Page 2-43, concerning the Hybrid Alternative and specifically the West Chowchilla bypass Option. Quoting, "The West Chowchilla Bypass Option would travel due south from Sandy Mush north of Chowchilla, following the west side of Road 11 3/4"

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The document does not accurately represent the situation. There is no Road 11 ¼ going north from Sandy Mush. In fact, there is no such road in Merced County. Numbered road do not appear until Madera County several miles to the south along the proposed route.

The Draft EIR does not adequately address flood impacts of the West Chowchilla Bypass Option of Hybrid Alternative particularly in Merced County.

Deadman Creek does NOT have any flood control structures. Thus, Deadman Creek frequently spills over on to adjacent land during heavy rain events. On page 2-42 of the Hybrid Alternative part (2.4.4) of the Alternative Section (2.0), it simply states, "...existing facilities would be modified, improved, or replaced as needed ..."

There are no facilities in that area. The construction of the train will present a new impediment to the flood situation adversely affecting surrounding landowners. Further, how will train operation be affected if the track is surrounded by, or under water?

This Draft EIR inadequately addresses the flood situation of the West Chowchilla Bypass Option of the Hybrid, and the possible dire public safety impacts.

I018-12

Kole Upton, a farmer near the Y in the Chowchilla area said this during a hearing in Merced:

"A copy of a Freedom of Information Act (FOIA) request dated December 3, 2010 to the Federal Railroad Administration. Despite the fact nine months have elapsed and both Congressmen Cardoza and Denham have requested the information [on the East Chowchilla Bypass Option] be provided, we still have received nothing."

Question, is the FRA above the law? Why have they not sent the requested information?

Upton says and so do I, this information is required for the District to be able to participate in these discussions. When the West Chowchilla Bypass Option was presented as an option despite the unanimous opposition of every public agency with jurisdiction in the area, we were told that FRA had directed CHSRA to consider that route.

Page 2-21 of the 2.0 Alternatives section of the Draft EIR. The fourth paragraph (highlighted) down starts out, "The Hybrid Alternative also follows transportation corridors"

This is not true. The West Chowchilla Bypass Option is part of the Hybrid Alternative and in Merced County it does NOT follow any transportation corridor, county easement, rabbit trail, or anything else. It goes through cultivated fields and destroys water district and farmer water facilities essential to continued production of several thousand acres. "

The Biological Resources and Wetlands Technical Report, Merced to Fresno Section EIR/EIS Section, August 2011 fails to identify an important habitat area. Further, it incorrectly identifies the area as rural residential. (Hybrid Alternative Section 2.2.3, Page 4-8, Figure 4-5.)

There is a 14 acre parcel 1/8 of a mile to the south of Cross Road in Merced County is unique to the area. According to a recent (9/9/2011) environmental assessment of the site by Wiemeyer Ecological Science of Santa Rosa, California, "The Site provides an "island" of refuge for local wildlife as the Site is surrounded by agricultural development."

This site was set aside over 50 years ago and was planted with various varieties of trees such as eucalyptus that provide habitat for many species especially flying predators such as hawks. In fact, the San Joaquin Valley Raptor Center frequently releases predators that have nursed back to health after injuries. The planned route of the West Chowchilla Bypass Option of the Hybrid will bisect and destroy this irreplaceable habitat.

The Hydraulics and Flood Plain Tech Reports A & B have flawed data. Throughout, it has the appropriate responsible jurisdictions confused and/or wrong, specifically, in regard to Dutchman and Deadman Creeks in Merced County.

For example, page B-21 in Appendix B of the Fact Sheets for Selected Water Body Crossings has LeGrand-Athlone as the responsible water district. In fact, Le-Grand-Athlone only serves up to a certain point at just about the proposed route. After that, Chowchilla Water District uses the Creek as a means to deliver water to its constituents who own land on both sides of Deadman Creek.

Further, the Draft EIR fails to address the effect of the destruction of the transfer facilities between the two districts. LeGrand-Athlone receives water from Merced Irrigation District and transfers some of it to Chowchilla Water District. The proposed route destroys this capability thus adversely impacting landowners of Chowchilla Water district.

In the Draft EIR/EIS, 1.0 Project Purpose, Need, and Objectives, part 1.2.3 CEQA Project Objectives for the HST System in California and in the Central Part of the San Joaquin Valley, page 1-4, one of the Objectives listed is, "Maximize the use of existing transportation corridors and rights of way, to the extent feasible."

The West Chowchilla Bypass Option (WCBO) is clearly at odds with that objective. From the surprise announcement of the WCBO in July of 2010, it has been opposed by every affected public agency with jurisdiction, and by virtually all of the affected landowners and citizens.

The route especially in Merced County follows no transportation corridor of any kind, and ignores and incorrectly identifies rights of way.

To the credit of some of the CHSRA staff (Jeff Abercrombie) and consultants from AECOM (Dick Wenzel) and Parsons (Dave Mansen), we have been able to put a route under consideration that does maximize existing transportation corridors, specifically Highway 99 & 152. That route will be studied in the Draft EIR/EIS for the Merced to San Jose section.

In many cases, the various documents as part of the Draft EIR/EIS are not consistent with one another. This makes it difficult to comment on the project.

Example in the 1.0 Project, Purpose, Need, and Objectives, Part 1.4 Relationships to Other Transportation Projects and Plans in the Study Area, page 1-23, it states, "Many of the projects in the Route 99 Corridor Business Plan address potential improvements along SR 99 in Merced, Madera, and Fresno counties. These projects provide coordination opportunities for the Fresno to Merced HST Project."

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Volume III, Section A – Alignment Plans UPRR/SR99 Alternative with Ave 24 Wye, Drawing T0105A, sheet 5 of 6, it shows the proposed route for the West Chowchilla Bypass Option hooking up to Highway 99 at Sandy Mush Road.

There is no mention that the landowner there has already been approached and committed to selling the same land for an interchange built by CalTrans at Sandy Mush and 99. Although there may have been opportunities for coordination, they have either not occurred or not been effective.

The Preface states regarding the Identification of Preferred Alternative, "The board will not make a final decision on the project alternative to be implemented until after the Final Project EIR/EIS is issued."

However, under the Merced to Fresno HST Milestone Schedule, it states Property acquisition begins December 2012.

Do they know ahead of time what the board will determine to be the Preferred Alternative?

Is this the correct process at this time for any of these situations. Usually negotiations occur after a route is selected. These kind of behind the scenes conversations also went on in Hanford with the rendering plant but private owners were told the Authority staff could not speak about possible mitigations.

Regarding section 3.8, Hydrology and Water Resources, page 3.8-21, "Dutchman Creek borders the north side of Harris-DeJager HMF site..."

That is NOT true. Dutchman Creek is several miles to the north. Has that error been consistent throughout the EIR? If so, it calls in to question the analysis done concerning the West Chowchilla Bypass Option.

Regarding section 7.0, Public and Agency Involvement, page 7-4, the 5th paragraph down, "The alternatives analysis process continued after the April 8, 2010 Authority Board of Directors meeting, with additional public and agency input, including TWG meetings, public information meetings, and individual meetings with local agencies and individuals."

Supposedly, this led to the West Chowchilla Bypass Option (WCBO) being considered. However, I personally attended the TWG meeting in Merced on June 17, 2010. At that meeting, I specifically asked if any agency was in favor of a route west of Chowchilla. The answer was unanimous, "NO!"

Nevertheless, in July, CHSRA announced the WCBO.

There has been no agency with any jurisdiction in the affected area in favor of the WCBO. Also, virtually every landowner and affected citizen is opposed.

Remarkably, this Draft EIR seeks to justify this abomination by implying its selection was a result of significant outreach and input.

If CHSRA is serious about receiving public input and conducting this Draft EIR/EIS comment period with the integrity that is imperative in our democracy, the West Chowchilla Bypass Option should be eliminated!

Regarding the 2.0 Alternatives section, 2.4.6 Proposed Heavy Maintenance Facility Locations, page 2-82, it states that for the Harris-DeJager HMF proposal, "Joint Powers Authority to provide financing for site and offsite improvements."

What Joint Powers Authority? In California, such an entity would involve public agencies. Yet, no public agency with jurisdiction involving this property has been involved. Kole Upton was contacted by Mr. DeJager the day before the offer was submitted to the CHSRA.

As a good neighbor, he was concerned that the proposal included part of my property. The agency submitting the proposal was apparently the City of Chowchilla, who not only does not have jurisdiction in this area, but is not even in the same county.

The question is about the integrity of this process. Mr. DeJager has withdrawn his land from the proposal, perhaps now, it is time to stop spending public money studying it. Further, how many of the other HMF proposals are being considered by CHSRA without any thought or concern for the neighboring landowners or residents? Obviously the communication is not getting to the engineers or they are choosing to ignore it in an attempt to bill as many hours as possible.

Fresno Impacts:

Though some city officials and business people sing the praises of the project, there are huge impacts that will beset the city and their residents. Here are some of the issues, comments and desires by staff and I too wonder about these things which point to lack of coordination and planning:

I018-13

1. Underpasses are preferred to overpasses. In part because of visual impacts and insufficient aesthetic mitigations, in part because of their experience with HW overpasses dividing communities while underpasses do less. Ashlan Ave overpass given as an example. Another street in EIR was called out because 8% grade has touchdown and pedestrian accessibility issues.
2. Tulare St overpass, at 20 feet over H Street, is unacceptable.
3. Lack of pedestrian connectivity.
4. Water mains are a major problem; sewer lines, too.

I018-14

5. Traffic mitigations at several locations. They (Fresno) included proposed language for acceptable mitigation measures.
6. Significant impacts to emergency response impacts were minimized and misunderstood.
7. A request that city staff time for EIR work be paid for by the HSRA.

Submission I018 (Kathy Hamilton, October 12, 2011) - Continued

- I018-15 | 8. Significant traffic congestion and short-term air quality impacts.
- 9. Concern that the design-build-bid method will keep the traffic handling plan (which usually comes after CEQA/NEPA clearance) from being costed and will lead to project cost creeps. The EIR comments then listed all expected construction-related traffic mitigations.
- 10. Terminating neighborhood streets was inadequately studied or mitigated.
- 11. Additional ROW will be required to either add local frontage roads or convert to cul-de-sacs. Remnants and unusable slivers were not addressed. "The City is greatly concerned over the loss of land for economic development, loss of property tax revenues and sales tax revenues, as well as the potential for blight created by the HST project."
- 12. Requests that mitigations be more specifically developed prior to EIR certification. For example, noise impacts of a wall "from 10 to 14 feet" greatly changes with those heights.
- I018-16 | 13. Regional Population Characteristics used 2000 Census data; 2010 data is now available. Projected population growth may be lower and would further substantiate project impacts. This argument was used repeatedly.
- 14. Poverello House women's shelter provides numerous services.
- I018-17 | 15. Roeding Park is historic; first park of Fresno. Project disrupts Roeding Park master plan; city requests compensation for the need to redesign it. Vibrations were not studied sufficiently.
- 16. The EIR states that sound walls along Roeding Park would have the following effects: "It is assumed that a sound barrier would be 10 to 14 feet tall and have aesthetic treatment. A 10-foot-high sound barrier would reduce noise to 64dBA at 250 feet inside the park and residual noise effects would occur. A 14foot- high sound barrier would reduce noise effect effects to within 1dB of no impact."
- 17. A hint that construction-related employment effects were inflated. "It is not clear how the \$156,000 annual wage for construction workers was derived. It seems high."
- I018-18 | 18. "The total employment figures for Fresno County are different on each of the tables, by almost 100,000 jobs. The figures on 3.18-4 may represent total labor force, not total employment. These tables should be reconciled to ensure accuracy."
- I018-19 | 19. [Forestiery Underground Gardens](#) (you must visit this link!) is in direct path of roadway improvements related to all three alternatives.
- I018-20 | 20. Historic resources: McCardle Home and Zacky Farms MAY be eligible. Commissioners raised the option of including 40s & 50s motels along 99.
- 21. Downtown rail station is in the Fresno-Bakersfield map. Request that it also be included in Fresno-Merced for continuity.

- 22. Downtown diagrams are using obsolete maps.
- 23. Relocation Assistance Program brochures should be included in the Fres-Merced EIR, just like in Fres-Bak EIR.
- 24. Reiterates that HSRA should be 100% responsible for any/all mitigation.
- 25. The Van Ness Gateway may become a cul-de-sac and the context for the Gateway will be impacted. "Other than perhaps from the train(s) itself it will be difficult or impossible to view the resource."
- 26. Several thousand public/private parking spaces exist; new parking should not be developed on a speculative basis.
- I018-21 | 27. Quoted from the comments: "In regards to Table 3.2-30, "Mitigation Measures Fresno Station Area - Future (2035) Plus Project", the DEIR/EIS does not prescribe a method for implementing these mitigation measures.

This project is being funded with one-time money for this segment, and assuming other project segments are funded in a similar manner, those Federal dollars may not be eligible to implement future year mitigations for a previously constructed project segment, thus creating a CEQA/NEPA issue for these traffic impacts.

Furthermore the HST project's reconfigurations, realignments and road closures represent alterations to traffic patterns that will be permanent upon project completion, thus creating the impact at the time of project construction. Therefore the project must either a) construct the mitigation measures identified in the DEIR/EIS concurrently with the initial project construction rather than deferring them to an unidentified time in the future; or b) identify how the mitigation measures will be funded and, prior to construction of the project, draft and enter into a legally binding and enforceable agreement between the State of California and City of Fresno for the construction of these improvements.

Conclusion:

We specifically urge the Authority analyze the agricultural land impacts and the growth inducement impacts of the proposed project. There appears to be little to no regard to the extreme financial burden due to the loss of tax revenues to the counties and cities, their expenses for the man hours to analysis this EIR or the project as a whole. There have been little to no coordination efforts with local agencies and in those cities that did have meetings, they say those conversations and suggestions were not taken seriously and do not reflect in this massive document. Solutions such as in the case of Bakersfield would have helped avoid terrible impacts to their city. But most of all there was been little consideration to the people who will be forever effected by this project. No respect for the extreme worry and the lack of information that has caused people to put their lives on hold. These are the very same families and businesses, who the Authority addressed as "Dear Occupant" during the notification process and without particulars about them or their properties.

- I018-22 | Both CEQA and NEPA require an adequate analysis of alternatives for the project. The so-called "Program Level" EIR/EIS cannot be relied upon to have handled the "alternatives"

Submission I018 (Kathy Hamilton, October 12, 2011) - Continued

I018-22

analysis properly. It did not do so, and fundamental changes in the routing identified in that Program Level EIR/EIS are under consideration by the Authority. This means, particularly, that a new look at the I-5 corridor is required. The current document is totally inadequate with respect to its examination of alternatives. Real alternatives must be identified and must be studied in a thorough way.

I look forward to your response.

Kathy Hamilton
405 El Camino #416
Menlo Park, Ca. 94025

Response to Submission I018 (Kathy Hamilton, October 12, 2011)

I018-1

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

I018-2

Refer to Standard Response FB-Response-GENERAL-20, FB-Response-GENERAL-17.

Profitability is not a factor in determining independent utility. Independent utility means that project facilities can provide a viable transportation function if additional facilities are not built. As discussed in the Revised 2012 Business Plan (Authority 2012a), the initial section of tracks is being developed to deliver early benefits by leveraging other systems—enabling them to operate on the new high-speed tracks, which can be done without impacts on design or the integrity of the new infrastructure. Improved passenger rail service would begin upon completion of the first HST 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 use of the high-speed tracks would continue to benefit passenger rail service in the state even if the HST System is not advanced.

I018-3

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

I018-4

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

This is a joint CEQA and NEPA document. As stated in Section 1.1.3 of the EIR/EIS, the FRA is the lead federal agency for compliance with NEPA and other federal laws. The U.S. Army Corps of Engineers is participating as a cooperating agency under NEPA. The Authority is serving as a joint lead agency under NEPA and is the lead agency for compliance with CEQA.

I018-5

Refer to Standard Response FB-Response-N&V-04, FB-Response-N&V-05, FB-Response-S&S-02, FB-Response-SO-01, FB-Response-SO-04, FB-Response-SO-06,

I018-5

FB-Response-SO-07.

For information on the Environmental Justice communities in the Northeast District of Bakersfield see section Volume I Chapter 3.12 section 4.5 and 5.3.3 in the Community Impact Assessment Technical Report. See section 4.3.2 in the Community Impact Assessment Technical Report for information on specific environmental justice outreach and interest groups.

Please refer to Mitigation Measure SO-4: Implement measures to reduce impacts associated with the relocation of important facilities. These measures will apply to all churches and other important facilities displaced in Bakersfield. The Authority will consult with these respective parties before land acquisition to assess potential opportunities to reconfigure land use and buildings and/or relocate affected facilities, as necessary, to minimize the disruption of facility activities and services, and also to ensure relocation that allows the community currently served to continue to access these services. This mitigation measure will be effective in minimizing the impacts of the project by completing new facilities before necessary relocations, and by involving affected facilities in the process of identifying new locations for their operations. The Authority, as required under the Uniform Act, bears the cost of compensation for displaced public infrastructure.

The location of the house with the day care cited in the comment (10119 Palm Avenue, Bakersfield) would not be displaced by the HST project, and therefore, the owner would not be subject to eminent domain laws. However, some road work may be required along Palm Avenue and the owner would be compensated for any damage to the front yard. Noise barriers are proposed at this location; see Figure 3.4-19 Bakersfield area: Potential sound barrier sites. These sound barriers would mitigate 99% of the severe noise impacts in the Bakersfield area. Those noise receivers with impacts not mitigated by a sound barrier would receive other forms of mitigation, such as building insulation or payment of property noise easements; see N&V-MM#3: Implement Proposed California High-Speed Train Project Noise Mitigation Guidelines. The HST project design features have been developed that would prevent train accidents, including derailments and collisions with trains and other vehicles; Section 3.11.5, Safety and Security Environmental Consequences provides more information.

Response to Submission I018 (Kathy Hamilton, October 12, 2011) - Continued

I018-5

Owners who believe they have suffered a loss of property value as a result of the project may file a claim with the State of California's Government Claims Program. More information may be obtained online at www.vcgcb.ca.gov/claims/.

I018-6

The visual effects of the project on farms and other viewpoints in the rural San Joaquin Valley are discussed at length in Section 3.16, Aesthetics and Visual Resources, of the Revised DEIR/Supplemental DEIS, which identifies the potential impacts of the project on residents at foreground distance from the alignments as a potentially significant impact. As discussed in Section 3.16.5.3 and depicted on Figure 3.16-36, the visual impact of the project decreases rapidly with distance from the project. For those rural residents who are near the alignments, Mitigation Measures AVR-MM#2c, #2d, #2e, and #2f have been recommended and would substantially mitigate the types of impacts that farms, dairies, and other rural residents would experience.

I018-7

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

Also see Volume I, Section 3.12, Impact SO#16 for information on the effects on agricultural businesses.

I018-8

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

I018-9

Refer to Standard Response FB-Response-AG-06, FB-Response-AG-05, FB-Response-GENERAL-04, FB-Response-GENERAL-14.

For information about the economic effects on agriculture, see the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12, Impact SO #16. For a detailed analysis of the effects of the HST project on agricultural production, see Appendix C of the Community Impact Assessment Technical Report (Authority and FRA 2012g). The

I018-9

analysis in this appendix provides these results by county and by project alternative in terms of the number of acres of agricultural production loss; the resulting annual revenue loss in both dollar and percentage terms for each type of agricultural product; and the employment loss.

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

A gap analysis of available properties was performed for the relocated businesses, and the results showed that there are suitable replacement locations in the surrounding areas, which means that employees would continue to be employed at these businesses. See the Draft Relocation Impact Report for a complete analysis (Authority and FRA 2012h). Employees would not lose their jobs because the property acquisition and compensation plan includes provisions to ensure that relocated businesses remain fully operational at their new location.

See Volume I, Section 3.12, Impact SO #5 (Temporary Construction Employment), for information on the number of construction jobs created as a result of the project; the ability of the existing regional labor force to fill the demand for the direct construction jobs; and the resulting indirect and induced jobs. Impact SO #14 (Employment Growth) details the long-term jobs created to operate and maintain the project in the region, as well as the jobs created as a result of the improved connectivity of the region to the rest of the state. The total number of new jobs created is estimated to be a 3.2% increase in total employment above the 2035 estimate of 1.4 million total jobs in the region under the No Project Alternative (Cambridge Systematics, Inc. 2010).

I018-10

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

Air traffic is not the major means of travel today within the Central Valley, or to and from the valley. That is because airlines do not serve many airports and are infrequent and expensive. In contrast, HST in the initial segment will serve three stations within the valley (four if Kings/Tulare is included in the system), stop at least once an hour in each

Response to Submission I018 (Kathy Hamilton, October 12, 2011) - Continued

I018-10

direction, and cost much less than flying. Even in the high HST fare scenario the average Fresno - Los Angeles fare is less than 40% of the cost of flying to LAX (air fare from 2012 Business Plan Ridership and Revenue Forecasting Technical Memorandum, Appendix B, p. C-1 [Cambridge Systematics, Inc. 2012]).

The HST instead is expected to attract its riders from auto traffic, as shown in the table below for Fresno/Madera to the LA Basin for the Initial Operating Segment high forecast for the year 2030. Of the auto trips, 78% continue to drive, but the 1 hr 45 min HS trip between San Fernando and Fresno attracts 790,000 trips a year, 57% of them work-related.

Table 1 Fresno - Los Angeles Trips without and with HSR

(Year 2030, millions of annual trips)

Fresno/Madera to Los Angeles Basin	Without HSR	Attracted by HSR
Auto	Air	Total
Auto	Air	New
Total	Trips	3.46
0.02	3.48	0.75
0.02	0.02	0.79
% attracted to HSR	22%	100%

2 - LEGAL/Authority guidance needed

I018-10

3 - Refer to Master Response FB-Response-GENERAL-24.

4 - Ridership forecasts and procedure have been found to be reasonable as noted in Master Response FB-Response-GENERAL-24, and the Authority's actions have produced a Business Plan sufficient to obtain financing of the first stage of the project from the State Legislature.

I018-11

Refer to Standard Response FB-Response-GENERAL-02, FB-Response-GENERAL-16.

I018-12

This comment pertains to the Merced to Fresno project section. Information on that project can be found at the Authority's website.

I018-13

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

I018-14

As listed in Appendix 2-A of the EIR/EIS, Kern and Mono streets in downtown Fresno would be closed at the HST alignment. Out-of-direction travel for emergency access as a result of these closures would be one block. The principal road closures in Fresno would take place as a result of closing South Railroad Avenue between East California and South Orange. South Railroad Avenue runs parallel to the west side of the UPRR right-of-way in this area and would be removed for the HST alignment. North-south access in this area would be provided by Golden State Boulevard, which is parallel to South Railroad Avenue approximately 500 feet to the west. North of Church Street, northbound access is also provided by G Street, which parallels the east side of Golden State Boulevard. A number of roads that terminate at South Railroad Avenue from the west (East California, South Cherry, East Lorena, South Sarah, East Belgravia, and South East) would now terminate at the HST alignment. South Van Ness and East Florence currently cross the UPRR at-grade in this area. These two roads would be terminated at the HST alignment. Emergency access to properties adjacent to South

Response to Submission I018 (Kathy Hamilton, October 12, 2011) - Continued

I018-14

Railroad Boulevard between East California and South Orange and the streets that tie into it would be provided from Golden State Boulevard and G Street.

The Authority has worked with the City of Fresno to provide a surface street circulation plan with the HST that would not hinder emergency services.

I018-15

Refer to Standard Response FB-Response-TR-01, FB-Response-SO-05.

Refer to Standard Response FB-Response-TR-01, FB-Response-SO-05, and Section 3.3, Air Quality and Climate Change, Impact AQ #4 – Greenhouse Gas Emissions During Construction.

In response to analysis of terminating neighborhood streets, all roads that cross the alignment were evaluated for average daily traffic, and roads that serve high volumes of traffic or are otherwise important routes were considered for overcrossings, whether they were in a "rural" area or not. Roads proposed to be closed are those estimated to have volumes fewer than 500 vehicles per day, with crossings available on alternative detour routes that would add 1 mile or less in out-of-direction travel to a trip. Impacts from each individual road closure would be an inconvenience, but would not restrict continued access, and therefore impacts were determined to be less than significant.

Right-of-way acquisition associated with the project would result in many residential and business displacements. For the Fresno displacements, sufficient numbers of suitable vacant residential and business structures are located in the area to house these relocations, and therefore considerable residential migration or changes in the local business environment are expected. Given the overall size of the economy of Fresno, these business relocations do not represent a significant portion of the City's sales tax base or overall sales revenue, and any temporary period where these businesses would be closed to relocate would not be significant. Because it is anticipated that the majority of these businesses will relocate in the area, no physical deterioration will result.

I018-16

The Federal Railroad Administration and Department of Transportation issued a notice of intent to prepare an environmental impact statement for the California High Speed Train Project for the Fresno to Bakersfield Section on October 1, 2009. This date established the year of the affected environment. At that time, the 2010 Census data had not been published, and therefore some 2000 Census data were used for the socioeconomics analysis in addition to more recent data from the American Community Survey, the California Department of Finance, the California Employment Development Division, the California State Board of Equalization, as well as local data sources.

I018-17

There are no cemeteries within the Area of Potential Effect (APE) surrounding Roeding Park. All known cemeteries are west of the park, and will not be impacted by any project activities.

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

As described in the California High-Speed Train Project EIR/EIS Merced to Fresno Section, locations with potential vibration impacts in the project corridor are because of the potential for annoyance effects from HST operations. While the vibration at these locations might be felt by receptors, it would be well below the thresholds for damage to structures. It is helpful to note that the vibration levels generated by passing HSTs would generally be less than the levels generated by freight trains in the study area.

Response to Submission I018 (Kathy Hamilton, October 12, 2011) - Continued

I018-18

The numbers in the tables display data from different forecasting sources, Cambridge Systematics, Inc., and Council of Environmental Deans and Directors, that utilize different methodologies and therefore result in different estimates. These inconsistencies do not mean the numbers are inaccurate.

I018-19

The Forestiere Underground Gardens are located within the Study Area of the Merced to Fresno Section of the HST project, and the impacts are addressed in the Merced to Fresno Section Final EIR/EIS (Authority and FRA 2012b), which is available on the Authority's website.

I018-20

These resources are not addressed in the EIR/EIS for the Fresno to Bakersfield Section. These resources were responded to as part of the EIR/EIS for the Merced to Fresno Section.

I018-21

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

Transportation mitigation measures that will be implemented as part of the initial construction will be those that have an impact associated with the construction of the HST trackway and system support elements. Those that will be needed as part of the station improvements and the initiation of HSR service (for example, improvements in the vicinity of the station) will be implemented in conjunction with future construction contracts.

I018-22

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

Submission I019 (Derek Hance, September 25, 2011)

Fresno - Bakersfield - RECORD #404 DETAIL

Status : Action Pending
Record Date : 10/4/2011
Response Requested : No
Stakeholder Type : CA Resident
Submission Date : 9/25/2011
Submission Method : Project Email
First Name : Derek
Last Name : Hance
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State : CA
Zip Code : NA
Telephone :
Email : hanced01@gmail.com
Email Subscription : Fresno - Bakersfield
Cell Phone :
Add to Mailing List : Yes

I019-1

Stakeholder
Comments/Issues :

Perhaps this is a stupid question, but why not instead of building a elevated rail thru many neighborhoods and destroying homes, businesses, historical landmarks, for the fresno Bakersfield run, just get trackage rights on existing track from approximately Allen/Hagman RD down the BNSF line to Edison Hwy?

To sweeten the deal offer to BNSF to build a additional lane in that stretch to offset any potential conflict with freight trains and upgrade the existing track so you can run faster than 80mph.

You have homes and businesses near but that exists in europe too! Fences and grade separated crossings will be needed and you can use the existing Amtrak station too as the stopping point where a commuter rail can then service outlying communities such as Arvin/Lamont, Buttonwillow, Delano, McFarland and possibly a substation in southwest Bakersfield and enough interest re extend the line to Taft and Porterville.

I agree without such a huge grade required for high speed and instead of taking a corner at 220 you may need to slow down, but that would be required already due to the scheduled stop in Bakersfield. A slowdown from 220 to 120mph will add 2-3 minutes for a train passing thru or roughly 4 minutes for a train stopping.

The benefits of this outweigh the costs, yes your goal is to have a completely separate track but let's rely on infrastructure already in place to save money on construction. Less destruction means less eminent domain troubles and potential lawsuits, and keep the community happier so that they are more inclined to help and use the train vs. Shun and block its progress...

4 minutes is a small price for simplicity, tilting train technology may even allow for a smaller decrease in time gained!

This project is already getting hammered as the boondoggle of the century so let's make smarter decisions!

Take a lesson from europe, they more often choose to upgrade or add lanes to their lines not build new ones thru cities!

Sincerely,

Derek Hance
Sent via BlackBerry by AT&T

Yes

EIR/EIS Comment :

Response to Submission I019 (Derek Hance, September 25, 2011)

I019-1

The BNSF right-of-way is nominally 100 feet wide through the Bakersfield area. As shown in Chapter 2.0, Alternatives, the HST would require at least 60 feet of that right-of-way. There is not sufficient width for both freight and HST tracks in the BNSF right-of-way.

Submission I020 (Darlene Hansen, September 26, 2011)

09-26-11P04:21 RCVD

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

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

Dear Chairman and Members of the Board:

I020-1

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

Signed:

Darlene Hansen
[Name]

Philco Farms/Hansen Ranches
[Organization]

9/19/11
Date

Response to Submission I020 (Darlene Hansen, September 26, 2011)

I020-1

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

Submission I021 (Rob Harding, October 11, 2011)

Fresno - Bakersfield (May 2011 - July 2012) - RECORD #534 DETAIL

Status : Action Pending
Record Date : 10/11/2011
Response Requested : No
Affiliation Type : Individual
Interest As : Individual
Submission Date : 10/11/2011
Submission Method : Website
First Name : Rob
Last Name : Harding
Professional Title : Owner
Business/Organization :
Address :
Apt./Suite No. :
City : Bakersfield
State : CA
Zip Code : 93308
Telephone : 661-392-9010
Email : rharding@kernmail.com
Cell Phone :
EIR/EIS Comment : Yes

- I021-1 Stakeholder Comments/Issues : How much farmland is this going to take up .
- I021-2 How much will the ticket be and when you to a destination will you have to rent a car to get to doger stadium just for example.
- I021-3 I think this a wast of money put this money towards schools .

Response to Submission I021 (Rob Harding, October 11, 2011)

I021-1

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

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

I021-2

Refer to Standard Response FB-Response-GENERAL-04, FB-Response-GENERAL-06, FB-Response-GENERAL-14 and FB-Response-TR-03.

I021-3

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

The prices of tickets have not been set. The EIR/EIS analyzed ticket prices equal to 50% and 80% of the cost of an airfare.

The HST System will be tied into existing transit systems in the communities where stations are located, and the Authority is working with major communities to improve transit connections with the system when it is built. Rental cars will also be available at HST stations.

Submission I022 (Debbie Headrick, October 7, 2011)

10-07-11P01:08 RCVD

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

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

Dear Chairman and Members of the Board:

I022-1

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

Signed:

Debbie Headrick
[Name]

[Organization]


Sept 29, 2011
Date

Response to Submission I022 (Debbie Headrick, October 7, 2011)

I022-1

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

Submission I023 (Don and Melanie Headrick, October 12, 2011)



CALIFORNIA
High-Speed Rail Authority

RECEIVED
10-12-11P02:15 RCVD

38

Comment Card
Tarjeta de Comentarios

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

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

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

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.

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

Name/Nombre: Don and Melanie Headrick
 Organization/Organización: FARMERS
 Address/Domicilio: 6510 IDAHO AVE.
 Phone Number/Número de Teléfono: 559-582-6898 / 559-816-7708 / FAX 559-582-14
 City, State, Zip Code/Ciudad, Estado, Código Postal: HANFORD, CA 93230
 E-mail Address/Correo Electrónico: melania.headrick@gmail.com
(Use additional pages if needed/Usar paginas adicionales si es necesario)

COMMENT 2

Our affected property consists of two parcels, APN 028-050-003 and APN 028-050-006, 157 acres from 7th Avenue to Highway 43, between Idaho and Jackson Avenue.

See attached comments, concerns, and questions.

1023-1

1023-2

1023-3

1023-4

COMMENTS, CONCERNS, QUESTIONS

1. Proposed path eliminates new well on west parcel (028-050-003). Cost to replace, \$200,000. Do I receive compensation for this loss?
2. Proposed path eliminates 2 pipelines connecting 2 parcels (028-050-003 and 028-050-006). Will I be compensated?
3. Proposed path and right of way eliminates east parcel (028-050-006) from receiving Lakeside Irrigation water. \$75 per acre foot times 4 acre feet times 80 acres is \$24,000. Do I receive compensation?
4. HSR right of way blocks access to 30 acres, landlocked by HSR and the Lakeside Canal on APN 028-050-006. Specifically, 30 acres of landlocked acreage could require 2 bridges over Eucalyptus Canal at approximately \$30,000 each, or depending on over-crossings, increased travel between APN 028-050-003 and APN 028-050-006 could be one and one-half miles per vehicle and required equipment to farm the 30 acres. Do I get compensated?
5. Proposal requires new route to haul walnuts to APN 028-050-003 (huller/dryer) from 028-050-006. Will I be compensated for this added expense?
6. Proposal deprives huller(APN-050-003) of 80 acres for disposal of huller/dryer waste water. Cost is difficult to calculate.
7. Proposal requires hulls and shells from walnut huller/dryer be hauled an additional 2+ miles, depending on the Jackson or Idaho crossings. How will I be compensated?
8. Trips to Hanford for business would require special routing. Moving equipment over crossings would require special handling because the equipment is 25 feet wide and would require 4 lane overpasses. Do I get compensated for this? If so, how do you compute value? Does my liability insurance increase markedly because I am moving large equipment on now very busy overpasses since all traffic is "funneled" to the overpass?
9. How much vibration does the HSR create when trains are passing? What is the effect of the vibrations on wells? Will vibrations cave-in a well? What is the vibration effect on concrete pipelines? What is the effect on plastic pipelines?
10. I have only been contacted by the rail authority twice regarding affected parcel or parcels...cannot really determine if APN 028-050-003 is affected by the descriptions provided. HSR requested permission to access parcel APN 028-050-006 to look for Native American artifacts and endangered species. Has the HSR found any artifacts or endangered species? Will I be notified with specific information?

In conclusion, how do you compute the compensation for the present expenses and values to eternity. Some of these expenses are not a one-time, yearly expense. Some of these expenses and values do not stagnate on a finite number. How do you compensate for these values? I designed a viable business model with these two parcels, but the HSR destroys the model.

Response to Submission I023 (Don and Melanie Headrick, October 12, 2011)

I023-1

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

I023-2

HST vibration levels will be less than those generated by the current freight rail traffic. 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.


I023-3

No special-status plants or wildlife species were observed on the commenter's property or in the immediate vicinity. However, the analysis conducted as part of the environmental study uses a habitat-based approach to identify impacts (see Section 3.7.3).

I023-4

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

Submission I024 (Don and Melanie Headrick, October 12, 2011)



High-Speed Rail Authority

RECEIVED

10-12-11P02:16 RCVD

37

Comment Card
Tarjeta de Comentarios

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

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

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

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

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

Name/Nombre: Don and Melanie Headrick

Organization/Organización: FARMERS

Address/Domicilio: 6510 IDAHO AVE

Phone Number/Número de Teléfono: 559-382-6898 / 559-816-7708 / 559-382-14

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

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

COMMENT 1

Our affected property consists of two parcels, APN 028-050-003 and APN 028-050-006, 157 acres from 7th Avenue to Highway 43, between Idaho and Jackson Avenue.

See attached comments, concerns, and questions.

- Questions for the HSR Authority**

 - 1024-1 1. Why did the HRS route the train through a planned multi-million dollar electrical substation east of Highway 43 on Grangeville Boulevard? Does the HSR not know how valuable an updated energy supply is to individuals and businesses? Can we expect to pay higher power rates without the additional planned power from this substation? Does HSR just assume the project can "get out of the way"?
 - 1024-2 2. What is the power source for the HSR?
 - 1024-3 3. What are the proposed safety plans for predictable or probable rail accidents?
 - 1024-4 4. Is our air quality going to deteriorate because the rail will cause citizens to travel farther to get to the same previous destination.
 - 1024-5 5. What research, data collection was completed before this "alternative" route was selected as the BEST choice?
 - 6. Why not start the train where there is a greater demand for HSR? Why not start at a point where the most passengers can get reasonable access to use the train? Is this rural area your choice because you believe it is the path of least resistance, meaning that rural people don't understand the impact of what you are doing? Do you think this HSR proposal harms fewer people in rural areas than in the urban areas? Do the urban dwellers have more value than the residents in small towns and farming areas?
 - 1024-6 7. Have you considered the long term, complex impact to the small towns and farming community?
 - 1024-7 8. What is the restoration plan if this precious farmland is cut beyond profitable use if the rail or other parts of the rail are never completed? How will the HRS or other responsible government entity ever undue the mess created? Would our tax dollars pay for this too?

Response to Submission I024 (Don and Melanie Headrick, October 12, 2011)

I024-1

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

The Authority understands the substation referenced by the commenter to be Southern California Edison's proposed Mascot Electrical Substation project, approved by the California Public Utilities Commission in the second quarter of 2011. Section 3.6, Public Utilities and Energy, of the Final EIR/EIS evaluates anticipated effects on existing public utility facilities and services; however, the proposed Mascot substation was not expected to be within the project footprint at the time of the Draft EIR/EIS analysis. Based on review of the proposed Mascot substation plans, the facility would not be directly affected by the HST project footprint. What could not be determined from the substation exhibit is where Southern California Edison plans to construct the associated transmission lines relative to the existing Pacific Gas and Electric Company (PG&E) lines. Depending on planned placement, the route of transmission lines connected to the proposed facility may need to be altered.

Section 3.6 of the EIR/EIS refers to Appendix G of the California Environmental Quality Act (CEQA) Guidelines, which states that a significant impact on utilities and service systems would occur if a project results in a conflict with a fixed facility, such as an electrical substation. No such impact would occur. However, the Authority has and will continue to actively coordinate with utility providers during all design phases of the project to identify, describe, and evaluate the potential impact of the HST project on existing electrical infrastructure. Where the project would require modification of any electrical substation or electrical transmission, power, or distribution line, such modifications would be conducted in compliance with California Public Utilities Commission General Order 131-D.

I024-2

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

I024-3

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

As discussed in Section 3.11, a basic design feature of an HST system is to contain train sets within the operational corridor. Strategies to ensure containment include

I024-3

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

I024-4

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

I024-5

Refer to Standard Response FB-Response-GENERAL-01, FB-Response-GENERAL-02, FB-Response-GENERAL-10.

The Authority and 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 HST between Fresno and Bakersfield in the 2005 Statewide Program EIR/EIS decision document (Authority and FRA 2005). Therefore, the Project EIR/EIS for the Fresno to Bakersfield Section focuses on alternative

Response to Submission I024 (Don and Melanie Headrick, October 12, 2011) - Continued

I024-5

alignments along the general BNSF Railway corridor.

Neither the Authority nor the FRA had selected a "proposed project" under CEQA or a "preferred alternative" under NEPA at the time the Draft EIR/EIS or the Revised DEIR/Supplemental DEIS was circulated. The Authority will use the information in the Revised DEIR/Supplemental DEIS and input from the agencies and public to identify the Preferred Alternative. The decision will include consideration of the project purpose and need and the project objectives presented in Chapter 1, Project Purpose and Need, as well as the objectives and criteria in the alternatives analysis and the comparative potential for environmental impacts.

As discussed in Chapter 1, Purpose and Need, the need for an HST System exists statewide, with regional areas contributing to this need. The Fresno to Bakersfield Section is an essential component of the statewide HST System.

The need for improvements to intercity travel in California, including intercity travel between the south San Joaquin Valley, the Bay Area, Sacramento, and Southern California, relate to a variety of issues. The capacity of California's intercity transportation system, including that of the south San Joaquin Valley, is insufficient to meet existing and future travel demand. The current and projected future system congestion will continue to result in deteriorating air quality, reduced reliability, and increased travel times. The system has not kept pace with the tremendous increase in population, economic activity, and tourism in the state, including that in the south San Joaquin Valley. The interstate highway system, commercial airports, and conventional passenger rail system serving the intercity travel market are operating at or near capacity and will require large public investments for maintenance and expansion to meet existing demand and future growth over the next 25 years and beyond. Moreover, the feasibility of expanding many major highways and key airports is uncertain; some needed expansions may be impractical or may be constrained by physical, political, and other factors.

The Authority and FRA have divided the HST System into logical sections that will support operation of HST service between stations initially, such as between Fresno and Bakersfield, and as the system is expanded. As Fresno and Bakersfield are the two

I024-5

largest cities in the San Joaquin Valley and both are surrounded by metropolitan areas and are economic hubs within the region, their potential ridership and regional economic importance make them logical termini for a section of the HST System. The first section of the California HST System requires over 100 miles of high speed track to test the high-speed trains. The Central Valley is the best location for this initial phase for the reasons discussed above, and because the relatively straight alignment would allow for the testing of track, signaling systems, and trainsets at operational speeds.

The Revised 2012 Business Plan (Authority 2012a) describes the Authority's plan for the long-term development of the HST System, using a combination of federal, state, and private financing. The Revised 2012 Business Plan is available on the Authority's website.

I024-6

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

See the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12, Impact SO #7, for information on the disruption to communities, and Impact SO #8 for effects to the makeup of the regional agricultural community.

I024-7

Section 3.14 of the EIR/EIS identifies the acreage of remnant farmland that would be too small to continue to farm. That land would be acquired by the state during acquisition of property for the project. The remnant land would be sold at auction or used for habitat restoration. The capital costs for the project include mitigation of impacts on agricultural land. Therefore, state and federal funding for project construction will include funding for mitigation.

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:

Response to Submission I024 (Don and Melanie Headrick, October 12, 2011) - Continued

I024-7

- 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.
- Where HST project facilities would create a remnant parcel less than 20 acres 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.

Submission I025 (Robin Heilbron, October 10, 2011)

Fresno - Bakersfield (May 2011 – July 2012) - RECORD #498 DETAIL

Status : Action Pending
Record Date : 10/10/2011
Response Requested : No
Stakeholder Type : CA Resident
Submission Date : 10/10/2011
Submission Method : Website
First Name : Robin
Last Name : Heilbron
Professional Title : Owner
Business/Organization : Kern Spa Service Co.
Address :
Apt./Suite No. :
City : Bakersfield
State : CA
Zip Code : 93305
Telephone : 661-322-9969
Email : kernspa@flash.net
Email Subscription : Fresno - Bakersfield
Cell Phone :
Add to Mailing List : Yes
Stakeholder Comments/Issues : I want an extra 60 days to review high-speed rail plans.
EIR/EIS Comment : Yes
Affiliation Type : Individual
Official Comment Period : Yes


I025-1 |

Response to Submission I025 (Robin Heilbron, October 10, 2011)

I025-1

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

Submission I026 (Patricia Henning, October 13, 2011)

 **CALIFORNIA** High-Speed Rail Authority **RECEIVED** 10-13-11 10:04:05 AM
Comment Card
Tarjeta de Comentarios

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

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

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

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

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

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

Name/Nombre: Patricia Henning

Organization/Organización: _____

Address/Domicilio: 15743 S McCall Ave, Kingsburg, Ca 93631

Phone Number/Número de Teléfono: 559-772-7300

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

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

The HSR Project is wrong in so many ways!

- I026-1 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.
- I026-2 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.
- I026-2 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, 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. I don't understand why you want to jeopardize California's economic agriculture system which our state depends upon for economic growth.
- I026-3 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.

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 I026 (Patricia Henning, October 13, 2011)

I026-1

Refer to Standard Response FB-Response-GENERAL-17, FB-Response-GENERAL-18.

I026-2

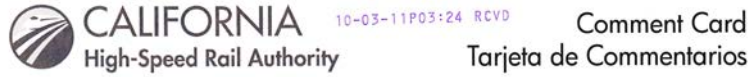
Refer to Standard Response FB-Response-GENERAL-04, FB-Response-AG-04.

See Volume I, Section 3.12, Impact SO#16 for impacts on agricultural businesses.

I026-3

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

Submission I027 (David Henthorne, October 3, 2011)



Fresno to Bakersfield High-Speed Train Section Draft Environmental Impact Report/
Environmental Impact Statement (EIR/EIS)
Public Hearings **September 2011**
Please submit your completed comment card at the
end of the meeting, or mail to:
Fresno to Bakersfield DEIR/EIS Comment, 770 L Street, Suite 800, Sacramento, CA 95814

The comment period is from August 1, 2011. Comments must be received and postmarked, on or before September 28, 2011.
Extended comment period for Fresno to Bakersfield High-Speed Train Draft EIR/EIS: **August 15-October 13**
The comment period is from August 15, 2011 to August 28, 2011. Comments must be received and postmarked, on or before September 28, 2011.

Name/Nombre: David O. Henthorne
Organization/Organización: Individual
Address/Domicilio: 4404 Kentfield Drive Bakersfield CA 93309
Phone Number/Número de Teléfono: 661 322 5665
City, State, Zip Code/Ciudad, Estado, Código Postal: Bakersfield, CA 93309
E-mail Address/Correo Electrónico: _____
(Use additional pages if needed/Usar paginas adicionales si es necesario)

I027-1 | I have no objection to the re-routing of the high speed rail as decided by a majority opinion provided that it does not interfere with the "C" route of the proposed re-routing of Hwy 99 to travel North, up highway 99
David O. Henthorne

Response to Submission I027 (David Henthorne, October 3, 2011)

I027-1

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

Submission I028 (Loretta Hickey, August 24, 2011)

August 25th, 2011



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

Re: EIS/EIR review of High Speed Rail

Dear Mr. Umberg,

I am a resident of Kings County and am concerned about the EIS/EIR 45 day response period. This 45 day response period does not allow the public sufficient time to review and respond to an intense document. This is not a simple project, this is a project that will impact our valley forever.

I028-1

I respectfully request that you extend the 45 day review period to a 90 day review period to allow citizens ample time to review this document.

Sincerely,

A handwritten signature in cursive script that reads "Loretta Hickey".

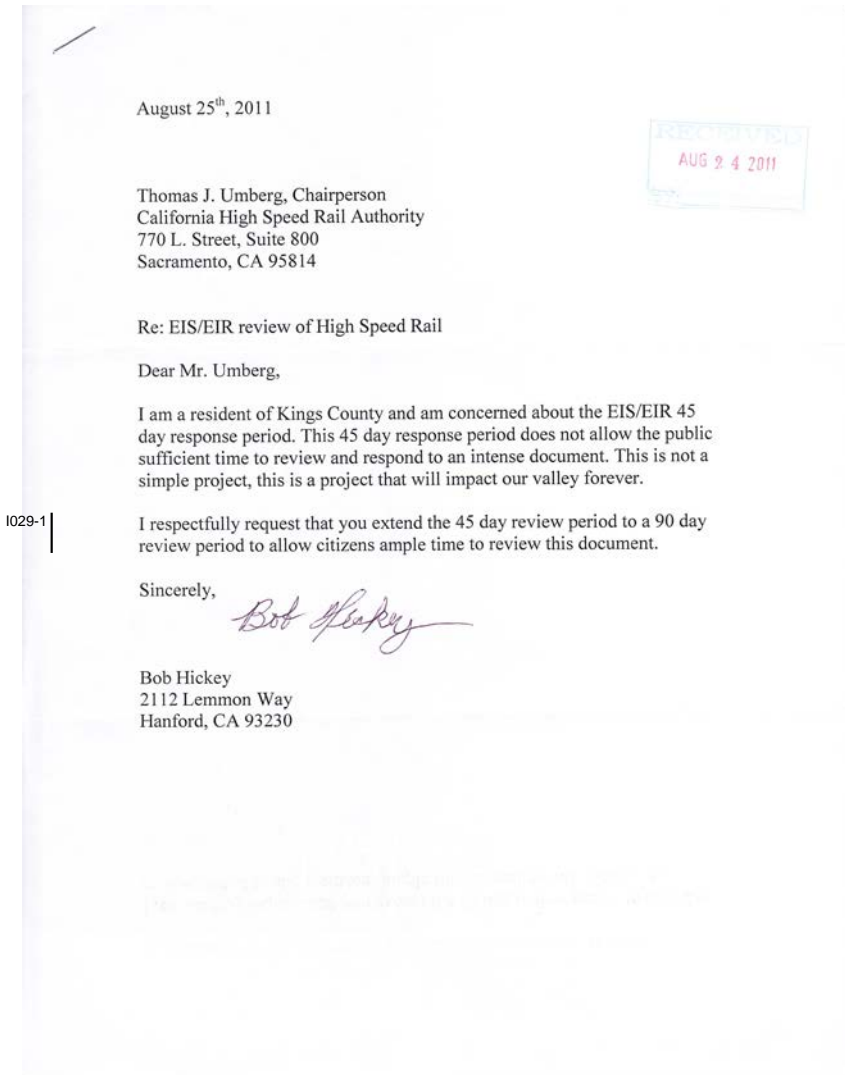
Loretta Hickey
2112 Lemmon Way
Hanford, CA 93230

Response to Submission I028 (Loretta Hickey, August 24, 2011)

I028-1

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

Submission I029 (Bob Hickey, August 24, 2011)



Response to Submission I029 (Bob Hickey, August 24, 2011)

I029-1

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

Submission I030 (Bob Hickey, October 5, 2011)

10-05-11P04:03 RCVD

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

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

Dear Chairman and Members of the Board:

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

Signed:

Bob Hickey
[Name]

[Organization]

Date

9-30-11

Response to Submission I030 (Bob Hickey, October 5, 2011)

I030-1

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

Submission I031 (Loretta Hickey, October 5, 2011)

10-05-11P04:04 RCVD

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

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

Dear Chairman and Members of the Board:

I031-1

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

Signed:

Loretta Hickey
[Name]

[Organization]

9-30-11
Date

Response to Submission I031 (Loretta Hickey, October 5, 2011)

I031-1

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

Submission I032 (Teresa Hildul, September 26, 2011)

09-26-11P04:24 RCVD

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

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

Dear Chairman and Members of the Board:

I032-1

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

Signed:


[Name]

[Organization]

9-19-11
Date

Response to Submission I032 (Teresa Hildul, September 26, 2011)

I032-1

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

Submission I033 (Otheda Hill, September 22, 2011)

09-22-11P03:03 RCVD

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

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

Dear Chairman and Members of the Board:

I033-1

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

Signed: Otheda A. Hill

Otheda A. Hill
[Name]

Land answer
[Organization]

9/15/2011
Date

Response to Submission I033 (Otheda Hill, September 22, 2011)

I033-1

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

Submission I034 (Justin Hill, September 22, 2011)

09-22-11P03:04

09-22-11P03:04 RCVD

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

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

Dear Chairman and Members of the Board:

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

Signed: *Justin Hill*

Justin Hill
[Name]

[Organization]

9.18.11
Date

I034-1

Response to Submission I034 (Justin Hill, September 22, 2011)

I034-1

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

Submission I035 (Becca Hill, September 26, 2011)

Fresno - Bakersfield - RECORD #383 DETAIL	
Status :	Action Pending
Record Date :	10/3/2011
Response Requested :	No
Stakeholder Type :	CA Resident
Submission Date :	9/26/2011
Submission Method :	Project Email
First Name :	Becca
Last Name :	Hill
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	NA
Telephone :	
Email :	jdjane@hotmail.com
Email Subscription :	Fresno - Bakersfield
Cell Phone :	
Add to Mailing List :	Yes

1035-1

Stakeholder Comments/Issues : To Whom It May Concern:

I am writing to you in response to the High Speed Railroad that is suppose to coming through Bakersfield, CA. It is my understanding that an Environmental Impact Report has been put together for the planned railroad. I also understand that my church, Full Gospel Lighthouse, will be affected by this plan. Full Gospel Lighthouse is planned for demolition. Unfortunately your Environmental Impact Report was not complete. The person(s) who put together your report left out Full Gospel Lighthouse church among many other homes and businesses. Full Gospel Lighthouse is located at 800 Butte Street in Bakersfield, CA. I know you are not from this neighborhood and to you its just another neighborhood. But this property is ordained by God to be a house of deliverance and has been for many people who attend the church and many in the neighborhood. This church has been a lighthouse - a source of light - sharing the gospel of Jesus Christ with this neighborhood. I have attended this church faithfully for the last 5 years. I found Jesus Christ my Lord and Savior at this church. I have received deliverance many times here at this church. The Spirit of God can be felt at this church.

1035-2

EIR/EIS Comment : I am opposed to the building of the high speed railroad in Bakersfield. I ask that another Environmental Impact Report be completed including Full Gospel Lighthouse and the surrounding community in it. I don't believe that the addition of a high speed railroad is going to benefit Bakersfield.

I thank you for your time.

Sincerely,

Rebecca J. Hill

A humble servant to the Most High God

Yes

Response to Submission I035 (Becca Hill, September 26, 2011)

I035-1

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

For information about the impacts on the Full Gospel Lighthouse in Bakersfield, see Sections 5.1.1 and 5.2.5 in the Community Impact Assessment Technical Report (Authority and FRA 2012g) and Mitigation Measure SO-4 in Volume I Section 3.12.7 of the EIR/EIS, which relates to the relocation of important community facilities.

I035-2

The Revised DEIR/Supplemental DEIS extended the environmental analysis east from the alternative station locations to Oswell Street, where the alternatives under consideration that would pass through Bakersfield merge together. The Revised DEIR/Supplemental DEIS includes an analysis of project impacts on the Full Gospel Lighthouse Church and the local community.

Submission I036 (Jason D. Hill, September 27, 2011)

Fresno - Bakersfield - RECORD #382 DETAIL	
Status :	Action Pending
Record Date :	10/3/2011
Response Requested :	No
Stakeholder Type :	CA Resident
Submission Date :	9/27/2011
Submission Method :	Project Email
First Name :	Jason D.
Last Name :	Hill
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	93305
Telephone :	
Email :	thehunnydohandyman@gmail.com
Email Subscription :	Fresno - Bakersfield
Cell Phone :	
Add to Mailing List :	Yes

Stakeholder Comments/Issues :
1036-1
1036-2
1036-3
1036-4
1036-5
1036-6
1036-7

To All Concerned,

I am contacting you today in regards to the High Speed Railroad. I am requesting that Kern County and Bakersfield City reconsider allowing this project from continuing due to the underhandedness of the project. As you already know the EIR is incomplete and not explained in a simplicity as to allow the common man to understand it. This 30,000 page document can not be read in the amount of time being allowed to the majority of individuals who have only accidentally found out about their property being on the demolition slate or affected by the future of the HSR. I myself am a member of the church Full Gospel Lighthouse, and a board member, had to find out that our church is on the demolition list by an individual from the bay area only 2.5 weeks ago. We began to search out and dig in on all the information available to us by public record, as we have not received any other documents, only to find we were not included on the EIR. The EIR stops short of our address of 800 Butte Street Bakersfield, CA 93305, the report does not continue or take into account any part of the city beyond Baker Street and California Avenue. This is not proper or fair to the residents of Bakersfield, we have earned our right to be informed and to say no to the destruction of so many properties illegally and unconstitutionally. The law states that anyone affected by the HSR must be informed by a representative or a letter, and the EIR must be understood by the common man. This is not the case the 30,000 page document is written in such a way as to only allow a team of lawyers to decipher it and still not come to a unanimous conclusion on it's meaning. I am requesting that the EIR be re-submitted and re-examined to include all the properties affected by this poorly planned decision, or be dropped entirely.

I understand that there is a "promise" of jobs and "better" business. I, along with many others do not see this as being the case. The HSR will only end up being a burden upon the tax payers and is a way to allow the business' of Bakersfield the opportunity to leave. The only people to be employed by the HSR will be foreign countries for materials, the lowest bidder and maybe some of the states unemployed. What happens when the construction phase is complete and we have wiped out so many existing jobs for the false "promise" of future jobs? There are plenty of empty parcels of land for the HSR to utilize. Why go further in debt trying to buy property already occupied? There are many questions that have been failed to be answered, and issues that need to be addressed. The economy as it stands today can not support this multi-billion dollar burden. I am not supporter of the amount of debt that California has incurred along with the Federal Government. If the average family was to try and incur this debt to scale the creditors would laugh at us and deny us before we can even begin to apply.

The HSR has done their job poorly, and intentionally at that, and should be made to hold the standards set forth for every other entity in California. If the state of California, County of Kern, or the city of Bakersfield continue to allow the citizens to be literally railroaded what sort of standard does this set forth for our children? You as our elected officials need to seriously re-consider the way this operation is being done. Please forward this email to all who may need to be included.

Thank you for your time it has greatly been appreciated.
 Jason D. Hill

EIR/EIS Comment :
 I can do all things through Christ which strengeth me. Pillipians 4:13
 Yes

Response to Submission I036 (Jason D. Hill, September 27, 2011)

I036-1

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

The EIR/EIS is approximately 4,800 pages long, including engineering drawings in Volume III.

I036-2

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

I036-3

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

Section 15087 of the CEQA guidelines describes the legal requirements for public notice of the availability of a draft EIR. As described in Chapter 7 of the EIR/EIS, these noticing requirements were exceeded by the Authority.

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

I036-4

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

On October 5, 2011, in response to public and agency comments, the Authority and FRA determined that it was appropriate to supplement the Draft EIR/EIS for the Fresno to Bakersfield Section of the HST System. The Authority and FRA prepared a Revised DEIR/Supplemental DEIS to address some concerns raised by resource agencies and the public. The Revised DEIR/Supplemental DEIS was available for a second 60-day review period, from July 20, 2012, until September 20, 2012.

Appendix A, Methodologies, of the Community Impact Assessment Technical Report contains a description of the methodology used in the property analysis (Authority and FRA 2012g). All final determinations on property acquisition would occur during the acquisition process, See Appendix 3.12-A, Residential, Business, and Mobile Home

I036-4

Relocation Assistance Brochures, in Volume II, Technical Appendices, of the Final EIR/EIS for details.

I036-5

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

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

I036-6

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

As described in Section 2.3.1 of the EIR/EIS, the development of project-level alternatives followed the process described in *Alternatives Analysis Methods for Project-Level EIR/EIS, Version 2* (Authority 2009a). This included following existing transportation corridors with alternative alignments to the extent feasible, as mandated by the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century. The assessment of potential alternatives involved both qualitative and quantitative measures that address applicable policy and technical considerations. These included field inspections of corridors; project team input and review considering local issues that could affect alignments; qualitative assessment of constructability, accessibility, operations, maintenance, right-of-way, public infrastructure impacts, railway infrastructure impacts, and environmental impacts; engineering assessment of project length, travel time, and configuration of key features of the alignment, such as the presence of existing infrastructure; and GIS analysis of impacts on farmland, water resources, wetlands, threatened and endangered species, cultural resources, current urban development, and infrastructure. Specific decision criteria under Section 404(b)(1) of the Clean Water Act include Consistency with Project Purpose; Logistics and Technology; Impacts on Aquatic Resources; Environmental Effects (including national wildlife refuges, parklands, cultural resources, agricultural resources, and displacements of residences and commercial and industrial facilities); Agency, Stakeholder, and Public Positions; and Benefits of Alternative.

Response to Submission I036 (Jason D. Hill, September 27, 2011) - Continued

I036-6

The potential alternatives were evaluated against the HST system performance criteria: travel time, route length, intermodal connections, capital costs, operating costs, and maintenance costs. Screening also included environmental criteria to measure the potential effects of the proposed alternatives on the natural and human environment.

The land use criteria measured the extent to which a station alternative supports transit use; is consistent with existing adopted local, regional, and state plans; and is supported by existing and future growth areas. Constructability measured the feasibility of construction and the extent to which right-of-way is constrained. Community impacts measured the extent of disruption to neighborhoods and communities, such as the potential to minimize (1) right-of-way acquisitions, (2) dividing an established community, and (3) conflicts with community resources. Environmental resources and quality measured the extent to which an alternative minimizes impacts on natural resources. Applying the process and criteria outlined above, it was not possible to locate alternative alignments only on vacant land.

I036-7

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

Submission I037 (Becca Hill, October 6, 2011)

Fresno - Bakersfield - RECORD #454 DETAIL	
Status :	Action Pending
Record Date :	10/6/2011
Response Requested :	No
Stakeholder Type :	CA Resident
Submission Date :	10/6/2011
Submission Method :	Project Email
First Name :	Becca
Last Name :	Hill
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	NA
Telephone :	
Email :	jdzjane@hotmail.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	Yes

I037-1

Stakeholder
Comments/Issues :

To Whom It May Concern:

I am writing to you in response to the High Speed Railroad that is suppose to coming through Bakersfield, CA. It is my understanding that an Environmental Impact Report has been put together for the planned railroad. I also understand that my church, Full Gospel Lighthouse, will be affected by this plan. Full Gosple Lighthouse is planned for demolition. Unfortunately your Environmental Impact Report was not complete. The person(s) who put together your report left out Full Gospel Lighthouse church among many other homes and businesses. Full Gospel Lighthouse is located at 800 Butte Street in Bakersfield, CA. I know you are not from this neighborhood and to you its just another neighborhood. But this property is ordained by God to be a house of deliverance and has been for many people who attend the church and many in the neighborhood. This church has been a lighthouse - a source of light - sharing the gospel of Jesus Christ with this neighborhood. I have attended this church faithfully for the last 5 years. I found Jesus Christ my Lord and Savior at this church. I have received deliverance many times here at this church. The Spirit of God can be felt at this church.

I am opposed to the building of the high speed railroad in Bakersfield. I ask that another Environmental Impact Report be completed including Full Gospel Lighthouse and the surrounding community in it. I don't believe that the addition of a high speed railroad is going to benefit Bakersfield.

I thank you for your time.

Sincerely,

Rebecca J. Hill

A humble servant to the Most High God

Yes

EIR/EIS Comment :

Response to Submission I037 (Becca Hill, October 6, 2011)

I037-1

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

For information about the impacts on the Full Gospel Lighthouse in Bakersfield, see Sections 5.1.1 and 5.2.5 in the Community Impact Assessment Technical Report, and refer to the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12.7, Mitigation Measure SO-4, related to relocation of important community facilities (Authority and FRA 2012g).

Submission I038 (Dana L. Hill, October 7, 2011)

10-07-11P01:08 RCVD

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

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

Dear Chairman and Members of the Board:

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

I038-1

Signed:


[Name]

[Organization]

Date 9/30/11

Response to Submission I038 (Dana L. Hill, October 7, 2011)

I038-1

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

Submission I039 (John Hoeflich, September 27, 2011)

Fresno - Bakersfield - RECORD #326 DETAIL	
Status :	Action Pending
Record Date :	9/27/2011
Response Requested :	
Stakeholder Type :	CA Resident
Submission Date :	9/27/2011
Submission Method :	Website
First Name :	John
Last Name :	Hoeflich
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	Oakland
State :	CA
Zip Code :	94607
Telephone :	4153502164
Email :	johnhoeflich@yahoo.com
Email Subscription :	Fresno - Bakersfield
Cell Phone :	
Add to Mailing List :	Yes
Stakeholder Comments/Issues :	why can't the high speed railway line from Fresno to Bakersfield be a straight line instead of following the 19th Century Railway Right of Way? According to your information there are no station stops between these two cities.
EIR/EIS Comment :	Yes

I039-1

Response to Submission I039 (John Hoeflich, September 27, 2011)

I039-1

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

Submission I040 (Toni Hoffman, August 15, 2011)

Fresno - Bakersfield (May 2011 – July 2012) - RECORD #119 DETAIL

Status : Action Pending
Record Date : 8/15/2011
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 8/15/2011
Submission Method : Website
First Name : Toni
Last Name : Hoffman
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Wasco
State : CA
Zip Code : 93280
Telephone :
Email : thoff883@gmail.com
Cell Phone :
EIR/EIS Comment : Yes

Stakeholder Comments/Issues : I live in Wasco in a 3-story retirement apt. house (1 block south of Poso Avenue & Hwy. 43). Our building has 82 apts. and 130 residents, all of whom are over age 55, low income renters. The existing railroad tracks are approximately 100 yards east of our building and trains are easily heard each time they pass, which is actually quite pleasant.

- I040-1 | From what I've read thusfar, the HSR through Wasco would pass right through downtown, and require the relocation of many businesses. This is insane, considering the amount of open farmland in every direction, which would require no relocation of any dwellings and significantly reduce the impact on local residents.
- I040-2 | Additionally, the noise and air pollution (already the worst in the country) would choke our little town out of existence. The EIR document states air/noise pollution would not be a concern with people with air conditioning. Well bud, we all have A/C, but I have no intention of living with my windows sealed to block noise and pollution.
- I040-3 | Another major concern is proposed Wasco HMF -- exactly where it would be located and what functions would be performed there? Is this some polluting, noisy monster that will degrade our town?
- I040-4 | Wasco is a small town with a very high percentage of low-income residents, who lack the option of moving to avoid a HSR in their front yards. Please do not kill our community with the decisions you make.

 I will be attending the 8/24/11 meeting to learn more and voice these concerns.

 Thank you for your consideration of these comments.

Response to Submission I040 (Toni Hoffman, August 15, 2011)

I040-1

Refer to Standard Response FB-Response-GENERAL-02, FB-Response-GENERAL-05, FB-Response-GENERAL-10.

I040-2

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

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

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

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

I040-2

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

I040-3

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

As discussed in Chapter 2, Section 2.4.6, Proposed Heavy-Maintenance Facility Locations, the Kern Council of Governments-Wasco HMF site would lie east of Wasco between SR 46 and Filburn Street. A description of the site and a figure depicting the location are included.

The HMF facility would require approximately 154 acres and space for all activities associated with train fleet assembly, disassembly, and complete rehabilitation; all onboard components of the trainsets; and overnight layover accommodations and servicing facilities. Please refer to Section 2.2.8 for more detail on HMF activities.

I040-4

Refer to Standard Response FB-Response-SO-01, FB-Response-SO-02, FB-Response-GENERAL-05, FB-Response-SO-04.

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

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

Response to Submission I040 (Toni Hoffman, August 15, 2011) - Continued

I040-4

Please refer to Appendix 3.12-A, Residential, Business, and Mobile Home Relocation Assistance Brochures. The Relocation Assistance Brochures provide further details about how the Authority will use the method of Last Resort Housing, where necessary, including rehabilitation of existing housing or relocation of the disrupted residential areas to newly constructed housing elsewhere in the vicinity.

Submission I041 (Shannon Holloway, October 11, 2011)

Fresno - Bakersfield (May 2011 – July 2012) - RECORD #560 DETAIL

Status : Action Pending
Record Date : 10/11/2011
Response Requested : No
Stakeholder Type : CA Resident
Submission Date : 10/11/2011
Submission Method : Website
First Name : Shannon
Last Name : Holloway
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Bakersfield
State : CA
Zip Code : 93312
Telephone : 661-587-5870
Email : shannonlh@sbcglobal.net
Email Subscription : Bakersfield - Palmdale
Cell Phone :
Add to Mailing List : Yes
Stakeholder Comments/Issues : I demand an extra 60 days to review the high-speed rail plans. There is no need to rush into such an enormous venture, one that is going to be a huge burden to all California residents. Why not err on the side of caution and slow down and really examine all the facts. We already have Amtrak.
EIR/EIS Comment : Yes
Affiliation Type : Individual
Official Comment Period : Yes

I041-1


Response to Submission I041 (Shannon Holloway, October 11, 2011)

I041-1

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

Submission I042 (Fred Holt, October 12, 2011)

4



CALIFORNIA
 High-Speed Rail Authority

RECEIVED
 10-12-11P02:06 RCVD

Comment Card
 Tarjeta de Comentarios

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

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

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

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

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

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

Name/Nombre: Fred Holt / Circle T Farms Inc
 Organization/Organización: Circle T Farms Inc
 Address/Domicilio: PO Box 1170
 Phone Number/Número de Teléfono: 992-2289 Cell 240-4707
 City, State, Zip Code/Ciudad, Estado, Código Postal: Carcoran Ca, 93212
 E-mail Address/Correo Electrónico: _____
(Use additional pages if needed/Usar paginas adicionales si es necesario)

9-21-11

of making people travel more distant and creating more traveling time and new Rules.

Also in closing Family Dairy men will be forced to Register Equipment for Roads & create more vehicles to follow tractor & Equipmt around causing more "Smog"

Land owner
Fred Holt
Fred Holt pres.

1042-1

Att: Rail Authority I am writing this letter based on that the High speed rail will be traveling through my property. I have few major concerns about the Rail, that is if the train pass through the property it will block out access to a home that has know other excess too!! So there will be know fire, Emergency Services or no Resters at that. Also are Farm operation will halt travel extra 5 miles. Our Hwy 43 also traveling in the fog will create accidents and time delays. I thought that the Train will cut down emission but I more opinion that half of the people ~~stative~~ will travel more distinsess and create more Smog in travel around the train. I shoud to create a better Environment thong should be more efficient instead →

9-21-11

of making people travel more distant and creating more traveling time and new Rules.

Also in closing Family Dairy men will be forced to Register Equipment for Roads & create more vehicles to follow tractor & Equipmt around causing more "Smog"

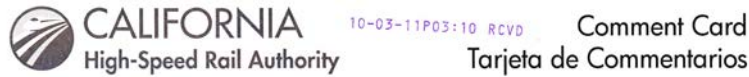
Land owner
Fred Holt
Fred Holt pres.

Response to Submission I042 (Fred Holt, October 12, 2011)

I042-1

Refer to Standard Response FB-Response-TR-02, FB-Response-S&S-01 and FB-Response-AG-02 and FB-Response-AQ-03.

Submission I043 (Lee Kyew Hong, October 3, 2011)



10-03-11P03:10 RCVD

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

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

Public Hearings **Audiencias Públicas**

September 2011 **Septiembre del 2011**

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

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

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

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

August 15-October 13

rio es del 15 de Agosto al 28 11. Los comentarios tienen que ser ante, o matasellados, el o antes del 2011.

Name/Nombre: Lee Kyew Hong
Organization/Organización: Sales clerk
Address/Domicilio: 8450 Westwood DR #8
Phone Number/Número de Teléfono: 861-63-8114
City, State, Zip Code/Ciudad, Estado, Código Postal: Bakf, Ca, 93311
E-mail Address/Correo Electrónico: _____
(Use additional pages if needed/Usar paginas adicionales si es necesario)

I043-1

*We all do want to have High speed
Rail train in Bakersfield. But
Not take away our church
properties!! and Homes, too
churches Business!!
and Bakf. High School!!
please use other site!!
may be cheaper to move Amtrak
station!!*

Response to Submission I043 (Lee Kyew Hong, October 3, 2011)

I043-1

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

Submission I044 (Charlene Hook, August 15, 2011)

Fresno - Bakersfield - RECORD #358 DETAIL	
Status :	Action Pending
Record Date :	10/3/2011
Response Requested :	No
Stakeholder Type :	CA Resident
Submission Date :	8/15/2011
Submission Method :	Project Email
First Name :	Charlene
Last Name :	Hook
Professional Title :	
Business/Organization :	
Address :	316 5th Avenu
Apt./Suite No. :	
City :	Corcoran
State :	CA
Zip Code :	93212
Telephone :	
Email :	char61353@netscape.net
Email Subscription :	Fresno - Bakersfield
Cell Phone :	
Add to Mailing List :	Yes

Stakeholder
Comments/Issues :

Team,

Comments on CV documents for processing.

Best,
md

-----Original Message-----

From: char61353@netscape.net [mailto:char61353@netscape.net]

Sent: Monday, August 15, 2011 4:39 PM

To: askdoj@usdoj.gov; Szabo, Joseph (FRA); jackson.lisa@epa.gov; r9info@epa.gov; AgRepublicanPress@mail.house.gov; OfficeOfPublicAffairs@cdfa.ca.gov; dlrp@constrv.ca.gov; Assemblymember.Galgiani@assembly.ca.gov; ALCL.Committee@assembly.ca.gov; senator.leno@sen.ca.gov; senator.rubio@sen.ca.gov; senator.lowenthal@sen.ca.gov; char61353@netscape.net

Subject: High Speed Rail, Kings County

August 15, 2011

To Whom It May Concern:

I am a concerned citizen whose home is in jeopardy due to the bypass of the High Speed Rail. I am also a member of the Citizens for California High Speed Rail Accountability (CCHSRA). The group are residents, farmers and landowners in the Kings County area to ensure that the California High Speed Rail Authority is held accountable for the decisions and actions carried forth in the promotion of the California High Speed Rail project.

I044-1

In recognition the Authority in its relentless quest to construct the Project has taken shortcuts, misinformed the public and treated landowners along the alignment and bypass with a great deal of disrespect. The Authority has been quietly planning a project that will have significant and irreversible impacts on Kings County farm ground, home owners and dairymen. We are greeted with misinformation and more questions that no one will or can answer leaving Kings County and their residents frustrated.

Submission I044 (Charlene Hook, August 15, 2011) - Continued

I044-2

As it has been pointed out to the Authority the alignment and bypass through Kings County is not located on or near a transportation corridor, which is mandated by State Propostion 1A that will be provide funding for the Project. The alignment and bypass through Kins County does not fit the selection criteria set forth by the Authority. The Authority is mandated to minimize the impacts to agriculture, but instead dissects parcels into small unmanageable pieces of land.

My husband is a 100% disabled veteran and medically retired from his employment, has had a 5 bypass heart surgery. Myself, I have conquered a frontal lobal brain tumor and breast cancer. Now I have been diagnosed with fibermyalgia, but we do and have to keep going. The American dream is to own your own home and property and retire comfortably without much of a struggle. When my husband retired he had another shop built and he is loving life, I still have a couple of years before I can retire. All that we are trying to accomplish and get kicked in the face.

Melissa Elefante DuMond, AICP
Office of Railroad Policy and Development
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590
(202) 493-6366
melissa.dumond@dot.gov <mailto:melissa.dumond@dot.gov>

EIR/EIS Comment : Yes

I044-3

We are not physically or financially able to relocte and start over, do you not care what happens to people; I do not understand your purpose since California is in such deep debt, makes no sense whatsoever. The Authority will not give us enough money to purchase another home and have to relocate all that we have. Like we have been told the Authority "would find land comparable to what we have". Please think about what you are doing and how you would feel in our position. As far as the farmers and dairymen, please do not talk with your mouth full. Do it right, like voted for, or not at all, that is all we are asking.

We apreciate your time in reviving this letter and understand the critical timing associated with our requests. Kings County is a rich culture and heritage that is being threatened.

Sincerely,

Charlene Hook
316 5Th Avenue
Corcoran, CA 93212
(559) 992-5486

Response to Submission I044 (Charlene Hook, August 15, 2011)

I044-1

The Authority and FRA recognize the concerns of Kings County representatives and community members, and wish to maintain an open dialogue about the project. The Authority welcomes the opportunity to meet with landowners and stakeholders. In addition, project-level information has been shared at public meetings; made available at the Kings County project office; and provided through mailings, e-mail communication, outreach materials, and on the internet.

I044-2

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

I044-3

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

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

Submission I045 (Charlene Hook, August 19, 2011)

Fresno - Bakersfield - RECORD #356 DETAIL
Status : Action Pending
Record Date : 10/3/2011
Response Requested : No
Stakeholder Type : CA Resident
Submission Date : 8/19/2011
Submission Method : Project Email
First Name : Charlene
Last Name : Hook
Professional Title :
Business/Organization :
Address : 316 5th Avenue
Apt./Suite No. :
City : Corcoran
State : CA
Zip Code : 93212
Telephone : 559-992-5486
Email : char61353@netscape.net
Email Subscription : Fresno - Bakersfield
Cell Phone :
Add to Mailing List : Yes

**Stakeholder
Comments/Issues :**

-----Original Message-----
From: Valenstein, David (FRA)
Sent: Friday, August 19, 2011 4:00 PM
To: DuMond, Melissa (FRA)
Subject: FW: HSR

-----Original Message-----
From: Szabo, Joseph (FRA)
Sent: Friday, August 19, 2011 3:59 PM
To: Yachmetz, Mark (FRA); Valenstein, David (FRA)
Subject: FW: HSR

-----Original Message-----
From: char61353@netscape.net [mailto:char61353@netscape.net]
Sent: Friday, August 19, 2011 3:57 PM
To: assemblymember.alejo@assembly.ca.gov;
assemblymember.atkins@assembly.ca.gov;
assemblymember.blumfield@assembly.ca.gov;
assemblymember.chesbro@assembly.ca.gov;
assemblymember.davis@assembly.ca.gov;
assemblymember.dickinson@assembly.ca.gov;
assemblymember.fuentes@assembly.ca.gov;
assemblymember.galgiani@assembly.ca.gov;
assemblymember.garrick@assembly.ca.gov;
assemblymember.hall@assembly.ca.gov;
assemblymember.torres@assembly.ca.gov;
assemblymember.valadao@assembly.ca.gov; Szabo, Joseph (FRA);
Duncan,
Karen (FRA); senator.cannella@sen.ca.gov;
senator.desaulnier@sen.ca.gov;
senator.huff@sen.ca.gov; senator.kehoe@sen.ca.gov;
senator.leno@sen.ca.gov; senator.lowenthal@sen.ca.gov;
senator.simitian@sen.ca.gov; senator.walters@sen.ca.gov;
senator.wolk@sen.ca.gov; senator.yee@sen.ca.gov
Subject: HSR

-----Original Message-----
From: char61353 <char61353@netscape.net>
To: GovernorJerryBrown@governor.ca.gov
<GovernorJerryBrown@governor.ca.gov>
Sent: Fri, Aug 19, 2011 12:44 pm
Subject: HSR

To All Concerned:

In regards to the trip to Fresno, CA. with Governor J. Brown, I know he are in favor of High Speed Rail. I am not against the HSR, just the bypass route they are taking through Kings County. This will take out my home and I feel this is an unnecessary route to disrupt families homes, dairymen and farmers. Calif voters voted for the route at 99, which would be the logical place. Why do voters vote on anything if we are not going to be heard. I also wonder how the Authority would feel if this bypass route was affecting them and possibly taking their home? We will not

I045-1

Submission I045 (Charlene Hook, August 19, 2011) - Continued

I045-1

get enough money for our land and home to have to relocate elsewhere. it seems apparent you take what the Authority offers or your home and land will be taken away by eminent domain, what kind of country do we have. This cannot be for the better since Calif is in dire need right now, a costly HSR is not what needs to be done. Water for our farmers should be the main concern, not to mention all the citizens that are homeless. My husband and I are not physically or financially able to relocate, are we going to be homeless also? I ask that you have the Authority to do this HSR right or not at all. I also ask that the EIR comment period be extended to ninety days to give everyone time to respond. I'm sure the EIR wasn't done in 45 days.

I045-2

Please take all the citizens into consideration. The Authority treats us like we are "no bodies" so there is no dealing with them. All the Authority does is waste tax payers money.

Thank you,

Charlene Hook
316 5th Avenue
Corcoran, CA 93212
559/992-5486

The e-mail address I had for Governor Brown was not valid.

EIR/EIS Comment : Yes

Response to Submission I045 (Charlene Hook, August 19, 2011)

I045-1

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

I045-2

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

Submission I046 (Charlene Hook, August 22, 2011)

HSR

Page 1 of 1

Subject: HSR August 22, 2011

To All Concerned:

I046-1

In regards to the trip to Fresno, CA. with Govenor J. Brown, I know he is in favor of High Speed Rail. I am not against the HSR, just the bypass route they are

I046-2

taking through Kings County. This will take out my home and I feel this is an unnecessary route to disrupt families homes, dairymen and farmers. Calif voters voted for the route at 99, which would be the logical place. Why do voters vote on anything if we are not going to be heard. I also wonder how the Authority would feel if this bypass route was affecting them and possibly taking their home? We will not get enough money for our land and home to have to relocate elsewhere. it seems apparent you take what the Authority offers or your home and land will be taken away by eminent domain, what kind of country do we have. This cannot be for the better since Calif is in dire need right now, a costly HSR is not what needs to be done. Water for our farmers should be the main concern, not to mention all the citizens that are homeless. My husband and I are not physically or financially able to relocate, are we going to be homeless also? I ask that you have the Authority to do this HSR right or not at all. I also ask that the EIR comment period be extended to ninety days to give everyone time to respond. I'm sure the EIR wasn't done in 45 days. The EIR report is very long and confusing.

I046-3

Please take all the citizens into consideration. The Authority treats us like we are "ne bodies" so there is no dealing with them. All the Authority does is waste tax payers money.

Thank you,

Charlene Hook
316 5th Avenue
Corcoran, CA 93212
559/992-5486

The e-mail address I had for Governor Brown was not valid.

NOTICE: This communication and any attachments ("this message") may contain confidential information for the sole use of the intended recipient(s). Any unauthorized use, disclosure, viewing, copying, alteration, dissemination or distribution of, or reliance on this message is strictly prohibited. If you have received this message in error, or you are not an authorized recipient, please notify the sender immediately by replying to this message, delete this message and all copies from your e-mail system and destroy any printed copies.

mhtml:http://cahsr.pbcommentsense.com/pbes/files/3/InboxEmail/961/1203/HSR.eml 10/18/2011

Response to Submission I046 (Charlene Hook, August 22, 2011)

I046-1

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

I046-2

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

I046-3

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

Submission I047 (Charlene Hook, August 22, 2011)

Katie Lichty

From: char61353@netscape.net
Sent: Monday, August 22, 2011 1:47 PM
To: askdoj@usdoj.gov; joseph.Szabo@dot.gov; jackson.lisa@epa.gov; AgRepublicanPress@mail.house.gov; tony.latham@house.gov; OfficeOfPublicAffairs@cdfa.ca.gov; dlrp@constrv.ca.gov; cfcop@constrv.ca.gov; Simmons, Zachary M SPK; assemblymember.blumenfeld@assembly.ca.gov; alcl.committee@assembly.ca.gov; senator.leno@sen.ca.gov; assemblymember.huber@assembly.ca.gov; senator.gaines@senate.ca.gov
Subject: HSR

Subject: HSR August 22, 2011

To All Concerned:

I047-1 | In regards to the trip to Fresno, CA. with Govenor J. Brown, I know he is in favor of High Speed Rail. I am not against the HSR, just the bypass route they are taking through Kings County. This will take out my home and I feel this is an unnecessary route to disrupt families homes, dairymen and farmers. Calif voters voted for the route at 99, which would be the logical place. Why do voters vote on anything if we are not going to be heard. I also wonder how the Authority would feel if this bypass route was affecting them and possibly taking their home? We will not get enough money for our land and home to have to relocate elsewhere.
it seems apparent you take what the Authority offers or your home and land will be taken away by eminent domain, what kind of country do we have. This cannot be for the better since Calif is in dire need right now, a costly HSR is not what needs to be done. Water for our farmers should be the main concern, not to mention all the citizens that are homeless. My husband and I are not physically or financially able to relocated, are we going to be homeless also? I ask that you have the Authority to do this HSR right or not at all. I also ask that the EIR comment period be extended to ninety days to give everyone time to respond. I'm sure the EIR wasn't done in 45 days. The EIR report is very long and confusing.

Please take all the citizens into consideration. The Authority treats us like we are "no bodies" so there is no dealing with them. All the Authority does is waste tax payers money.

Thank you,

Charlene Hook
316 5th Avenue
Corcoran, CA 93212
559/992-5486

The e-mail address I had for Governor Brown was not valid.

Response to Submission I047 (Charlene Hook, August 22, 2011)

I047-1

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

Submission I048 (Richard Hook, September 28, 2011)



CALIFORNIA
 High-Speed Rail Authority

09-28-11P03:04 RCVD

Comment Card
 Tarjeta de Comentarios

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

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

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

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

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

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

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

Name/Nombre: Richard Hook
 Organization/Organización: _____
 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: whiskymen@yahoo.com
(Use additional pages if needed/Usar paginas adicionales si es necesario)

I048-1 The Corcoran bypass alternatives alignment starting at
Newada Ave and heading South through State Route 43,
Newark Ave, Niles Ave, 5 1/2 Ave, CID Canal, 5th Ave,
Waukena Ave, Orange Ave, 4 1/2 Ave, Highway 137, Ave
144, then track across State Route 43.

I048-2 The High Speed Rail (HSR) tracks and associated roadway
would displace about 40% of the homes and leave the
remaining homes very close, within 50 to 150 feet of the
train tracks. Besides going through all the roads and homes, it
would go through over 20 parcels of productive farmland.
The effect on these rural residential areas would be
considered substantial under NEPA + Significant under CEQA.

NEPA: National Environmental Policy Act
 CEQA: California Environmental Quality Act



CALIFORNIA
 High-Speed Rail Authority



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

Response to Submission I048 (Richard Hook, September 28, 2011)

I048-1

Refer to Standard Response FB-Response-GENERAL-05, FB-Response-GENERAL-10, FB-Response-GENERAL-14, FB-Response-SO-04.

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

I048-2

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

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

Submission I049 (Ken Hooper, August 26, 2011)

Fresno - Bakersfield - RECORD #160 DETAIL	
Status :	Action Pending
Record Date :	8/26/2011
Response Requested :	
Stakeholder Type :	CA Resident
Submission Date :	8/26/2011
Submission Method :	Website
First Name :	Ken
Last Name :	Hooper
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	bakersfield
State :	CA
Zip Code :	93301
Telephone :	
Email :	hooper93301@gmail.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	No
Stakeholder Comments/Issues :	I would like a copy of the full DPR regarding Bakersfield High School please.
EIR/EIS Comment :	Yes

I049-1

Response to Submission I049 (Ken Hooper, August 26, 2011)

I049-1

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

Submission I050 (Ken Hooper, August 29, 2011)

Fresno - Bakersfield - RECORD #165 DETAIL

Status : Action Pending
Record Date : 8/29/2011
Response Requested :
Stakeholder Type : CA Resident
Submission Date : 8/29/2011
Submission Method : Website
First Name : Ken
Last Name : Hooper
Professional Title : teacher
Business/Organization : Bakersfield High School
Address :
Apt./Suite No. :
City : Bakersfield
State : CA
Zip Code : 93301
Telephone : 661-324-9841
Email : ken_hooper@khsd.k12.ca.us
Email Subscription :
Cell Phone :
Add to Mailing List : No
Stakeholder Comments/Issues : Please send a copy of the DPR-523 regarding Bakersfield High School to:
Bakersfield High School
c/o Ken Hooper
1241 G Street
Bakersfield CA
93301
EIR/EIS Comment : Yes

I050-1

Response to Submission I050 (Ken Hooper, August 29, 2011)

I050-1

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

Printed and/or electronic versions of these documents are available in Kern County at the Kern County Library (Beale Memorial Library and the Delano, Shafter, and Wasco branches), and electronic copies may be reviewed in Bakersfield at Dr. Martin Luther King, Jr. Community Center, the Rasmussen Center, and the Greenacres Community Center.

Submission I051 (Bill Hough, August 16, 2011)

435 North 2nd Street
San Jose, CA 95112
August 15, 2011

California High-Speed Rail Authority
Fresno to Bakersfield Draft EIR/EIS Comments
fresno_bakersfield@hsr.ca.gov
770 L Street, Suite 800
Sacramento, CA 95814

Subject: Comments on Draft Environmental Impact Report/Statement for Fresno-Bakersfield Section of the proposed California high-speed rail line

Dear Staff:

I'm submitting this letter to comment on the Environmental Impact Reports/Statements for the Fresno-Bakersfield Section of the proposed California high-speed rail line. I am writing in my capacity as a California citizen and taxpayer because I am concerned that the draft environmental documents circulated by the California High Speed Rail Authority (CHSRA) do not adequately address any of the issues raised by the Kings County Board of Supervisors, the Legislative Analyst's Office, the State Auditor, the Authority's Peer Review Group and the University of California's Institute of Transportation Studies (ITS). These agencies have brought up legitimate questions that have not been properly answered by the CHSRA, and all work on this project needs to stop until these issues can be properly resolved. For example, until accurate ticket prices and reliable ridership information is presented, it is impossible to determine the environmental benefits, if any, of passenger trips diverted from road to rail.

On August 2, 2011, the Kings County Board of Supervisors sent a 21-page letter to Federal Railroad Administrator Joseph Szabo, which lists numerous environmental concerns that need to be addressed as part of this Environmental Impact Report/Statement. For brevity, I will not re-state the issues that the Supervisors discuss in the letter, but it is attached to this email for your convenience and it should be considered to be a part of my comments on the draft EIR/EIS and responded to accordingly. The letter is clear that the project will have negative on the Central Valley's residents and natural environment, which in turn will negatively affect me as a taxpayer in the State of California.

Additionally, the ridership projections developed by CHSRA have been called into question by

Hough CHSR EIR/EIS Comments-Page 2

I051-2

the University of California's Institute of Transportation Studies (ITS). In their report "Review of 'Bay Area/California High-Speed Rail Ridership and Revenue Forecasting Study,'" ITS writes: "However, the combination of problems in the development phase and subsequent changes made to model parameters in the validation phase implies that the forecasts of high speed rail demand—and hence of the profitability of the proposed high speed rail system—have very large error bounds." By using a faulty and unreliable travel demand model, any environmental analysis based train ridership and mode shift are dubious. The authority must develop adequate ridership projections before it can predict the project's impact on the environment.

Furthermore, the California High-Speed Rail Peer Review Group's November 2010 report raised a number of questions that collectively called into question the CHSRA's business plan. Regarding environmental issues, the Peer Review Group requested updated ridership, revenue, operations cost and maintenance cost estimates. Their report states, "This should include estimates of ridership, revenue, operations and maintenance costs (including pricing assumptions) and the range of uncertainty in the estimates that statistical analysis of the data requires. The demand estimates should also support an updated evaluation of the public benefits (consumer surplus, safety, emissions, CO2 reduction, congestion, etc.) that the project is expected to generate." Again, for brevity, I don't intend to quote the entire report, but a copy is attached to this email and should be considered to be a part of my comments on the draft EIR/EIS, and responded to accordingly.

Until the issues raised by these reports are properly addressed by the CHSRA, any ridership projections and environmental documents published by the Authority should be considered unreliable. Please provide a detailed analysis and response to the issues raised by the Kings County Board of Supervisors, the UCB-ITS and the Peer Review Group. Do not dismiss these comments out of hand with glib and unhelpful statements such as "The CHSRA has determined that their ridership projections are reliable." A proper Environmental Impact Report/Statement must accurately address these issues, and I again request that the Draft EIR/EIS be revised and re-circulated.

Finally, a 45-day public comment period is an inadequate amount of time for normal citizens with day jobs to review and comment on documents that approach 10,000 pages. A more realistic review period is necessary and the Authority should give the public a minimum of 90 days in which to comment.

I051-3

The law requires the CHSRA to do a thorough investigation and documentation of the issues raised by Kings County Board of Supervisors, the Legislative Analyst's Office, the State Auditor, the Authority's Peer Review Group and the University of California's Institute of Transportation Studies. CHSRA needs to revise the current draft EIR/EIS to address these

Submission I051 (Bill Hough, August 16, 2011) - Continued

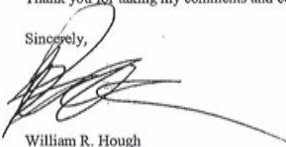
Hough CHSR EIR/EIS Comments-Page 3

I051-3

concerns and recalculate a revised draft EIR/EIS for further review and comment by the public. The California Environmental Quality Act (CEQA) requires the CHSRA to identify ways to eliminate or to mitigate this project's negative environmental impacts to the greatest degree feasible. In light of the project's escalating costs and questionable ridership projections, CHSRA must also adequately explain to the public how it will comply with the voter-approved mandate that "The planned passenger service by the authority in the corridor or usable segment thereof will not require a local, state, or federal operating subsidy."

Thank you for taking my comments and concerns into account, as CEQA requires.

Sincerely,



William R. Hough

1

SUMMARY AND RECOMMENDATIONS

Following the May 11, 2011 hearing of the Senate Select Committee on high-speed rail, the Peer Review Group was asked to review and comment on the LAO's May 10, 2011 report. While we want to be responsive to the Legislature within the parameters of our statutory responsibility, we also are aware that our comments, no matter how well-intended, are usually viewed as critical of the High-Speed Rail project. The members of the Peer Review Group support the development of high-speed rail in California. In discharging our responsibilities, our input has been focused on constructive suggestions and recommendations that are intended to improve the project and its chances for success. It is in this context that we offer the following comments.

After review and discussion of the LAO Report, we agree that the project is truly at a "Critical Juncture" posing perhaps the last available opportunity for the Legislature and Governor to ensure that the project is on the right course before a commitment to construction is irrevocable. We recommend that the Legislature emphasize the importance of filing the 2011 Business Plan in October, 2011, as planned. The plan should contain the best available answers to a number of requirements, including:

- **A proposed business model.** Who are the parties to the project and what roles will they play? This should include ownership, maintenance and management of infrastructure as well as rolling stock. It should also include an estimate of the financial role each party will play and, if the local, State and Federal Governments are expected to provide uncompensated investment, how much and when;
- **Updated cost estimates,** including allowances for uncertainty and for as yet undefined segments;
- **A well-defined financial plan,** containing confirmed commitments for the anticipated required funding amounts and sources based on existing programs and identification of potential future sources along with analysis of the viability of those sources. If significant private or local money is involved, the amounts should be clearly related to the role each party is to play;
- **Updated ridership, revenue, operations cost and maintenance cost estimates.** This should include estimates of ridership, revenue, operations and maintenance costs (including pricing assumptions) and the range of uncertainty in the estimates that statistical analysis of the data requires. The demand estimates should also support an updated evaluation of the public benefits (consumer surplus, safety, emissions, CO₂ reduction, congestion, etc.) that the project is expected to generate;
- **The risks in undertaking the project – investment and operating –** should be clearly defined and estimated, and the degree of risk of each party should be defined along with an indication that the parties understand and accept the risks assigned to them.

We understand the LAO's observation that, if the project receives no funding beyond the initial Federal contribution, starting the project wholly within the Central Valley poses a higher risk to the State than an approach that does some upgrading at the ends in addition to new construction in the middle. Given current circumstances at the federal level, a case can be made for a request to the Obama Administration by the Authority and the State for more flexibility to apply funding in a way that reduces the State's risk if no addition Federal funding can be confidently expected. If such an application is made, it should also be accompanied by an intensified effort by HSRA with local agencies to develop joint, transparent and acceptable programs for phased development on the local lines. This might result

Submission I051 (Bill Hough, August 16, 2011) - Continued

2

in a “blended” approach that allocates enough funding for significant improvement on the ends while retaining the majority of the funding in the Central Valley.

Pending completion of the 2011 Business Plan addressing the issues discussed above, HSRA should proceed with design and planning efforts as needed and not be restricted solely to the \$7 million in administrative spending as proposed by the LAO Report. This will avoid unnecessary disruption in project timing. However, HSRA should not initiate any obligations for construction until the Legislature and Governor have made an expedited review of the 2011 Business Plan and agreed on a course of action. This would be the best point to address the future management structure and organization of the HSRA.

DISCUSSION

During a hearing before the California State Senate Transportation and Housing Committee on May 11, 2011, Will Kempton, the Chairman of the Peer Review Group, was asked to provide the Group’s comments on a report issued by the Legislative Analyst’s Office (LAO) entitled “High-Speed Rail Is at a Critical Juncture.”¹ Although the legislated mandate of the Group is to comment on materials developed by the High-Speed Rail Authority and not on reports by other Agencies, we will provide comments on the major issues raised by the LAO Report as requested by the legislative committee.

We want to emphasize the importance of “Critical Juncture” in the title of the report. It is no exaggeration to say that the next few months may offer the last chance for the Governor and Legislature to assess and influence the overall plans for the project. Although over \$250 million has been spent on planning and preliminary design, nothing has been acquired and no commitments have been made for actual construction. That is about to change. Within the next year, the Authority will make large commitments of State and Federal money on a schedule that will significantly raise the cost of any future changes. If there is ever going to be a final assessment and confirmation of the future and structure of the HSR program, now is the time to do it.

There is a sense of urgency in the LAO’s statement: “Our review indicates that the Legislature lacks a detailed business plan to guide multi-billion dollar decisions it must make about high-speed rail projects. Such a plan would include, at a minimum, updated cost estimates, anticipated funding amounts and sources adjusted to reflect current political and economic realities, a range of forecasted ridership and revenue estimates, a proposed business model, and a discussion of risks the project may encounter.”² The Peer Review Group agrees with the statement and has said so in our November and April letters.³

It is worthwhile to discuss some of the implications of this statement and thereby summarize our previously expressed concerns:

- *A proposed business model.* In previous letters we have highlighted this critical issue because the business model brings together the sources of money, allocation of costs and benefits, and

¹ Legislative Analyst’s Office, “High-Speed Rail Is at a Critical Juncture,” May 10, 2011 [called “LAO Report”]
² LAO Report, pg 11.
³ see <http://www.cahsrprg.com/documents.html>

3

apportionment of risks. We fully understand that the history of the project has made development of a final business plan difficult. Without a more fully developed business model, though, it is impossible to ensure that each of the parties or agencies involved has in fact understood and accepted the role assigned to it. For example, the Authority’s preliminary project approach would have the Authority award Design/Build contracts for the infrastructure (track, signaling, electrification and many stations) while subsequently determining an operating arrangement for HSR services and agreeing on operating rights for provision of local commuter services. We do not necessarily disagree with this approach, but we emphasize that it requires the Authority to have available the entire funding needed to complete the system before any revenue is generated and it requires that the Authority have the staff and managerial ability to oversee the contracts, neither of which is true today. More critically, the approach implies, but does not state explicitly, that a significant part, perhaps all, of the Authority’s infrastructure investment will not be recovered from fees charged to, or payments from, the operator(s). If this is correct, then the Authority’s measurement of public benefits should be fully developed and carefully reviewed in order to justify the net public outlay.

- *Updated cost estimates.* The latest construction cost estimates were published in December, 2009,⁴ but were developed nearly two years ago. Much has been learned about the project since, some of it unfavorable. Many critical details (for example alignment and scope between San Francisco and San Jose and between Anaheim and LA, and re-consideration of the Grapevine route) remain undecided. In fact, there is still no actual experience that validates either the cost estimates or their range of uncertainty. The Group’s experience indicates that preliminary cost projections are likely to be optimistic, but we also acknowledge that the Authority might accomplish a lot with value engineering. The fact remains that the actual cost of the project is still unknown with any degree of confidence but the cost is “trending upward” according to the Authority: an update is urgently needed.
- *Anticipated funding amounts and sources adjusted to reflect current political and economic realities.* As the Authority itself has emphasized, completion of the program is primarily based on sources of Federal, State, private and local public funding that do not currently exist. Unless the financial condition of the State and the Federal Government change significantly for the better, such sources may well not exist in the foreseeable future. Neither the State nor the Federal Government has given any guarantee of future funding beyond the amounts already allocated. This poses the clear risk that whatever is started will not be finished and whatever is finished may have only limited utility. In any event, the State may be faced with a limited utility project (albeit partly funded with federal grants) or may need to decide to complete the project using only its own resources if there is no further Federal funding.
- *A range of forecasted ridership, revenue and operating cost estimates.* The last ridership and revenue estimates were done in the 2008⁵ and 2009 Business Plans and they have both been the subject of sustained and continuing criticism. The Authority is now conducting an in-house peer review of the demand forecasts. In addition, the revenue and related demand and operating cost

⁴ CA HSRA Report to the Legislature December 2009 (“2009 Business Plan”)
⁵ CA HSRA, “California High-Speed Train Business Plan, November 2008”

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estimates in the two business plans were quite different because of different assumptions about the competitive pricing strategy to be followed by the eventual operator. The Plans also lacked a detailed analysis of competing transportation systems, which is essential to calculating the competitive value of the HSR system and is an essential input to the ridership study. To be fair to the Authority, demand and revenue estimates for a new mode of transport are always uncertain, partly because underlying economic forces (population and income) are inherently hard to predict, and partly because the data needed to do accurate modal split estimates are rarely complete. Even so, the current demand forecasting review efforts will in all likelihood not produce a set of estimates that have been fully subjected to review and comment by all interested parties. These efforts will not produce an output that has been thoroughly and transparently vetted by the various outside agencies involved in the project.

- *Discussion of risks.* There are no risk free "mega-projects." None. The interaction among sheer size, long time frame of construction and operation, uncertainty of underlying economic factors and an inevitable mixture of often conflicting public and private interests guarantees that outcomes will differ from expectations. Perhaps more important, when risks are not fully understood and discussed at the outset, some (or all) of the parties involved will feel deceived when the inevitable problems emerge, eroding the trust and commitment that is always needed to finish a project of this size when problems are encountered. There are manifest risks to this project, some of which are being sharpened by the experience to date: final route selection is incomplete and local opposition emerges when any route approaches finalization; construction cost and schedules are uncertain and subject to upward pressure; demand estimates are in dispute and subject to a significant range of uncertainty that could produce outcomes ranging from financial profit to economic pain; and, full funding to complete the project is not yet available and may not be forthcoming, certainly not on the schedule proposed. In plain language, there are still significant gaps and problems with Plan A, and there is no Plan B. While the Group fully appreciates that risks can never be eliminated and that there is an understandable element of "vision" in the HSR plan, we question whether all of the parties involved fully understand the degree and allocation of the risks. **Whatever else is accomplished before construction commitments begin, it is essential that major risks be defined, clarified, understood, allocated and accepted to the degree possible.**

Against this backdrop, the LAO Report made two general recommendations. First, the Legislature should in effect suspend the project, appropriating only about \$7 million in administrative costs, while the Authority requests flexibility from FRA on the spending of Federal money and on the choice of an initial construction segment. During this time, the Legislature would await the submission of the 2011 Business Plan in October and would presumably base a decision to go ahead on the results of the submission. Second, responsibility for planning and management of the construction of the railway would be shifted to Caltrans and the authority of the HSRA Board would be trimmed accordingly. In addition, membership on the Board overseeing the HSR project would be recomposed to include appointees with specific skills in the issues posed by the HSR project, such as project finance, mega-project design and construction, major heavy rail operations, management of large business organizations and integration of project requirements with public policy considerations.

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Suspending the project while awaiting FRA decisions and the 2011 Business Plan

Any decision to slow down project development work must be weighed in the context of FRA directions and requirements placed on available Federal funding. However, there appears to be little to lose and much to be gained by a requirement from the Legislature that the Authority make no commitments to construction until there are answers to the concerns discussed above. In fact, a consistent message of the Group's letters has been our doubts whether we could render a favorable opinion on an application for use of Prop 1A funding for construction in the absence of these answers. In any event, we understand the approved 2011-2012 budget does not suspend funding for the HSRA.

Spending ARRA money first and Prop 1A funds later

The prospects for a successful application to FRA for flexibility either in the spending deadline or in the segments to be started first are not clear.⁶ The requirement for obligating funds by September 30, 2012, and the spending deadline of September 30, 2017 is fixed by law and FRA lacks authority to grant a delay. It is possible that a proposal to spend Federal money first and State money later will be workable, but the Authority and the State will have to submit concrete plans for assuring that the State's share will be guaranteed. Given FRA's experience in Florida, Wisconsin and Ohio, where the Federal money was accepted and then rejected, something more than statements of good intentions will be required.

Starting on the ends rather than in the middle

Reconsidering the decision to start in the Central Valley rather than in the end segments, such as LA-Anaheim or San Francisco-San Jose (the LAO Report also mentioned San Jose-Merced) may also be problematic for the FRA. The original dilemma was that starting on the end segments would have the advantage of yielding permanent benefits in short haul rail passenger services whether or not the project is ultimately completed. This would lower the risk of achieving an incomplete project with little utility, but have the disadvantages that none of these services would demonstrate high-speed intercity rail service at the outset (the objective of FRA), and that local environmental opposition might postpone completion well beyond the 2017 deadline. Clearly neither of the end sections is today sufficiently prepared to submit environmental documents to meet the expenditure deadline of September 2017 required by ARRA and a focused effort will be required to put them in a better position.

By comparison, starting in the Central Valley offers a chance to construct high-speed demonstration track and appears to have less environmental opposition, but would yield an asset of very little value if the project cannot be funded beyond this segment alone. Subsequent analysis has shown that the Central Valley segment would not actually demonstrate high-speed service because it would not be electrified. Even if the segment were electrified, it would have no operational value because the ends of the segment are not electrified and it is impractical to change locomotives once, much less twice. Moreover, without electrification, the highest attainable speeds would be 110 MPH or less and would involve heavy diesel-powered rolling stock that might substantially damage the track when subsequently

⁶ On May 25, 2011, Undersecretary for Policy Roy Kienitz informed Mr. van Ark of the Department's preference for starting in the Central Valley and of the legal requirements for spending ARRA money before the end of 2017.

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used by HSR equipment. Experience has cast substantial doubt on the assumption that construction would be subject to less environmental opposition than the end segments. Some perspective would be helpful in understanding the relative stakes.

The existing services that would be improved by starting HSR on the San Francisco-San Jose and LA-Anaheim segments are Caltrain (11.6 million passengers and 266.8 million passenger-miles annually),⁷ the Pacific Surfliners (2.6 million passengers and 216.1 million passenger-miles), Metrolink (12.2 million passengers and 419.9 million passenger-miles) and the Capitol Corridor (1.6 million passengers and 101.2 million passenger-miles). By comparison, the only existing service in the Central Valley, the San Joaquin, carries about 1.0 million passengers and 139.5 million passenger-miles.⁸ Thus, there are slightly more than 28 times as many proven passengers (7.2 times as many passenger-miles) on the end segments as in the Central Valley so that the benefits if the project is not completed beyond the funds currently available would be much greater by starting on the ends rather than the middle.

Two other advantages might be gained by starting some part of the project on the ends. First, actual construction experience would be gained in time to assess the future of the project if costs are significantly higher than current estimates. Second, some experience with the results of demand estimates would be gained and the on-going efforts to improve the existing demand estimates would have some opportunity to take effect before a commitment to the entire project is made. In addition, the investment on the Peninsula could be related to subsequent triggers supporting added capacity as demand meets specified levels.

Phased development

FRA and the Authority were aware of some of these considerations from the beginning and it is not obvious that anything has changed to encourage the FRA to reconsider even though it has the authority to do so. At the very least, it will be up to the Authority and the State of California to make a convincing case to the Obama Administration if the question is to be reopened. If, for example, the Authority and the State could show that a more balanced approach to phased development in the Peninsula and LA-Anaheim would both save money and act to reduce local opposition, this might be convincing. Doing so would require that the Authority aggressively seek to work cooperatively and transparently with local agencies to develop joint investment and operating plans that would much more closely align the interests of HSR with local transport. The Authority and the State would also have to provide assurance that they would proceed with the remainder of the project if the end segments are successful, while the Federal Government should likewise commit to acquire more funding at the Federal level.

A blended approach might also be possible in which essential investments would be made at the ends to support the capacity needed for initial operation of HSR trains along with local services in the beginning years of the HSR system while at the same time getting substantial work started in the Central Valley. This might involve some level of investment at each end for electrification and initial capacity while still

⁷ Caltrain, 2011 Annual Passenger Counts, April 2011, pgs 6, 14 and 18.

⁸ Amtrak, Monthly Performance Report for September 2010, pg A-3.5 and pg C-1.

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leaving enough funding in the Central Valley to gain experience with building high-speed track. We acknowledge that an amount spent on each end would not necessarily provide full capacity for the ultimate HSR system: it could, however, if jointly planned, provide the starting capacity for the initial years of operation and would provide much stronger support for the future investment program once initial HSR demand has been demonstrated. In the meantime, it would be of considerable benefit to far more passengers than investment in the Central Valley alone would yield.

The LAO Report makes a reasonable case that the risk to the State of California of partial completion would be greater by starting only in the Central Valley than on the end segments and that the results of an appeal to FRA for a revision of sequencing and spending should be a significant consideration to the Legislature in evaluating the overall risk of the project. Thus, we recommend that the Legislature await the reaction of the Authority and the final position of the Obama Administration on this issue before making a decision to continue or delay project development activities. In addition, we consider the results to be provided in the 2011 Business Plan addressing the issues defined earlier in this report to be an absolutely essential input to a more confident decision of whether to proceed to construction. For these reasons we recommend that commitments to construction should not be made until the results of the above issues have been given expedited review by the Governor and the Legislature. At the same time, we believe that funding of on-going design work, planning, and environmental studies as well as acquisition of adequate Authority staff should continue in order not to lose momentum as the review proceeds. A virtual cutoff of funding could force the total demobilization of the consultant teams on the project with the dispersal of key talent that would be difficult to reassemble later if the decision is made to go forward in a timely and cost effective manner.

Changing the HSRA organization

The Group has consistently taken the position that the current organization of the HSRA does not lend itself to meeting the challenge posed by the HSR project. We agree with the LAO Report that a change is critical. Our conclusion has been based on the clear disjunction between the needs of the project for a very large increase in the range and level of managerial skills in the near term, on the one hand, and the often significant limitations posed by the State bureaucratic requirements, on the other. Transferring the project to Caltrans would do little to remove these crippling restrictions.

Unfortunately, without an agreed upon business model to work with, it is not possible to develop a better organization with any confidence. The HSR project is not a simple (albeit very large) highway construction project: if it were, it might be appropriate to shift responsibility for planning and implementation to Caltrans as suggested by the LAO Report. Indeed, certain aspects of the LAO's proposal clearly do deserve consideration. Caltrans may well be the best State agency to complete the environmental studies and requirements along with basic ROW alignment and acquisition and it has long been suggested that this responsibility be sub-contracted from HSRA to Caltrans. The problem is that Caltrans has rightly not been able to accept the task without the kind of staff augmentation (positions, as well as money) that has proven difficult for HSRA to achieve. Another practical difficulty is that some aspects of HSR design, especially track, signaling, electrification and rolling stock, require skills that no existing California State agency possesses. To put this into perspective, during each of the peak four

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construction years of the project, the annual outlays for the HSR project would be about 20 percent greater than the entire Caltrans capital outlay program, and would involve a skills mix much more diverse than Caltrans has on board.⁹ Transfer of the Authority to Caltrans would not be a simple task.

A related problem is the fact that high-speed railways are systems, not easily separable parts. Gradients, curvature, track components, signalling, electrification and rolling stock must work together. Ideally the critical elements of all of these would be specified by the future operator of the system in order to ensure compatibility and safety of the system. Neither Caltrans nor the HSRA has the required operating expertise. HSRA's consultants may have some of the required expertise, but cannot speak for the viewpoint of the future operator.

The importance of the operator's input into the details of the systems design cannot be overstated. The operator should have major input into the design and siting of the maintenance facility, siting of high speed crossovers, line side signaling and the layout of stations, among other features. Consequently it is the norm to let a concession contract for the operator several years prior to the start of commercial operations and before many critical engineering decisions are made. This is particularly important if the operator will also acquire the rolling stock for the project. Moving rapidly to construction now may well be important to spending Federal money before the 2017 deadline, but it might do so at the cost of disrupting the link between designer/constructor and operator. Among other things, this means that any design decisions that cause (or can be argued to cause) safety or efficiency problems will be the responsibility of Caltrans, or HSRA, or the designer/builder, but not the future operator.

More broadly, the LAO Report identifies a concern with Caltrans' "...lack of expertise in working with private partners on PPPs,"¹⁰ which is exactly the problem that the project faces even now in the issue of the lack of operator/designer/builder feedback, and which will become much more serious when the time comes to develop, award and oversee (or regulate) the operating arrangement. The Authority does not have this expertise either, and the Group is deeply concerned that neither the Authority nor Caltrans will be able to acquire it in a timely way if the Department must stay within existing State agency limitations on positions, salaries and skills. The California Transportation Commission (CTC) is the only state agency that has developed criteria for the review and implementation of PPP projects; to date, the CTC has reviewed and approved only a handful of much smaller projects which are in the early stages of development.

This is a critical issue. At a minimum, California faces a \$43 billion investment project involving passenger revenues of over \$70 billion in the first 30 years of operation.¹¹ This would create a rail passenger operator with revenues about 8 times the size of BART and Caltrain combined and about one-third larger than the entire Amtrak system. It would have revenues nearly three times as large as the largest U.K. rail franchise – and the experience of the U.K. Government in designing, awarding and overseeing their franchises has been anything but trouble free. It does not encourage unbounded

⁹ See LAO May Report, pg 9 and http://www.ctc.ca.gov/meetings/agenda/2011Agenda/11Jan/Tab014_4_2_Rev.pdf

¹⁰ LAO Report, pg 21.

¹¹ Estimate based on Authority's 2009 Business Plan. Revenues are undiscounted.

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confidence in an agency (Caltrans or HSRA or the CTC) with limited experience in the rail PPP field and without the skills, resources and authority to do the job.

In fact, the U.K. experience with franchising has highlighted a number of issues that will need to be considered in the HSRA's 2011 Business Plan. First, how will the HSR infrastructure be owned, managed, maintained and operated? Second, if the private sector is to operate the trains on the system, what form will the relationship take? These are not abstract problems for which the answers can be delayed for the present and then allowed to emerge over the years. At least some consistent version of the entire picture is needed before the Group and the Legislature can assess whether the organizational structure, along with the related resources and skills, are appropriate.

The Group continues to believe that the HSR project management will need full flexibility to hire and pay the staff needed for the project over all its phases and will need to handle procurement rapidly and efficiently in a way that the standard public procurement rules do not facilitate. Real trouble lies immediately ahead if the current organization proceeds to awarding construction contracts without being restructured to ensure adequate accountability for taxpayer funds. The project is larger than the entire Caltrans construction program, and will need maximum flexibility in management to ensure quick decision making capability and a minimum of organizational interfaces.

As we have argued in our earlier letters, the organization needed would be more consistent with some form of State-owned corporation in which public oversight would be exercised by public appointment and confirmation of the Board of Directors but with management free to act with the flexibility of a corporation. However, we recognize that the Legislature's desire for direct public control could lead in the direction of continuing the Authority as a public agency. In this case, consideration should be given to the establishment of an organizational structure similar to Caltrans within the overall control of the Business Transportation and Housing agency. The Board of this organization could assume functions similar to the California Transportation Commission, responsible for programming and allocating funds to various segments as proposed by the HSRA staff. The new agency should retain the freedom to contract with both private and public sector entities for various services, and perhaps utilize the creation of public benefit corporations where appropriate.

At best, we conclude that greater short term reliance on Caltrans would only provide a temporary solution to part of the problem. A transition to Caltrans would not resolve the staffing problems related to salaries and staffing issues facing the Authority in acquiring a top quality team within the strictures of the State Civil Service system.

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August 2, 2011

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

Re: California High Speed Rail Project (Fresno to Bakersfield Segment)

Dear Administrator Szabo,

We write to you from the Great Central Valley of California, the Bread Basket of the World. The subject of this correspondence is the proposed California High Speed Rail Project (the "Project"). The Project is an approximately 800 mile rail line which will extend from San Francisco in the North, to Los Angeles/Anaheim in the South and eventually to the southernmost part of the State, San Diego. The Project is funded, in part, by more than \$6 billion in American Recovery and Reinvestment Act of 2009¹ ("ARRA") money and in part by a \$9 billion bond measure passed by the people of California in 2008 and codified and referred to as the *Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century*.² The Project is managed by a nine-member Board of Directors of the High Speed Rail Authority (the "Authority") created and appointed pursuant to California Public Utilities Code (§185020), and an Executive Director, who is appointed by the Board and who serves at the pleasure of the Authority (Id. at §185024).

The purpose of this letter is to provide you with background regarding the proposed Project, and to implore your assistance and coordination to ensure your agent, the Authority, complies with the National Environmental Policy Act of 1969 ("NEPA"), California's Environmental Quality Act (CEQA), other laws, and ARRA funding conditions in carrying out the Project. To date, the Authority has refused to coordinate with the County of Kings, despite its persistent demands in working toward the common interests of serving the public good.

Kings County has the duty to care for the public health, safety and welfare of its constituents and to protect its prime agricultural land, related economy and productive industry. The Authority's unsound actions and failure to act in response to the County's requests to coordinate and take into account our policies is not in accord with NEPA. Every route alternative being advanced by the Authority goes through Kings County, and yet, the Authority refuses to consider our concerns and the conflicts this creates with our short and long term plans. At the very least, the Authority should be studying, analyzing and developing an alternative in the federal EIS that would resolve the conflicts with our position as required at 42 USC 4332(E) and the implementing regulations, but they are not. As a result, the Authority's actions threaten to permanently change the stability of our local economy and way of life, all in the interest of timely spending ARRA funds. The Authority's "do-now, ask-forgiveness-later" attitude with billion dollar decisions must be stopped.

¹ Public Law 111-5

² California Streets and Highways Code §2704-2704.21 referred to herein as "the Act"

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We request directly of you, Mr. Administrator, that you step in and insist that the Authority coordinate this Project with our County so that the conflicts with our position can be thoroughly analyzed and resolved prior to the release of the draft environmental document. In the absence of this happening, the duty falls to you, as the lead agency responsible for the preparation of the environmental document, to coordinate directly with Kings County.

We also request, that you refuse to approve the draft EIS for public release until such time as the Authority takes into account our position and prepares an alternative that resolves the conflicts with our policies. We must then have the opportunity to review this alternative prior to public release so that we can ensure the Authority has properly stated our position whereby decision makers and the public can be apprised of our position and the impacts to our County when making their comments.

Background

The Kings County Board of Supervisors (the "County Board") supports high speed rail. In fact, on May 25, 2010, it adopted Resolution No. 10-033, which specifically documents its resolution to: 1) Support the continuing development of high speed rail on a statewide basis; 2) Support a unified approach for the Central Valley, should the rail be designated to traverse through it; 3) Support routes that use existing transportation corridors and rights-of-way; and 4) **oppose any and all alignments where transportation corridors do not exist at the present time** (Emphasis Added). The "existing transportation corridor" requirement is consistent with the will of the People, as specifically indicated in the Act.

The County Board has grave concerns regarding a pre-selected alignment from Fresno to Bakersfield, as indicated by Authority documents that presume a final project decision even before release of the Draft Environmental Impact Statement. In addition, although the alignment begins on an existing transportation corridor (State Highway 99), it quickly digresses from the corridor and plows through miles of prime agricultural land. The County Board has expressed its concerns directly to the Authority and stated clearly that this Project may have potentially significant and devastating economic impacts on the County, as well as, conflicts with local policies and plans related to land use, resource conservation, the environment, and health and safety.

The County Board has attempted in good faith to engage the Authority in a process of government-to-government "Coordination" as required under NEPA in order to resolve project conflicts with County plans, policies and resources. The County Board sought information from the Authority on project details and on how the Authority would resolve the County's concerns. On March 4, 2011, the County Board sent a letter to Authority CEO Roelof van Ark, expressing concern that the Authority, to date, had not engaged in meaningful, good faith coordination with the County³.

The Authority eventually accepted the County Board's "invitation" to meet and designated Jeff Abercrombie, the Central Valley Area Program Manager, to work with the

³ See attached March 4, 2011 correspondence from Board to Authority

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County Board to arrange a meeting⁴. On April 19, 2011, the County Board hosted a special meeting dedicated to the sole purpose of "Coordination"⁵. During the course of the multi-hour coordination meeting, the County Board detailed a list of potential impacts to be caused by the proposed Project, as described by a number of County department heads, local school district, and local water district, or their representatives, including the Sheriff, Fire Chief, Agricultural Commissioner, Public Works Director, Community Development Director, Kings County Water District Director and Kit Carson Elementary School District.

At the conclusion of the April 19, 2011 coordination meeting, the County Board requested a follow-up coordination meeting to allow Mr. Abercrombie the time to gather information necessary to respond to the numerous concerns raised. The Authority refused to cooperate and engage with the County Board in "Coordination" and instead indicated that coordination is not applicable to this Project. In spite of their refusal, they insist that they are conducting their environmental review in accord with NEPA and CEQA⁶.

The Authority is Refusing to Coordinate with Kings County

NEPA requires study of federal actions *before* they are taken and in coordination with local governments. Congress defined what it meant by coordination at 43 USC 1712 (c)(9) and the courts have affirmed this duty. The duty includes ensuring that the Authority, as your agent, gives consideration to local plans, resolves inconsistencies between Federal and non-Federal plans and provides meaningful involvement in the process. Specifically, NEPA states:

"...that it is the continuing policy of the Federal Government, in cooperation with the State and local governments, and other concerned public and private organizations, to use all practical means and measures, including financial and technical assistance, in a manner calculated to foster and promote the general welfare, to create and maintain conditions under which man and nature can exist in productive harmony, and fulfill the social, economic, and other requirements of present and future generations of Americans."

"It is the continuing responsibility of the Federal Government to use all practicable means, consistent with other essential considerations of national policy, to improve and coordinate Federal plans, functions, programs, and resources..." to, among other aspirations, "attain the widest range of beneficial uses of the environment without degradation, risk to health or safety, or other undesirable and unintended consequences;..." (§101; Emphasis Added).

"[p]rior to making any detailed statement, the responsible Federal official shall consult with and obtain the comments of any Federal agency which has jurisdiction by law or special expertise with respect to any environmental impact involved. Copies of such statement and the comments and views of the appropriate Federal, State, and local agencies, which are authorized to develop and enforce environmental standards, shall be

⁴ See attached March 29, 2011 correspondence from Authority to Board

⁵ See attached extensive Agenda and supporting documents

⁶ See attached May 6, 2011 correspondence from Board to Authority

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made available to the President, the Council on Environmental Quality, and to the public.... (§ 102; Emphasts Added).

Implementation of the stated coordination duty will allow us to assist your agent, the Authority, in reconciling the Project with our local plans and policies which are designed and adopted in accord with State law to carry out our duty to protect the health, safety and welfare of our constituents.

The Council on Environmental Quality directs federal agencies to conduct joint planning processes, joint environmental research and studies, and joint public hearings with state and local agencies in order to enhance coordination and reduce duplication between NEPA and State and local requirements (See 40 CFR, Volume 32, Section 1506.2.)

The Authority's refusal to coordinate is puzzling because the law is clear and the State of California understands the coordination duty of agencies implementing the federal law of NEPA. The State succeeded in an action against the U.S. Forest Service for its refusal to coordinate four federal forest management plan revisions with the State. The Federal Court required the Forest Service begin the NEPA process over, this time in coordination with the State. The case ultimately concluded with a settlement agreement in 2010, however, this occurred after the Service was ordered to coordinate with the State (See *California Resources Agency v. US Department of Agriculture* (2009 WL 6006102) (N.D. California)).

The same provision of NEPA that requires federal agencies to coordinate with states also requires coordination with local governments. Although it is the Authority refusing to coordinate with Kings County, courts will recognize that ultimately the duty to carry this out belongs with the Federal Railroad Administration – your agency. It is for this purpose that we are notifying you of the violation and requesting immediate compliance either directly by you or through clear instruction to your agent.

We are aware that the Draft EIS could be released for public comment any day. We are sending you this request so that you have notice that the document has been prepared without coordination with Kings County. The Authority has treated our County as if we are a part of the public, rather than an elected body charged with the duty of protecting the health, safety and welfare of the public. The Authority's refusal to answer our questions and develop an alternative that resolves our concerns is in direct violation of NEPA. We request that you withhold release of the Draft EIS until this duty has been met.

This duty was directed to the attention of the Authority's then Chairman, Curt Pringle at its May 5, 2011 meeting by Kings County Farm Bureau Director, Diana Peck. Ms. Peck received deplorable treatment as evidenced by the excerpt of the recorded meeting⁷. This did not keep her from advising the Chairman that the Authority's 2009 Coordination Plan acknowledges "...there is a critical need to engage and coordinate with a number of public agencies in the planning, design, permitting, construction, and implementation of this landmark statewide rail system." That it "... seeks to include Federal, State, regional, and local government agencies..." it "...promotes an efficient, streamlined process, as well as, good project

⁷ See attached May 5, 2011 excerpt of Curt Pringle Statement

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management through coordination, scheduling, and early resolution of issues..." and "...represents a good faith, common-sense effort to identify and involve interested agencies early on, the objective being to raise and resolve issues as early and quickly as possible..." (Pg.1)

She pointed out that coordination had not been carried out with regards to Kings County, even though Kings County would be directly impacted by the Project. She questioned whether Chairman Pringle was aware of Authority staff member Abercrombie's recent statement to the Kings County Board of Supervisors that the Authority is not required to comply with the coordination requirements in the federal law.⁸ Mr. Pringle's response was unfitting for one chairing "the largest infrastructure project in the nation today." In short, he dismissed Ms. Peck and the County's concerns by stating that the Authority had done all it was going to do with regards to Kings County's and other local entity's positions.

Mr. Administrator, our position has not been meaningfully considered in this process, but rather blatantly ignored by the Authority. Our insistence that they fulfill their coordination duty under NEPA has been refused. The message is clear that the Authority has no regard for the direct impact this Project will have on the lives and livelihoods of the citizens of Kings County. They have an agenda to meet and will do so regardless of the devastating environmental and human consequences the Project will have on the communities in their way.

This top-down, agenda-driven-type of land use planning will not stand in Kings County. We have taken great care to thoughtfully plan for our future and the uses of our land. We insist that your Agent do the same for the portion of the HSR that may cross our County.

Mr. Abercrombie wrote to the Board of Supervisors on May 17, 2011⁹ and indicated the Authority is preparing for the release of a draft EIR/EIS. Rather than provide a follow-up "Coordination" meeting date to work to resolve conflicts, he stated that his staff wanted to meet to "verify that we have covered the issues of concern in the environmental document" and stated, as though he had never met with the County Board before, "[i]f there are issues of particular interest that you wish to discuss, please advise...".

Taken aback, the County Board again wrote to Mr. Abercrombie¹⁰. The County Board formally requested an administrative copy of the draft EIR/EIS prior to its distribution to the public for comments in order to ensure that the numerous issues and concerns raised by Kings County in its attempt to coordinate will be adequately and lawfully addressed.

On June 7, 2011, Mr. Abercrombie attended a second coordination meeting scheduled by the County Board. The meeting lasted 3-4 hours, but little information was obtained by the

⁸ Mr. Abercrombie's statement to Board of Supervisors on April 19, 2011: "...The Authority does not feel that the provisions you've cited in the Federal Land Policy Management Act or the ISTEA are directly applicable to this project, nor do we agree with your review and legal basis for the effort of coordination. We are conducting our environmental reviews analysis according to NEPA and CEQA, CEQA being the most stringent process in the Nation with regards to what's required of infrastructure-type projects, but that said and what I've reiterated whenever I go to this type of meeting is, we are here to work with you, we are here to try and do our best to accommodate every issue that you raise, to work to getting it into the environmental document and into the environmental process to give you the information and the answers that you in the community are seeking." So, over the course of the next several months, we do expect to be back here and I do expect to provide the answers that you are seeking. ..."

⁹ See attached May 17, 2011 correspondence from Authority to Board

¹⁰ See attached May 27, 2011 letter from Board to Authority

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Board. In fact, the Board was met with more questions than answers. In frustration, County Supervisor Fagundes exclaimed that "...a system so extravagant and so costly, you should have answers – not just one day to the next."

We later learned that Mr. Abercrombie was instructed one hour prior to our meeting by the HSR attorney to refuse to answer our questions. For Mr. Abercrombie to have been sent to meet with our County Board in order to comply with your duty to coordinate, and then be instructed to refuse to answer our questions and work to resolve the impacts a potential rail project will have on our citizens and County services is deplorable. Clearly, the refusal to coordinate and comply with the law has become the policy of the Authority, not the exception.

The Authority's staff has been requesting to meet individually with our staff where they have stated they will reveal some of the draft plans. However, they have refused to provide this same level of accountability to the elected body governing the County.

During the meeting, the County's Ag Commissioner articulately explained why it was necessary for all the County staff and Supervisors to have the opportunity to understand in detail the Authority's plans in order to properly advise the project manager on the impacts that may occur and which must be rigorously analyzed in the environmental study.

"The San Joaquin Valley is a living being" ... "Farmland is a living, breathing entity. It's a renewable resource that provides food for this Country and to a certain extent, a lot of our foreign neighbors." ... and "this may be a 'traditional public works project', but in the State of California there are numerous regulations and laws with respect to agriculture." ... "So what I want to say about a coordinated meeting, Mr. Abercrombie, is public works doesn't know my job and I don't know theirs. I don't know the regulations that the Planning Department works under, but I know they have regulations and they don't know mine. We are individual specialists and to meet with us individually [behind closed doors out of the view of the public to present a 15% design draft to Public Works as requested by the Authority] is a divide and conquer approach to this. What was raised by our Public Works who knows about grade level and whatnot and knows the difference between Caltrans compaction and a railroad compaction rate brought to my mind, okay – where's the soil or what kind of material are you bringing in to do that grade separation? In my world where I work, I'm concerned about where the soil is coming from and what's in it and what affect it's going to have on the surrounding agriculture – not just in Kings County, but in the San Joaquin Valley collectively because as people move they bring with them the pests or diseases..."

Nevertheless, Mr. Abercrombie consistently refused to address the concerns and questions of the various departments of Kings County, saying he could not release administrative draft details. Despite the many planning, public safety, circulation and other impact related questions posed to the Authority in the meeting, the only real answer received is that Mr. Abercrombie could not answer and all the answers would come in the environmental document. In fact, the County's counsel inquired:

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"Mr. Abercrombie, are you indicating then that... each and every one of the questions that was raised in this forum and others is going to be identified in the document [draft EIR/EIS] and an answer or comment or response given? Is that what you are saying?"

Mr. Abercrombie responded:

"All those questions are to be answered in the environmental draft document and I'll take a gander – that is our mission to accomplish, right? [seeking a response from other Authority personnel, which responded in the affirmative]."

Rather than re-cite the extensive list of issues and questions asked of Mr. Abercrombie by the County Board, compact discs containing the audio recordings from the April 19¹¹ and June 7, 2011¹² coordination meetings, as well as printed transcripts, are enclosed with this correspondence for your review.

However, the Authority clearly misses the purpose of coordination. It is not to disrupt their planning process but rather to improve the process and ensure all reasonable alternatives are taken into account so that the conflicts can be identified and resolved early in the process. It is unfortunate that the Authority is just now, at this late date, realizing they should have been aware of our local plans and policies. Still, they have only come to this realization because of our insistence that they follow the law. They should have taken our position into account at the beginning of their scoping process, not the end.

The Authority's CEO professes concern for agriculture with words, but not with actions. In a press release following a meeting with farmers and agricultural leadership at a regional conference held by the Madera County Farm Bureau in early 2011, Mr. van Ark indicated:

"I'm committed to working with the agricultural community to develop win-win solutions. I will not remain in my office, rather I will be out here – in communities throughout the State and in the Valley, meeting with you, with agricultural groups and working together...."¹³

This has not happened. Two separate demands to meet with the County's Board have been ignored. Instead, he sent a newly hired Jeff Abercrombie, self-professed Caltrans bridge builder who has little high speed rail project background and hired by the Authority in February 2011. The simplistic response to concerns over the destruction of agriculture-related economies in the Valley, such as that of Kings County's is that the Project will bring other jobs. Simply stating the Project will bring jobs and enhance the community's economic conditions does not justify the destruction of multi-generation industries, nor ensure employment to the displaced, nor explain to the County how its ag-dependent economy will be repaired and not further harmed. It does not explain how the two can co-exist in harmony.

In order to make good on such assurances, the Authority must critically analyze and thoroughly understand the industry. The County Board has attempted to educate the Authority

¹¹ See attached April 19, 2011 coordination meeting transcript and audio CD

¹² See attached June 7, 2011 coordination meeting transcript; audio recording is included on CD included with In 11

¹³ See attached February 25, 2011 California High Speed Rail Press Release

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regarding the industry and convey potential impacts and alternatives through coordination but such attempts have been wholly rejected by the Authority.

The Authority has Failed to Consider the Highway 99 Alternative

The County Board, U.S. Congressman Jim Costa, and California Senator Michael Rubio have urged the Authority to reconsider and not foreclose a valid alternative alignment that continues along Highway 99 from Fresno, California, to western Visalia, California (see fn¹⁴). Visalia has offered free land at its airport for a station at the junctures of Highway 99 and Highway 198, and is more aptly situated near population centers. Yet, the Authority has discarded this alternative alignment and fails to disclose their full reasoning behind the abandonment of a potentially viable alternative alignment. California Assemblyman David Valadao is concerned with the potential threat this project poses to Kings County and the destruction of prime agricultural land, which also threatens a safe and reliable food supply which "is vital to our national security."¹⁴

The Highway 99 alignment to western Visalia would resolve the conflicts with Kings County's long-term and short-term planning policies. This alignment is a "reasonable" route that is advocated not only by our County, but is welcomed by those directly impacted. It is an alternative that should be considered in the draft document soon to be released. At the very least, the Authority should be required to explain why it has dismissed this route.

NEPA provides specific direction as to how such a conflict should be handled in the environmental study. At 42 USC 4332(E), the Act mandates that the agency shall:

"(E) study, develop, and describe appropriate alternatives to recommended courses of action in any proposal which involves unresolved conflicts concerning alternative uses of available resources."(emphasis added)

The Authority is obligated to carry forward in the Draft EIS an alternative that resolves the conflicts between their proposed Project and our plans and policies. The Council on Environmental Quality (CEQ) regulations provide specific direction on how to resolve such conflicts with local plans and policies when preparing an environmental study.

First, the agencies are directed to consider the local position early in the process:

"Agencies shall integrate the NEPA process with other planning at the earliest possible time ... to head off potential conflicts" (40 CFR 1501.2).

Second, the purpose of the environmental study is to fully inform decision makers as to the human and environmental impacts of the proposal so that such impacts can be properly considered when determining whether or not to approve the project. The public shall have full disclosure of the impacts, not simply the filtered disclosure provided by the Authority's limited alternatives.

¹⁴ See attached August 16, 2010 letter from U.S. Congressman Jim Costa, June 7, 2011 letter from California Assemblyman David Valadao and July 20, 2011 letter from California Senator Michael Rubio

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"It shall provide full and fair discussion of significant environmental impacts and shall inform decision makers and the public of the reasonable alternatives which would avoid or minimize adverse impacts or enhance the quality of the human environment." (42 CFR 1502.1)

"The statement shall be prepared early enough so that it can serve practically as an important contribution to the decision making process and will not be used to rationalize or justify decisions already made." (42 CFR 1502.5)

"This section is the heart of the environmental impact statement. Based on the information and analysis presented in the sections on the Affected Environment and the Environmental Consequences, it should present the environmental impacts of the proposal and the alternatives in comparative form, thus sharply defining the issues and providing a clear basis for choice among options by the decision maker and the public." (42 CFR 1502.14)

Simply addressing our questions in the Draft EIS in the manner stated by Mr. Abernombic does not fulfill the Authority's duty under NEPA. A side-by-side comparison of their preferred route selections with one that would resolve the conflicts with our County is necessary. If the Authority does not do this, it will have deprived decision makers, including your agency, and the public, of the opportunity to be fully apprised of the impact to Kings County.

Third, the CEQ regulations very specifically require the Authority to analyze the conflict with our position when addressing the environmental consequences of their Project proposal.

"It shall include discussions of: (c) Possible conflicts between the proposed action and the objectives of Federal, regional, State and local land use plans, policies and controls for the area concerned." (42 CFR 1502.16)(emphasis added)

We are convinced, because of Mr. Abernombic's refusal to discuss our concerns, that the Authority in no way understands the full breadth of the conflicts of their alignment alternatives through Kings County. We are certain this lack of understanding will inhibit fulfillment of the CEQ regulations.

Fourth, the Authority's burden goes beyond just discussion of the conflict. The agency must work to reconcile its proposed alternatives with our County plans and policies.

"To better integrate environmental impact statements into State or local planning processes, statements shall discuss any inconsistencies of a proposed action with any approved State or local plan and laws (whether or not federally sanctioned). Where an inconsistency exists, the statement should describe the extent to which the agency would reconcile its proposed action with the plan or law." (42 CFR 1506.2) (emphasis added)

The Authority must develop an alternative that resolves our conflicts, and further describe how they will reconcile any inconsistencies between their preferred alignment and our position.

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The core purpose of NEPA is to provide decision makers and the public with credible and reasonable analysis in order to consider if and how a project should move forward. The Authority's action to eliminate a rigorous study of the Highway 99 route, which can be compared side-by-side with their preferred routes, deprives the public of the opportunity to be apprised of the County's position and comment on this option. It also signals that they are preparing a document to justify a pre-determined outcome. Their interest is not to ensure this Project is carried out in the manner best for the human environment. If this were the case, they would not hesitate to reveal to the public and decision makers how the two alignments compare.

The Authority is Mandated by Law to Preserve Agriculture

Agriculture is a way of life for Kings County and its economy depends on it. According to Kings County's 2010 Agricultural Crop Report, the gross value of all agricultural crops and products produced during 2010 in Kings County was \$1,717,971,000¹⁵. Kings County is ranked 1st among California counties in the production of cotton lint. It is 2nd among California counties in the production of cottonseed, and 3rd in the production of apricots, nectarines, and plums. It produces 9.1% of all milk and cream in the State, making it the State's 5th largest milk producing county. It ranks 11th among California counties in agricultural production (see pg. 13). Commodities from Kings County are exported to 43 countries of the World (see pg. 18). Kings County has a population of approximately 155,000 and consists of 1,391 square miles of total land. Kings County has 810,000 acres designated for agricultural use, 655,132 acres of which are harvested crop. Kings County remains one of the highest statutorily contractually protected agricultural land to total county-wide acreage ratios in the State, with 675,000 acres protected by agricultural preservation contracts (Kings County 2035 General Plan, Resource Conservation Element, Section B, Page RC-16). This contractual protection derives from a California statutory scheme known as the California Land Conservation Act of 1965 (quoted and discussed below) with the specific purpose of preserving this finite, irreplaceable land.

It is disturbing that the Authority appears to look the other way with respect to the State of California's mandate to preserve prime agricultural land, which states:

"(a) It is the policy of the State to avoid, whenever practicable, the location of any federal, state, or local public improvements and any improvements of public utilities, and the acquisition of land therefore, in agricultural preserves. (b) It is further the policy of the state that whenever it is necessary to locate such an improvement within an agricultural preserve, the improvement shall, whenever practicable, be located upon land other than land under a contract pursuant to this chapter. (c) It is further the policy of the state that any agency or entity proposing to locate such an improvement shall, in considering the relative costs of parcels of land and the development of improvements, give consideration to the value to the public..., of land, and particularly prime agricultural land, within an agricultural preserve."¹⁶

¹⁵ See attached 2010 Kings County Agricultural Crop Report

¹⁶ California Land Conservation Act of 1965 (aka "Williamson Act") Gov. Code Section 61250, et seq.; 61290; See also Farmland Security Zone provisions at sections 61290-61297.A.

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The California Department of Conservation, Division of Land Resource Protection, monitors farmland conversion on a statewide basis and administers the California Land Conservation (Williamson) Act and other land conservation programs, including farmland security zone contracts (Gov. Code section 51296-51297.4). Farmland security zone contracts are initially 20 year contracts that apply to land that is designated on the Important Farmland Series maps as predominantly one or more of the following: (a) Prime farmland; b) Farmland of statewide significance; (c) Unique farmland; d) Farmland of local importance. The public acquisition provisions of the Williamson Act (Govt. Code (GC) §51291 (b)) require an agency to notify the Director of the Department of Conservation of the possible acquisition of any land located in an agricultural preserve for a public improvement. Such notification must occur when a public agency first considers the land for a public improvement. (Emphasis added).

The Williamson Act further requires avoidance of contracted land where possible:

"[n]o public agency or person shall locate a public improvement within an agricultural preserve unless both the following findings are made (§51292):

- *The location is not primarily on a consideration of the lower cost of acquiring land in an agricultural preserve; and,*
- *If the land is agricultural land covered under a contract pursuant to this chapter for any public improvement, that there is no other land within or outside the preserve on which it is reasonably feasible to locate the public improvement." [Emphasis added] [Government Code §51290(a)(b).]*

The rail alignment proposed through Kings County impacts at least 64 parcels of land under 10-year Williamson Act contracts and 34 parcels of land under the 20-year farmland security zone contract provisions of the Williamson Act. Destroying prime ag land simply because it is more economical, is not acceptable and fails to comply with both State and Federal mandates.

The National Agricultural Land Study of 1980-81 found that millions of acres of farmland were being converted in the United States each year. The 1981 Congressional report, *Compact Cities: Energy-Saving Strategies for the Eighties*, identified the need for Congress to implement programs and policies to protect farmland and combat urban sprawl and the waste of energy and resources that accompanies sprawling development.

The *Compact Cities* report indicated that much of the sprawl was the result of programs funded by the Federal Government. With this in mind, Congress passed the Agriculture and Food Act of 1981 (Public Law 97-98) containing the Farmland Protection Policy Act (FPPA)—Subtitle I of Title XV, Section 1539-1549. The final rules and regulations were published in the Federal Register on June 17, 1994.

The FPPA is intended to minimize the impact Federal programs have on the unnecessary and irreversible conversion of farmland to nonagricultural uses. It assures that—to the extent possible—Federal programs are administered to be compatible with state, local units of government, and private programs and policies to protect farmland.

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FPPA protection extends to prime farmland, unique farmland, and land of statewide or local importance, and even farmland not currently used for cropland. It can be forest land, pastureland, cropland, or other land, but not water or urban built-up land. The *California Department of Conservation Important Farmland Mapping and Monitoring Program* identifies these farmland categories throughout the State of California.

To put this in Kings County perspective, the Authority's proposed single alternative HSR alignment through Kings County would traverse 34 parcels classified as prime farmland, 62 parcels classified as farmland of statewide importance, 24 parcels classified as unique farmland and 20 parcels classified as confined animal. These parcels of land total more than 8,000 acres. Yet, as of the drafting of this letter, the Authority snubs both the Williamson Act and the FPPA. We are informed it has not notified the California Department of Conservation that the proposed alignment may require the acquisition of these important, "protected" lands.

Projects are subject to FPPA requirements if they may irreversibly convert farmland (directly or indirectly) to nonagricultural use and are completed by a Federal agency or with assistance from a Federal agency. The HSR project will convert farmland to urban use as the Project is to be of permanent design intended to serve the transportation needs of large urban population centers.

All of the Authority's advanced alignments that run through Kings County will require the development of a "new" transportation corridor. With this new corridor will come increased urban sprawl into now extremely productive and valuable agricultural lands. The only alternative that would avoid this is for the HSR to stay on the Highway 99 alignment so that a new corridor will not be created. However, as explained earlier, the Authority has eliminated from consideration this reasonable alternative, the only alternative that is in compliance with the above stated federal and state laws and the will of the people who approved the *Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century*.

The Authority Ignores the Critical Planning Efforts of Kings County

As California continues to experience unprecedented population growth, the State Legislature has enacted progressive measures to ensure more efficient and well planned land use decisions occur at the local level. In 2000, the *Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000* (Gov. Code §§56000, et seq.) was established to ensure orderly and efficient local agency boundaries that discourage urban sprawl, preserve open-space and prime agricultural lands, and efficiently extend governmental services. In 2003, Assembly Bill 170 passed requiring all cities and counties in the San Joaquin Valley to include an air quality element in their general plans. In 2006, Assembly Bill 32 was adopted creating the *California Global Warming Solutions Act of 2006* (Health & Safety Code §§38500, et seq.), which set the greenhouse gas emissions reduction goal into law. In 2008, Senate Bill 375 was signed requiring the development of a "sustainable community's strategy" in each county represented by a metropolitan planning organization to demonstrate how the region will meet greenhouse gas reduction targets, integrate land use, housing and transportation planning.

As a rural, agricultural county with limited resources, Kings County fully embraced the California Legislature's progressive laws and the San Joaquin Valley Blueprint that sought to

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coordinate compact and efficient urban growth within the eight counties that make up the San Joaquin Valley. Kings County recognizes the need to be a part of better regional planning so as to enhance future growth accommodation and investment in regional transportation infrastructure. Following from this local buy-in to State and regional efforts, the Local Agency Formation Commission of Kings County updated all City and Community District sphere of influence growth boundaries and removed 11,000 acres from future growth consideration for agricultural protection. This action received the California Association of Local Agency Formation Commissions 2008 Project of the Year Award.

In addition, Kings County developed an award-winning 2035 Kings County General Plan that was adopted on January 26, 2010. The General Plan concentrates and directs compact urban growth into existing cities and special district served communities, while establishing progressive protection policies for the preservation of prime farmland and natural resources. This General Plan created cutting edge prioritized agricultural land mapping to identify farmland of highest priority to the County, and created smart growth oriented community plans for each of the County's district served unincorporated communities. As a result, Kings County received an "Award of Achievement" for Community Plans - Unincorporated Community, and an "Award of Merit" for Sustainable Development Policies from the San Joaquin Valley Policy Council. The Council is comprised of elected officials from the eight valley counties. It oversees the San Joaquin Valley Blueprint Project.

Despite all of Kings County's efforts to embrace forward thinking progressive land use planning consistent with the State of California's intent and needs for future generations, the California High Speed Rail Authority, staff, and consultants have acted to completely sidestep and avoid consideration of all of these local plans, policies and efforts. The Authority's avoidance of such local planning efforts is avoidance of the very framework of good local and regional planning efforts as mandated by the California Legislature. The Authority staff has emphatically stated that their Project need only coordinate with federal agencies that include U.S. EPA, Army Corps of Engineers, and Federal Railroad Administration. The Project, as conducted by the Authority, its staff, and consultants, continue to prepare detailed rail plans behind closed doors with no meaningful discussion or engagement with Kings County or any other local communities of interest that will be directly impacted.

Congress mandated your agency to coordinate with local governments when preparing an EIS to avoid this travesty. The Council on Environmental Quality provides guidance for this purpose. However, the Authority has refused to analyze and discuss with us ways to resolve the irreversible destruction of our irreplaceable resources. This approach to a federally funded project flies in the face of NEPA and compounds the local governments' difficulties in protecting the public health, safety and welfare of communities.

A preliminary alternative along State Highway 99 corridor was identified in the Programmatic EIR/EIS. It presented a possibly viable alternative for Kings County. However, despite Kings County's request to review the analysis which purportedly supported elimination of this alternative, the Authority has chosen not to disclose or share that information. Other rail systems in California such as in San Francisco and Long Beach, have utilized existing highway transportation corridors to leverage existing transportation right-of-way land resources. The chosen route for the Fresno-to-Bakersfield segment of the Project has been to avoid existing

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transportation corridors and focus resources on less costly prime agricultural land. This approach conflicts directly with the prioritized, award-winning, agricultural land preservation policies designed to prohibit urban encroachment and protect the County's highest producing agricultural lands.

Many Project related questions remain unanswered. The most obvious center on how the specifically detailed conflicts with County plans, policies and resources will be resolved. But these are compounded by undisclosed needs and impacts related to the extensive electrical energy infrastructure that will be needed to operate the Project. The needs, questions and impacts grow when you factor in a potential station on the eastern outskirts of the City of Hanford. Such improvement is not anticipated within Hanford's general plan land use or within the urban growth sphere of influence as established by LAFCO of Kings County. The planning adjustments, design, service infrastructure, funding, and timing of such station are mere afterthoughts. One can only wonder at a proposal to place an admittedly growth-inducing station in an area planned and defined for highest priority preservation of county agricultural land. And yet, the Authority's response to these concerns has simply been "await the release of the EIR/EIS". Critical billion-dollar decisions are being made without the necessary information and exchange that can be obtained through meaningful coordination.

The Law Requires the HSR Follow Existing Corridors

A Programmatic EIR was completed in 2005, and Record of Decision ("ROD") supporting the High Speed Rail alternative was issued on November 18, 2005. It specifically made two decisions: 1) to support a high speed system, and 2) to determine conceptual corridors. The ROD states the Program EIR/EIS "is making *initial* and *basic* decisions on the proposed HST system" (emphasis added), it involves conceptual planning, and "it does not assess future actions to implement an HST system at specific locations" because this will be done at a later date for project-level evaluations.

The *Safe, Reliable, High-Speed Passenger Bond Act For the 21st Century* mandates that the Project be designed and constructed to achieve the following:

- "***g) *In order to reduce impacts on communities and the environment, the alignment for the high-speed train system shall follow existing transportation or utility corridors to the extent feasible and shall be financially viable, as determined by the authority.*
- (h) *Stations shall be located in areas with good access to local mass transit or other modes of transportation.*
- (i) *The high-speed train system shall be planned and constructed in a manner that minimizes urban sprawl and impacts on the natural environment.*
- (j) *Preserving wildlife corridors and mitigating impacts to wildlife movement, where feasible as determined by the authority, in order to limit the extent to which the system may present an additional barrier to wildlife's natural movement." (See §2704.09; Emphasis Added).*

The alternate proposed through Kings County directly defies the mandate to follow existing transportation corridors and to locate stations near population centers and minimize

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urban sprawl. Although the Authority indicates it had meetings with various government personnel in both the City of Hanford and at the County level over the years, they were more along the lines of drop-ins to various department heads with no specific information. The prevailing belief in the Kings/Tulare area of the Valley was that the City of Visalia in Tulare County was intensely lobbying to have the alignment follow Highway 99 so that a station could be situated at the airport at the edge of the City along Highway 99. In fact, the Visalia-Tulare-Hanford Station Feasibility Study Final Report (August 1, 2007) prepared by the California High-Speed Rail Authority identified the first potential station location to correspond to the Highway 99 corridor and that seven of the initial alternative alignments could serve a station located there. A station located at Highway 198 near Hanford was for secondary consideration. The Authority determined to eliminate Highway 99 alignments as they would be "more complex to build, due to the proximity to both the UPRR corridor and Highway 99, a limited access highway with frequent interchanges and overcrossings." The Kings County alternative was identified as preferable due to there being mostly agricultural land and less interference with adjacent highway and rail infrastructure. To date, the Authority has not provided a full analysis of how this determination was made. Section 5.1.3 indicated that the W99 Alternative [which represented an alternative that included a station near Highway 99 and the City of Visalia airport which City of Visalia had intensely lobbied] along the UPRR/SR-99 corridor was considered a "greenfield" alternative, passing largely through farmland and passing just west of cities and communities along the Highway 99 corridor, yet was "eliminated" from further consideration. In addition, Section 4.1 of this report (Agencies/Groups Contacted) clearly indicates that Kings County was not a local government entity represented in assessing impacts including those to agriculture specifically, yet the chosen station alternative was to be located within the County's jurisdiction. Analysis identified the currently proposed Station site (identified as "198 West") as falling within the jurisdiction of the City of Hanford where the City has planned highway development and would require that developers prepare a detailed plan for City approval. This, however, has never been a formal position by the City of Hanford.

The Authority insists on pursuing an alignment that digresses from existing transportation corridors and population centers to destroy prime agricultural land, threaten the lifelong investment of farmers, and threaten national security by affecting the food supply produced in Kings County when they have a perfectly viable accepted and longed for alternative along Highway 99 (and related community centers) which they have avoided simply because it is too difficult, or conversely because it is easier to go through ag land.

The Authority has Pre-Determined the Outcome

The Authority has violated NEPA and CEQ by unlawfully pre-selecting a "single" alternative through Kings County before even completing the environmental review. Any environmental document the Authority releases will not be credible simply because it is going through the motion with a pre-determined outcome. It has done so by indicating that it must build the Merced to Bakersfield (the middle) segment first so that it can *test* the train to ensure it is *high speed*. This approach has been described as a possible train to nowhere. If the *test* fails to produce or money runs out, it will be just that. This middle-first approach also pre-determines the north and south routes, which must connect to the middle. All of this, without even completing the environmental review of *all* possible alternatives for the middle segment.

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What this tells the people of Kings County and the Central Valley is that they do not matter and are expendable in the interests of a multi-billion dollar project. Simply stated, the agricultural community of Kings County was thought to be the path of least resistance. They are an avenue to billions of dollars of ARRA money that must be spent or lost. This approach exposes the Authority to considerable litigation. It is not letting the multi-million dollar study determine the most feasible project with the least environmental harm. It is letting the tail wag the dog.

This conclusion is supported by a recent statement in the report of the California Legislative Analyst: "The California High-Speed Rail Authority (HSRA) recently approved plans to begin construction in fall 2012 on a portion of the system costing roughly \$5.5 billion through the Central Valley that spans from north of Fresno to north of Bakersfield." How can it *begin construction* if it has not even completed or issued EIR/EIS which is expected to be released some time in late July or early August?

Guidelines implementing NEPA prohibit the pre-commitment of resources to a project because it pre-determines outcomes and defies the law requiring a full study of the environmental impacts of a proposed project. In 40 CFR 1500, Section 1502.2, it reads:

- (f) *Agencies shall not commit resources prejudicing selection of alternatives before making a final decision.*
- (g) *Environmental impact statements shall serve as the means of assessing the environmental impact of proposed agency actions, rather than justifying decisions already made.*

The County's Community Development Agency Director was contacted on June 15, 2011, by Baker Commodities' consultant, Gary Gussing, to begin discussion on how the County will work with them to relocate Baker Commodities' facility to accommodate the proposed HSR alignment through Kings County. Baker Commodities is one of three rendering facilities in the Central Valley that receive and process cow carcasses generated as part of the extensive dairy, cattle and meat packing industry in the Central Valley of California.

Apparently, HSR staff is assuming the facility will be destroyed by the rail line and have undertaken a plan to re-locate the facility. Mr. Gussing stated that HSR indicated that they will likely start construction on the current Baker site in 2014, and that Baker would have about a year or two to work with the County to get their new facility permitted and operational before their existing facility is demolished. He stated that HSR was willing to pay the County for expediting the process in order to avoid downtime. This information is only one example of the Authority's willingness to defy the law to accomplish their pre-set objectives with a single rail alignment in Kings County.

The Authority's Ability to Deliver Ridership and Economic Feasibility is in Question

The Authority is not deserving of the Project entrusted to them and has squandered the hopes and resources of the People. This is not even a recent theme. This is a repeating theme as

Submission I051 (Bill Hough, August 16, 2011) - Continued

Joseph C. Szabo, Administrator
Federal Railroad Administration
August 2, 2011
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will be shown through the testimony of Joseph Vranich and the recent California Legislative Analyst Office report discussed below.

On October 25, 2008, former High Speed Rail Association CEO, Joseph Vranich, provided 12 minutes of candid, jaw dropping testimony to the State Senate Transportation and Housing Committee regarding the Authority's work on the High Speed Rail Project¹⁷. He was asked to appear because of his 40-year work with and advocacy of high speed rail. He is the author of "Super Trains." He, "for the first time" in his life could not endorse high speed rail, because he found the Authority's work "regrettably, to be the poorest I have ever seen." He indicated the Authority's plan was untenable, stating: "the train will be slower than they say it will; will carry fewer people than they claim it will; and will cost much more than they admit it will." He exclaimed that the ridership projections are "so far from reality that I have to call it what it is - science fiction." He said the Authority's load factor figures exceed some of the best systems in the world. "This, simply put, cannot be believed." He said that in order to achieve the predicted travel times between key destinations, the system would have to operate at an average speed of 196 MPH. This, he said, is "a feat that has yet to be accomplished anywhere in the world." He indicated "ridership projections rely on super bargain fares - far lower than fares are in 2007 on high speed rail systems." For perspective, he added: "The Authority wants us to believe that the per mile charge in 2030 will be 17th what Amtrak charges today [2008] between New York and Washington. This also cannot be believed." He indicated the costs and profitability figures are "not credible", and the design information provided is "like looking at a bowl of spaghetti it's so jumbled" - this from an expert in the field. He continued "what appears in thousands of pages of documents fails to address the mandates in AB3034." He reiterated that high speed rail holds great promise, but based on the fact that "the work of the Authority is so deficient" and the Authority has failed to learn from the failures of Texas, Florida and Los Angeles to San Diego "as if they never read a single page of history" he reluctantly concluded "it forces me to say it is time to dissolve the California High Speed Rail Authority. Give it no more funding than is required for terminating contracts and transferring data and duties to a more responsible agency and conducting an orderly shut down."

It has not improved since Mr. Vranich testified. On May 10, 2011, the California Legislative Analyst Office issued a highly critical report regarding the Authority and its conduct of the Project and offered recommendations for its success.¹⁸ The report, in great part, concludes exactly what Mr. Vranich did in 2008. The Executive Summary of the Report indicates:

"A Number of Problems Threaten Successful Development of High-Speed Rail. In this report, we describe a number of problems that pose threats to the high-speed rail project's successful development as envisioned by Proposition 1A. For example, the availability of the additional funding assumed in a 2009 business plan as necessary to complete the project is highly uncertain and federal deadlines and conditions attached to the funding already provided to the state

¹⁷ <http://www.youtube.com/watch?v=SS0RD6dqPKY>

¹⁸ http://www.lao.ca.gov/reports/2011/tra/high_speed_rail/high_speed_rail_051011.aspx full report

Joseph C. Szabo, Administrator
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would limit the state's options for the successful development of the system. In addition, the existing governance structure for the project is inadequate for the imminent development and construction stages and the Legislature lacks the good information it needs to make critical multi-billion dollar decisions about the project that it will soon face."

Presidential Executive Order 13423 (1/24/2007) states: "It is the policy of the United States that Federal agencies conduct their environmental, transportation, and energy-related activities under the law in support of their respective missions in an environmentally, economically and fiscally sound, integrated, continuously improving, efficient, and sustainable manner." Activities should "improve energy efficiency and reduce greenhouse gas emissions of the agency..."

Mr. Administrator, the Authority has violated numerous Federal and State laws, as well as Presidential Executive Orders in their preparation of the environmental study. Now it is even questionable if they can carry out this Project in an economically feasible, self-sustaining manner. Will "the largest infrastructure project in the nation" end up becoming the greatest misuse of our natural and economic resources? All of this could be avoided if the Authority is required by you to do the environmental compliance required by law.

Conclusion

The Department of Transportation, Federal Railroad Administration's High-Speed Intercity Passenger Rail Program ("HSIPR") guidelines reiterate that "NEPA mandates that all reasonable alternatives be considered" during the environmental review process and that the FRA, as the federal sponsoring agency, "has primary responsibility for assuring NEPA compliance while accomplishing the purposes, priorities, and requirements of the HSIPR Program."¹⁹ The County of Kings implores the FRA to ensure that the Authority abides by federal law and takes our concerns seriously to avoid litigation.

The federal Intergovernmental Cooperation Act, relating to development assistance, requires coordination and indicates that regulations shall provide for the consideration of concurrently achieving the following specific objectives: "... (c) to the extent possible, all national, regional, State, and local viewpoints shall be considered in planning development programs and projects of the United States Government or assisted by the Government... (d) To the maximum extent possible and consistent with national objectives, assistance for development purposes shall be consistent with and further the objectives of State, regional, and local comprehensive planning...."²⁰

Presidential Executive Order 13352 was issued to "...ensure that the Departments of Interior, Agriculture, Commerce, and Defense and the Environmental Protection Agency implement laws relating to the environment and natural resources in a manner that promotes cooperative conservation, with an emphasis on appropriate inclusion of local participation in

¹⁹ Docket No. FRA-2009-0045

²⁰ 31 USC, Sub V, Ch 65, Section 6506

Submission I051 (Bill Hough, August 16, 2011) - Continued

Joseph C. Szabo, Administrator
Federal Railroad Administration
August 2, 2011
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Federal decision-making, in accordance with their respective agency missions, policies, and regulations.”

As outlined herein, the Authority is ignoring the local planning guidelines, ignoring the health, safety and welfare concerns raised with specificity, and proposing to annihilate prime agricultural land in contradiction of the statewide mandate that, to the extent possible, the alignment will be along an existing transportation corridor.

As the duly elected Board of Supervisors of Kings County, we insist you withhold approving the release of the Draft EIR/EIS until it is brought into compliance with the laws and regulations as stated in this notice. Further, to avoid litigation and lengthy delays, we demand you and your agent, the High Speed Rail Authority:


- 1) Comply with the National Environmental Policy Act of 1969 (“NEPA”), California’s Environmental Quality Act (“CEQA”) and other laws, and ARRA funding conditions in carrying out the Project;
- 2) Develop Highway 99 through western Visalia as a “reasonable alternative” to resolve the conflicts with our county;
- 3) Fulfill your duty under federal law to coordinate the HSR Project with Kings County

For these and other purposes, we request a meeting with you Mr. Szabo on August 30, 2011, at 2:00 p.m. (PST), in the County Board of Supervisors’ Chambers, 1400 W. Lacey Boulevard, Building No. 1, Hanford, California, 93230, to apprise you directly of our concerns that must be considered in your Draft EIR/EIS. If this date does not work with your schedule or your designees, please call Deb West, Assistant County Administrative Officer, by 4:00 p.m. (PST) on August 12, 2011, to work out an alternative mutually agreeable time.

We look forward to your prompt response as to the planning and lawful implementation of this Project.

Sincerely,

County of Kings
Board of Supervisors


By: Richard Fagundes,
Vice-Chairman

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

The Honorable Jim Costa
U.S. Congressman, 20th District of California
855 “M” Street, Suite 940
Fresno, CA 93721

Joseph C. Szabo, Administrator
Federal Railroad Administration
August 2, 2011
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Nancy Sutley, Chair
Council on Environmental Quality
1200 Pennsylvania Ave., NW
Washington, DC 20406

U.S. Environmental Protection Agency
Region IX
Connell Dunning, Transportation Team Supervisor
Environmental Review Office
Communities and Ecosystems Division
75 Hawthorne Street
San Francisco, CA 94105

U.S. Army Corp of Engineers
Sacramento District
Regulatory Division
Michael S. Jewell, Chief
1325 J Street
Sacramento, CA 95814

Dave White, Chief
United States Dept. of Agriculture
Division of Natural Resources Conservation Service
1400 Independence Ave., SW, Room 5105-A
Washington, DC 20250

The Honorable Michael J. Rubio
California State Senate, 16th District
101 N. Irwin St., Suite 207
Hanford, CA 93230

The Honorable David G. Valadao
California Assembly, 30th District
1489 W. Lacey Blvd., Suite 103
Hanford, CA 93230

Brian R. Leahy, Assistant Director
California Department of Conservation,
Division of Land Resource Protection
801 K Street, Sacramento, CA 95814

Karen Ross, Secretary
California Department of Agriculture
1220 “N” Street
Sacramento, CA 95814

The Honorable Dan Chin
Mayor, City of Hanford
319 N. Douty
Hanford, CA 93230

The Honorable Willard Rodarmel
Mayor, City of Lemoore
119 Fox Street
Lemoore, CA 93245

The Honorable Larry Hanstew
Mayor, City of Corcoran
832 Whitley Avenue
Corcoran, CA 93212

Submission I051 (Bill Hough, August 16, 2011) - Continued

Joseph C. Szabo, Administrator
Federal Railroad Administration
August 2, 2011
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The Honorable Harlin Casida
Mayor, City of Avenal
919 Skyline Blvd.
Avenal, CA 93204

Jim Crisp, President, Kings County Farm Bureau
870 Greenfield Avenue
Hanford, CA 93230

Manuel Cunha, Jr., President
Nisei Farmers League
1775 N. Fine Fresno, CA 93727

The Honorable Mike Ennis
Chairman, Tulare County Board of Supervisors
2800 West Durrell Avenue
Visalia, CA 93291

The Honorable Bob Link
Mayor, City of Visalia
425 E. Oak Street, Suite 301
Visalia, CA 93291

The Honorable Wayne Ross
Mayor, City of Tulare
411 E. Kern Avenue
Tulare, CA 93274

HHHIGH SPEED RAIL\Proposed Ltr US DOT FRA V 8 (final-8-1-11).docx

Response to Submission I051 (Bill Hough, August 16, 2011)

I051-1

The Draft EIR/EIS addressed the environmental concerns raised in the Kings County Board of Supervisors letter dated August 2, 2011. The Draft EIR/EIS describes project impacts on residents and the natural environment in the San Joaquin Valley and identifies measures to mitigate those impacts to the extent possible.

I051-2

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

Since the CAHSR Peer Review Group's (PRG) November 2010 report, the Authority completed a revised Business Plan (April 2012) that worked to address the PRG's concerns. In its turn, the PRG issued a new report on the Revised 2012 Business Plan on May 18, stating in the conclusion:

"The Revised 2012 Business Plan represents a substantial improvement in the implementation strategy for high speed rail in California. The Peer Review Group finds that the Revised Business Plan, while still involving some significant risks, is considerably more reasonable and realistic than earlier proposals. Our previously identified concerns regarding the independent utility of the initial proposed investment have been substantially addressed by the Authority's early focus on the IOS, to include completion of a connection between Bakersfield and the San Fernando Valley, as well as the proposed initial service concept for Northern California. This emphasis on connectivity reduces the concerns about a stranded initial investment and responds to our questions about the system benefits of the Madera to Bakersfield segment. Any investment in the Bookends will also not be lost, and the public will benefit from these improvements regardless of the future of the high speed rail program. While we remain apprehensive regarding the availability of long-term financing, the potential application of AB 32 funding through a cap-and-trade program offers some possible relief for capital funding if other state or federal money is not forthcoming."

I051-3

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

Comments from the Kings County Board of Supervisors have been taken into account in preparing the Draft EIR/EIS and Revised DEIR/Supplemental DEIS. In addition, written

I051-3

responses to written comments from the Kings County Board of Supervisors are provided in Volumes IV and V of the Final EIR/EIS.

Since the California High-Speed Rail Peer Review Group's (PRG's) November 2010 report, the Authority completed a Revised 2012 Business Plan (Authority 2012a) and worked to address the PRG's concerns. In its turn, the PRG issued a new report on the revised business plan on May 18, 2012, stating in the conclusion:

The Revised 2012 Business Plan represents a substantial improvement in the implementation strategy for high speed rail in California. The Peer Review Group finds that the Revised Business Plan, while still involving some significant risks, is considerably more reasonable and realistic than earlier proposals. Our previously identified concerns regarding the independent utility of the initial proposed investment have been substantially addressed by the Authority's early focus on the IOS [Initial Operating System], to include completion of a connection between Bakersfield and the San Fernando Valley, as well as the proposed initial service concept for Northern California. This emphasis on connectivity reduces the concerns about a stranded initial investment and responds to our questions about the system benefits of the Madera to Bakersfield segment. Any investment in the Bookends will also not be lost, and the public will benefit from these improvements regardless of the future of the high speed rail program. While we remain apprehensive regarding the availability of long-term financing, the potential application of AB 32 funding through a cap-and-trade program offers some possible relief for capital funding if other state or federal money is not forthcoming.

The California Legislative Analyst's Office stated on April 17, 2012, that the Authority had not provided sufficient detail and justification to the legislature regarding its plan to build a high-speed train system. Specifically, funding for the project remains highly speculative and important details have not been sorted out. The legislative analyst's office recommended that the legislature not approve the governor's various budget proposals to provide additional funding for the project. However, the legislative analyst's office recommended that some minimal funding be provided to continue planning efforts that are currently underway. Alternatively, the legislative analyst's office recognized that the legislature may choose to go forward with the project at this time. If so, the

Response to Submission I051 (Bill Hough, August 16, 2011) - Continued

I051-3

office recommended the legislature take a series of steps to increase the chance of the project being successfully completed. The legislature has chosen to proceed with the project, and the Authority has authorized the sale of \$6.8 billion in bonds to fund the initial construction segment.

Subsequent to the state auditor's report, the Authority has been actively addressing the issues raised in the report. As described in its January 24, 2013, letter to the state auditor, the Authority has fully implemented the vast majority of the auditor's recommendations and is continuing to work to implement the remaining recommendations.

Funding for the HST system is an important public issue to be considered by the state legislature; however, it is not an environmental issue to be addressed in an EIR/EIS. The EIR/EIS provides an assessment of the environmental effects of the project.

Submission I052 (Cheri Hudson, October 13, 2011)

October 7, 2011

RECEIVED
10-13-11P02:12 RCVD

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

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

Ladies and Gentlemen:

I recently attended the open session you held in
Wasco. I observed your posters and maps. I spoke
with your representatives.

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

Thanks you for your attention to these comments.

Sincerely,

Cheri Hudson
2408 Summer Hill Court
WASCO, CA 93280

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

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

Energy – Section 3.6

I052-1

The report indicates: "Where existing underground utilities such as gas, petroleum, and
water pipelines cross the HST alignment, the utilities would be placed in a protective
casing so that future maintenance could be accomplished outside of the HST right-of-
way.

Comment: In many of the permanent plantings, there is a complex set of mainlines,
submains and manifolds buried underground to deliver water to the crop. Is it realistic
to think that all of these pipes would be placed in protective casing?

I052-2

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

I052-3

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

Submission I052 (Cheri Hudson, October 13, 2011) - Continued

I052-3

from the project, energy providers have sufficient information to include the HST in their demand forecasts. The project's impact on peak electricity demand would be less than significant.

Comment: Farmers and homeowners are encouraged and incentivized to reduce energy use during peak, and in some cases are asked to not use power during the peak times – this indicates a shortage exists. The EIR Draft does not really go in to the overall state energy shortages that currently exist and how those will be dealt with when the system is further taxed in terms of energy usage. Our family currently participates in PG&E's SMART DAY program to conserve energy on especially hot days.

I052-4

Agricultural Lands – Section 3.14:

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

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

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

Response to Submission I052 (Cheri Hudson, October 13, 2011)

I052-1

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

I052-2

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

I052-3

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

I052-4

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

Submission I053 (Stacey Hungerford, September 21, 2011)

From: Stacey Hungerford [mailto:shungerford@bak.rr.com]
Sent: Wednesday, September 21, 2011 7:55 PM
To: Sue Stone
Subject: Fwd: High Speed Railway

Stacey

Begin forwarded message:

From: Anil Mehta <anilmehtamd@yahoo.com>
Date: September 21, 2011 2:22:00 PM PDT
To: undisclosed recipients :
Subject: Fw: High Speed Railway
Reply-To: Anil Mehta <anilmehtamd@yahoo.com>

Dear Fellow Meditators,

We need your help. See the following letter which was sent to our elected officials. If you can contact any members of the city council, Board of Supervisors, or State and Federal elected officials, please do so. That will help us a lot.

Anil Mehta

Subject: High Speed Railway

I am a practicing physician in Bakersfield and President of Chinmaya Mission Bakersfield, which consists of 300 families as our members. Our building on 1723 Country Breeze Pl is in the path of the High Speed Railway. As per the notice, our church building will be demolished for this project.

We, the citizens of Bakersfield, are strongly opposed to this project. It seems they do not have enough money to finish the segment that they are planning right now in the valley. With the present fiscal climate, we don't feel that the State or the Federal government will be in a position to give more money. This will end up as a "train to nowhere" just like Senator Stevens "bridge to nowhere" in Alaska. The train will severely impact the citizens of Bakersfield without any long term benefit. It will add to the debt of the State of California.

We would hence request you to use your influence to block this project.

Thank you,

Sincerely,

Anil Mehta, M.D.

2

Response to Submission I053 (Stacey Hungerford, September 21, 2011)

I053-1

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

The Revised 2012 Business Plan (Authority 2012a) discusses a blended approach to phasing that would build the Statewide HST System as envisioned for California over time. Consistent with its statutory mission, the Authority has been planning for the long-term implementation of the entire 800+ miles of the Statewide HST System. In response to feedback on the Draft 2012 Business Plan, the Authority will prioritize early investments between San Francisco and Los Angeles and Anaheim. The Revised 2012 Business Plan describes in more detail how Phase 1 of the HST System will be implemented. Phase 1 will start in the Central Valley (the Merced to Fresno Section and the Fresno to Bakersfield Section), build incrementally toward the Los Angeles Basin (the Bakersfield to Palmdale Section, the Palmdale to Los Angeles Section, and the Los Angeles to Anaheim Section), and then connect to the San Francisco Bay Area (the San Jose to Merced Section and the San Francisco to San Jose Section). This more detailed discussion of the implementation of Phase 1 recognizes current budgetary and funding realities, which will result in both Phase 1 and Phase 2 (Phase 2 includes Los Angeles to San Diego and Merced to Sacramento as well as the Altamont Corridor being pursued in collaboration with regional agencies) being constructed over a longer period than originally anticipated. The details of the schedule for the phased implementation or blended approach for each project section are documented in the project-level EIR/EIS documents.

Submission I054 (Debbie Hunsaker, October 13, 2011)

Fresno - Bakersfield - RECORD #756 DETAIL

Status : Action Pending
Record Date : 10/13/2011
Response Requested : No
Stakeholder Type : Business
Submission Date : 10/13/2011
Submission Method : Website
First Name : Debbie
Last Name : Hunsaker
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Fresno
State : CA
Zip Code : 93721
Telephone : 559-447-1779
Email : dhunsaker@gmail.com
Email Subscription : Fresno - Bakersfield, Merced - Fresno
Cell Phone :
Add to Mailing List : Yes
Stakeholder Comments/Issues : As a land owner whose property is located in the section that will be completely taken, I am concerned about how the loss of rents will be computed.
EIR/EIS Comment : Yes

I054-1

Response to Submission I054 (Debbie Hunsaker, October 13, 2011)

I054-1

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

Submission I055 (Michelle Jackson, October 8, 2011)

Fresno - Bakersfield (May 2011 – July 2012) - RECORD #477 DETAIL

Status : Action Pending
Record Date : 10/8/2011
Response Requested : No
Stakeholder Type : CA Resident
Submission Date : 10/8/2011
Submission Method : Website
First Name : Michelle
Last Name : Jackson
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State : CA
Zip Code : 93312
Telephone :
Email : mjackson11@bak.rr.com
Email Subscription : Bakersfield - Palmdale, Fresno - Bakersfield
Cell Phone :
Add to Mailing List : Yes
Stakeholder Comments/Issues : I demand an extra 60 days to review the high speed rail route. We have not been given enough time to weigh the full impact on our community.
EIR/EIS Comment : Yes
Affiliation Type : Individual
Official Comment Period : Yes

I055-1 |

Response to Submission I055 (Michelle Jackson, October 8, 2011)

I055-1

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

Submission I056 (Mark Johnson, October 12, 2011)



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

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

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

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

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

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

Name/Nombre: MARK JOHNSON

Organization/Organización: _____

Address/Domicilio: 9917 EQUA WAY

Phone Number/Número de Teléfono: 559-582-1841

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)

I056-1

WHAT PRECAUTIONS HAVE YOU TAKEN TO PREVENT MY FAMILY OR MY NEIGHBORS FROM BEING HURT OR KILLED IN THE EVENT OF A DERAILMENT ON THE ELEVATED SECTION GOING OVER OUR HOME?

Response to Submission I056 (Mark Johnson, October 12, 2011)

I056-1

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

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

Submission I057 (Mark Johnson, October 12, 2011)



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

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

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

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

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

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Name/Nombre: Mark Johnson

Organization/Organización: _____

Address/Domicilio: 9917 EDNA WAY

Phone Number/Número de Teléfono: 559-582-1841

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)

I057-1

BEING FORCED TO LIVE WITHIN 300 FEET FROM THIS TRAIN HOW IS THE NOISE AND VIBRATION GOING TO EFFECT MY QUALITY OF LIFE, DURING THE DAY AND AT NIGHT. I WANT PROOF NOT JUST YOUR WORD!!

Response to Submission I057 (Mark Johnson, October 12, 2011)

I057-1

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

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

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

I057-1

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

Submission I058 (Mark Johnson, October 12, 2011)



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Draft Environmental Impact Report/
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Public Hearings
September 2011
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end of the meeting, or mail to:
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**La Sección de Fresno a Bakersfield del Tren de Alta
Velocidad** Proyecto de Informe de Impacto Ambiental/
Declaración de Impacto Ambiental (EIR/EIS)
Audiencias Públicas
Septiembre del 2011
Por favor entregue su tarjeta completada al final de la
reunión, o envíela por correo a la siguiente dirección:

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Name/Nombre: MARK JOHNSON
Organization/Organización: _____
Address/Domicilio: 9917 EDNA WAY
Phone Number/Número de Teléfono: 559-582-1841
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)

I058-1

HOW WILL I BE COMPENSATED FOR MY LOSS IN
PROPERTY VALUE BY LIVING 300 FEET FROM THE
TRAIN ? WHO WANTS TO LIVE THAT CLOSE ?


Response to Submission I058 (Mark Johnson, October 12, 2011)

I058-1

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

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

Submission I059 (Gary B. Johnson, October 12, 2011)

 **CALIFORNIA**
High-Speed Rail Authority

10-12-11 P02:10-RCVD
Comment Card ³²
Tarjeta de Comentarios

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

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Name/Nombre: GARY B. JOHNSON

Organization/Organización: _____

Address/Domicilio: 2994-C FAIRWAY AVE

Phone Number/Número de Teléfono: (559) 897.3280

City, State, Zip Code/Ciudad, Estado, Código Postal: KINGSBURG, CA, 93631

E-mail Address/Correo Electrónico: gbj1949@gmail.com
(Use additional pages if needed/Usar paginas adicionales si es necesario)

TO WHOM IT MAY CONCERN,

I BELIEVE THE U.S.R PROGRAM BODENS ON THE FRINGE OF IDIOCY. TO BECOME INVOLVED IN A PROGRAM THAT DOES NOT PENCIL OUT FINANCIALLY SHOULD BE TOTALLY DISREGARDED. THE FEDERAL BUDGET, THE STATE BUDGET LOCAL TAX STRUCTURES ARE NOT DESIGNED TO SUPPORT THE U.S.R. PROGRAM CURRENTLY IN THIS DAY AND AGE. THE PROGRAM SHOULD BE TABLED NOW!

SINCERELY
Gary B Johnson
GARY B JOHNSON

I059-1

Response to Submission I059 (Gary B. Johnson, October 12, 2011)

I059-1

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

Submission I060 (Mary C. Johnson, October 12, 2011)



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Name/Nombre: Mary C Johnson

Organization/Organización: _____

Address/Domicilio: 2994 C Fairway Ave

Phone Number/Número de Teléfono: 559-897-3280

City, State, Zip Code/Ciudad, Estado, Código Postal: Kingstony, Ca 93637

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

I060-1

I think this High Speed Rail is going to be the worst thing that ever happened to the San Joaquin Valley's Kings Tulare + Fresno county Farmers.

Storms, draughts, bugs they can recover from, but Government is a disaster that keeps happening, smelt, salmon, digasds are why we have such unemployment here.

Obama says it will create jobs! Not for the majority of the unemployed that have done farming - small business employees.

Sincerely
Mary C Johnson

Response to Submission I060 (Mary C. Johnson, October 12, 2011)

I060-1

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

Submission I061 (Tamera Johnson, October 12, 2011)



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Name/Nombre: TAMERA JOHNSON
Organization/Organización: _____
Address/Domicilio: 9919 Edna Way
Phone Number/Número de Teléfono: 559-582-1841
City, State, Zip Code/Ciudad, Estado, Código Postal: Hamford, CA 93230
E-mail Address/Correo Electrónico: sajohnso@king.k12.ca.us
(Use additional pages if needed/Usar paginas adicionales si es necesario)

I061-1

We live approximately 250 feet from where the HSR will be coming. What will be the vibration and noise factor that we will feel?

Response to Submission I061 (Tamera Johnson, October 12, 2011)

I061-1

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

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

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

I061-1

project. Mitigation Measure VQ-MM#6 requires the provision of a range of options to reduce the visual impact of the sound barriers. The vibration impact assessment is primarily designed to identify the potential human annoyance from vibration from HST operations for buildings with vibration-sensitive use as described by the FRA and Federal Transit Administration land use categories. However, all buildings in close proximity to the proposed alignments were assessed for potential structural damage from HST operations and/or construction. The potential for damage from vibration from HST operations is limited to extremely fragile building locations within 30 feet of the tracks. The HST right-of-way width varies from 120 feet for at-grade tracks to approximately 60 feet for elevated fill to approximately 45 feet for elevated structures. In general, the area of impact is therefore within or close to the project right-of-way. Typical buildings, such as residences, located outside this distance would not have the potential for damage from vibration.

Agricultural resources, such as crops, would not be affected by noise and vibration from HSTs.

As described in EIR/EIS Section 3.4.3, locations with potential vibration impacts in the project corridor are because of the potential for annoyance effects from HST operations. While the vibration at these locations might be felt by receivers, it would be well below the thresholds for damage to structures. It is helpful to note that the vibration levels generated by passing HSTs would generally be less than the levels generated by freight trains in the Study Area.

Submission I062 (Tamera Johnson, October 12, 2011)



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Public Hearings September 2011	Audiencias Públicas Septiembre del 2011
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Name/Nombre: Tamera Johnson

Organization/Organización: _____

Address/Domicilio: 9917 Edna Way

Phone Number/Número de Teléfono: 559-582-1844

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

E-mail Address/Correo Electrónico: tjohnso@king.k12.ca

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

I062-1

Where is the money coming from to fund this HSR? I'm a teacher, let's put the money towards education.

Response to Submission I062 (Tamera Johnson, October 12, 2011)

I062-1

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

While funding education is an important public issue, it is not a part of the purpose and need for the project and is therefore not addressed in this EIR/EIS.

Submission I063 (Tamera Johnson, October 12, 2011)



Fresno to Bakersfield High-Speed Train Section **La Sección de Fresno a Bakersfield del Tren de Alta Velocidad**
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Name/Nombre: Tamera Johnson
 Organization/Organización: _____
 Address/Domicilio: 9917 Edna Way
 Phone Number/Número de Teléfono: 559-582-1841
 City, State, Zip Code/Ciudad, Estado, Código Postal: Hamford, CA 93030
 E-mail Address/Correo Electrónico: sa.johnso@kingz.k12.ca.us
(Use additional pages if needed/Usar paginas adicionales si es necesario)

I063-1

My house and acreage is worth \$210,000. will this affect or lower my property value? By how much?

Response to Submission I063 (Tamera Johnson, October 12, 2011)

I063-1

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

For information on the potential long-term impacts on property values, see Section 5.4.4.3 in the Community Impact Assessment Technical Report.

Submission I064 (Sung Jung, October 13, 2011)

Fresno - Bakersfield (May 2011 – July 2012) - RECORD #730 DETAIL

Status : Action Pending
Record Date : 10/13/2011
Response Requested : No
Affiliation Type : Individual
Interest As : Businesses And Organizations
Submission Date : 10/13/2011
Submission Method : Website
First Name : Sung
Last Name : Jung
Professional Title : clerk of session. MD
Business/Organization : Korean Presbyterian Church
Address : 1601 Art Street
Apt./Suite No. :
City : Bakersfield
State : CA
Zip Code : 93312
Telephone : 661 397 6231
Email : sungjung@sbcglobal.net
Cell Phone :
EIR/EIS Comment : Yes

Stakeholder Comments/Issues : I am a Bakersfield resident, practicing physician more than 30 years, and a member of Korean Presbyterian Church. According to the B 2 Alternative in Bakersfield our church is directly involved in railway pass and will be destroyed and relocated. The following is my comment on EIR/EIS I AM OPPOSING TO THE CURRENT SPEED RAIL PROJECT. The reasons are following.

- I064-1 | 1) Our church is not informed with sufficient time to read ,comment on EIR/EIS.
- I064-2 | 2)Speed Rail will runs through the center of our city causing unacceptable negative environmental impact
- I064-3 | 3) Rail Authority has in adequate amount of fund which will end up with *RAIL TO NO WHERE.
- I064-4 | 4)Authority is not considering I-5 corridor alignment which is shorter, cheaper straight from LA to SF and viable Alternative.
- I064-4 | 5) With your market value calculation we are afraid that we could not able to build church with sanctuary, education building, fellowship room with kitchen pastor's house, wall around church ample parking spaces and ample trees with grass which we have now , enjoy.
In conclusion this project is fiscally, socially short sighted, irresponsible, immoral I sincerely hope Authority hear our voices, Thank you.

Response to Submission I064 (Sung Jung, October 13, 2011)

I064-1

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

I064-2

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

I064-3

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

I064-4

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

Please see Section 5.2.5 in the Community Impact Assessment Technical Report for an explanation of the impacts on the Korean Presbyterian Church (Authority and FRA 2012g), and refer to the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12.7, Mitigation Measure SO-4, for information about the relocation of important community facilities.