

Submission I001 (Joel N. Weber II, October 13, 2011)

Fresno - Bakersfield - RECORD #779 DETAIL	
Status :	Action Pending
Record Date :	10/16/2011
Response Requested :	No
Stakeholder Type :	CA Resident
Submission Date :	10/13/2011
Submission Method :	Project Email
First Name :	Joel
Last Name :	N. Weber II
Professional Title :	
Business/Organization :	
Address :	225 Summer St
Apt./Suite No. :	3
City :	Somerville
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Zip Code :	02143
Telephone :	
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Email Subscription :	Fresno - Bakersfield
Cell Phone :	
Add to Mailing List :	No

Stakeholder Comments/Issues :	
My comments regarding the California High Speed Train Project EIR/EIS Fresno to Bakersfield Section:	
2.0 Alternatives:	
High Speed Trains Continuing Onto Conventional Speed Alignments	
2.2.2 Vehicles, page 2-5, should explore the feasibility of using vehicles which can operate in both the new high speed alignment, and existing Amtrak corridors, such as the existing route from Anaheim to San Diego, the existing Wasco, Corcoran, Hanford, and Madera stations, and the existing routes from Fresno to Sacramento and Oakland	1001-1
i) meeting FRA crashworthiness standards to run along routes which have freight traffic at the same time of day as the passenger trains	
ii) with the ability to draw power from the overhead power lines on the high speed alignment to power the train, and the ability to use the overhead power to charge a battery system similar to that which is used in the Nissan Leaf, Telsa Model S, Ford Focus Electric, and/or Mitsubishi MiEV, with the batteries then being used to provide power on the conventional speed alignment where there are no overhead power lines	
Caltrain Platform Compatibility	
2.2.2 Vehicles, page 2-5, should explore whether the vehicles will be compatible with platforms that can also serve Caltrain, so that trains from the Central Valley could stop at San Francisco peninsula stations without the expense of separate platforms for HSR vs Caltrain. (Commuter trains in the Northeast Corridor are generally compatible with platforms used by the Acela Express, and this interoperability seems to help to control infrastructure costs in the northeast.)	1001-2
Battery Backup Power On Trains	
2.2.6 C Backup and Emergency Power Supply Sources, page 2-13, should explore whether the battery technology which is used in the Nissan Leaf, Telsa Model S, Ford Focus Electric, and/or Mitsubishi MiEV could be installed in the trains to provide higher reliability in the event that overhead power has to be turned off. (For example, the MBTA subway system seems to have a fire at least once a year that leads to a power shutoff ordered by the firefighters, leading to several trains stranded without heat or air conditioning, occasionally reaching temperatures that may not be safe; battery backup in each vehicle could enable safe temperatures to be maintained in the vehicle interiors, and may also facilitate moving to the next station during widespread blackouts.)	1001-3
Connections To Existing Wasco, Corcoran, Hanford, and Madera Stations	
2.3.2 Range of Potential Alternatives Considered and Findings, page 2-17, should discuss the possibility of providing track connections to the existing Amtrak alignment, so that a train originating in Los Angeles could follow the high speed alignment to Bakersfield, and then could transition to the existing conventional speed alignment to stop at the existing Wasco, Corcoran, and Hanford stations, and then	1001-4

Submission I001 (Joel N. Weber II, October 13, 2011) - Continued

I001-4

continue to the new Fresno high speed rail station and follow the new high speed alignment to San Francisco. A similar connection to the existing Madera station should be explored, along with the possibility that this might be used for service to Sacramento on the existing San Joaquin Amtrak timetable until the new high speed alignment to Sacramento is built.

Comments regarding Appendix 2-C: Operations and Service Plan Summary:

Los Angeles International Airport:

I001-5

Figure 3 under Section 3.1 Horizon Year (2035), Page 2C-5, does not show any direct connection to Los Angeles International Airport. Given that the Project's justification talks about reducing demand at airports, I am surprised that the proposed operating plan does not include a one seat ride to Los Angeles International Airport, and I think that some trains from north of Los Angeles Union Station should be extended to the airport, and all of the stations south of Los Angeles should have hourly service to the airport as well. Even if the trip from Los Angeles Union Station to Los Angeles International Airport occurs at conventional train speeds, a one seat ride that does not require a transfer at Los Angeles Union Station will be appreciated by passengers with luggage.

San Francisco Peninsula

I001-6

My understanding is that Transbay Terminal may not be able to accommodate the full number of trains per hour that will otherwise be able to be accommodated along the Caltrain corridor after it is upgraded to four tracks.

Therefore, I think the study should explore the tradeoffs in revising Figure 4, on page 2C-7, so that peak period trains on the peninsula would be divided into two categories:

a) Transbay Terminal trains, which would run express through the peninsula without stopping after Transbay Terminal, possibly skipping even San Jose; some of these trains would stop at stations such as Fresno and Bakersfield, at least one would run directly from Transbay Terminal to Los Angeles Union Station without stopping, and at least one would continue to Sacramento.

b) Regional trains, which would stop at 4th and King, Millbrae, Redwood City, Palo Alto, Mountain View, and San Jose, with some also stopping at Gilroy. Because these trains would not be carrying Transbay Terminal passengers who are concerned about travel time, making stops at all of Redwood City, Palo Alto, and Mountain View instead of having to choose only one of these three may become practical, especially if a single side platform for each direction at each of these three stations can be shared between Caltrain and the high speed rail system, with crossovers between the express tracks and local tracks just beyond the platforms.

(For destinations outside the peninsula that are in less demand, it may be necessary to combine the above two, possibly skipping some of the less popular stations on the peninsula to achieve reasonable travel times. In such cases, arranging the schedule to allow short layovers at San Jose to make the transfer on the same platform may be appropriate.)

Poway / Rancho Penasquitos

I001-7

I would like to see the study comment on whether there are track capacity problems that would prevent hourly stops at a station near Poway and Rancho Penasquitos, possibly near where the tracks cross highway 56. Alternatively, the study could comment on how forcing residents of Poway and Rancho Penasquitos to drive on the highway to University City or Escondido to catch a train to Los Angeles is consistent with the Project's goal of reducing highway traffic.

Anaheim to San Diego

I would like to see the study comment on whether it would be possible to keep the existing Amtrak schedules between San Diego and Anaheim, and then have those trains continue to Transbay Terminal as high speed trains from Anaheim. Ideally, this would involve equipment capable of 220 MPH operation which also meets the FRA's crashworthiness requirements for operation south of Anaheim, and it might involve adapting the battery technology in the Nissan Leaf, Tesla Model S, Ford Focus Electric, or Mitsubishi MIEV to the trains, to eliminate the need to install overhead power lines south of Anaheim.

Joel N. Weber II  
225 Summer St #3  
Somerville MA 02143

EIR/EIS Comment :

Yes

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Response to Submission I001 (Joel N. Weber II, October 13, 2011)

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**I001-1**

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

The HST trainsets will be compliant with FRA Tier III regulations that are currently under development. Conformance to FRA Tier III crashworthiness requirements will support the HST operation on dedicated corridors (e.g., 220 mph), and Tier I operation (< 125 mph) on corridors shared with conventional passenger equipment and freight rolling stock.

Battery and hybrid technology for yard and switching locomotive applications continues to evolve, but there is no current technology in place or in development to support battery-powered high-speed trains as described in the comment.

**I001-2**

Caltrain platform compatibility is not explored in the Revised DEIR/Supplemental DEIS as it is not relevant to the Fresno to Bakersfield Section of the HST project. However, the Authority is in close coordination with Caltrain on future sections of HST, with vehicle compatible platforms as a top priority.

**I001-3**

There are no batteries sufficient to power the trains themselves, and heating and/or air conditioning concerns are not relevant to the environmental analysis of the Fresno to Bakersfield Section of the HST System. As discussed in Section 2.2.6 of Chapter 2, Alternatives, backup and emergency power supply sources are anticipated to be located at passenger stations and at the heavy maintenance facility and terminal layup/storage and maintenance facilities.

**I001-4**

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

**I001-5**

This EIR/EIS addresses the project design for the Fresno to Bakersfield Section of the HST System.

**I001-5**

The full HST System is anticipated to connect to Los Angeles Union Station. At this time, the environmental and ridership analysis of this connection point will occur as part of the EIR/EIS documents for the Palmdale to Los Angeles Section and the Los Angeles to Anaheim Section, both of which intersect at Los Angeles Union Station. The concept of a one-seat ride will be analyzed and documented as part of these two projects. Currently, neither of these HST sections anticipates a direct connection to Los Angeles International Airport by high-speed train.

**I001-6**

Thank you for sharing your more detailed operational proposals, which will be forwarded to the teams working on service implementation and negotiations with Caltrain on the San Francisco Peninsula.

**I001-7**

Appendix 2-C is a conceptual operations and service plan. The Revised 2012 Business Plan anticipates completion and operation of Phase I of the HST System between San Francisco and Los Angeles/Anaheim in 2029. Phase II of the System, with rail extensions from Los Angeles to San Diego and from Merced to Sacramento, will be constructed at some time afterward. Any discussion of stations locations, schedules, operations, or the use of Amtrak facilities for this system would be purely speculative because of the large number of variables and lack of detail currently available. Accordingly, specific activities slated to occur as part of Phase II are not analyzed in the EIR/EIS.

Submission I002 (Silas Nacita, September 22, 2011)

Fresno - Bakersfield (May 2011 – July 2012) - RECORD #384 DETAIL

Status : Action Pending  
Record Date : 10/3/2011  
Response Requested : No  
Affiliation Type : Individual  
Interest As : Individual  
Submission Date : 9/22/2011  
Submission Method : Project Email  
First Name : Silas  
Last Name : Nacita  
Professional Title :  
Business/Organization :  
Address :  
Apt./Suite No. :  
City : Bakersfield  
State : CA  
Zip Code : 93308  
Telephone :  
Email : silasnacita@hotmail.com  
Cell Phone :  
EIR/EIS Comment : Yes  
Stakeholder Comments/Issues : Submission via <http://www.cahighspeedrail.ca.gov/contact.aspx>

First Name: Silas  
Last Name: Nacita  
Contact Category: Bakersfield - Palmdale Interest As: CA Resident  
Organization: Bakersfield High School  
Title:  
Email Address: silasnacita@hotmail.com  
Telephone:  
City: Bakersfield  
State: CA  
County:  
Zip Code: 93308

I002-1 | Message:  
The effects of the high speed rail will not only be the destruction of the two i.t. buildings, but of the entire school. The construction process will cause the removal of griffith field and will shut down the school completely.

I002-2 | Griffith field is a historical site, hosting the driller football team which is the winningest program in California's history. In addition, the field has held graduations for the school since the 1930's, as well as civic ceremonies such as sending young men to war and commemoration of events such as the 9-11 tragedy. Apart from it's historical significance, Bakersfield High School has produced countless graduates who have gone on to help our community such as Kevin McCarthy and Harvey Hall. If it wasn't for Bakersfield High, Harvey Hall may not have been given the opportunity to take the role he has succeeded in over the years. I am a senior in high school. No other school in America has the tradition, excellence, and alumist that BHS offers. Taking that opportunity away from future children in and national educational system that is declining rapidly is not worth a fast trip through the central valley.

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Response to Submission I002 (Silas Nacita, September 22, 2011)

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**I002-1**

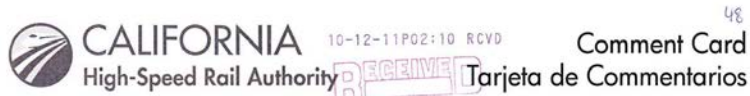
Refer to Standard Response FB-Response-SO-08.

**I002-2**

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

The Revised DEIR/Supplemental DEIS identified Harvey Auditorium as the only building on the Bakersfield High School campus that meets the criteria for listing in the National Register of Historic Places (NRHP). The California State Historic Preservation Officer (SHPO) concurred with this finding in February 2012. Details are presented in the technical documents for the EIR/EIS; see the Historic Architectural Survey Report (HASR) and the Historic Property Survey Report (HPSR) (Authority and FRA 2011b, 2011c). The SHPO also concurred that none of the other buildings or structures on the Bakersfield High School campus meets the criteria for listing in the NRHP, either individually or as a cohesive group, as required for historic districts. Harvey Auditorium is also eligible for listing in the California Register of Historical Resources (CRHR) and is considered a historical resource for the purposes of the California Environmental Quality Act (CEQA). None of the other buildings on the Bakersfield High School campus are considered historical resources under CEQA.

Submission I003 (Patricia Souza Negrete, October 12, 2011)



**Fresno to Bakersfield High-Speed Train Section** **La Sección de Fresno a Bakersfield del Tren de Alta Velocidad**  
 Draft Environmental Impact Report/ **Proyecto de Informe de Impacto Ambiental/**  
 Environmental Impact Statement (EIR/EIS) **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 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 Souza Negrete  
 Home Address / 806 Express Ridgebury Arroyo Grande, CA 93760  
 Organization/Organización: Property which is impacted  
 Address/Domicilio: South half of Northwest half of Section 33 Township 17, South Range 23 East Mount Diablo Base and Meridian APR 002 - 190 - 805 - 474 - 7110  
 Phone Number/Número de Teléfono: 805-474-7110  
 City, State, Zip Code/Ciudad, Estado, Código Postal: Hanford, CA 93230 Kings Co.  
 E-mail Address/Correo Electrónico: pnegreteshs@hotmail.com  
 (Use additional pages if needed/Usar paginas adicionales si es necesario)

I003-1

I have found the EIR confusing, inconsistent, and insufficient in explaining the short and long term costs and benefits when approving development proposals (one of the goals of CEQA).  
My property is proposed to be divided diagonally, possibly destroying the pump, well, and irrigation system as it currently used to irrigate 80 acres of almond trees.  
My question is: How does the High Speed Rail plan to mitigate this problem = possible need for 2 wells on ~~3~~ <sup>2</sup> parcels created by the HSR? The EIR report does not address this issue for my property. There are also others impacted in this way along the proposed HSR route.

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Response to Submission I003 (Patricia Souza Negrete, October 12, 2011)

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**I003-1**

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



Submission I004 (Patricia Negrete, October 13, 2011)

2



**CALIFORNIA**  
High-Speed Rail Authority

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

**Public Hearings**  
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**La Sección de Fresno a Bakersfield del Tren de Alta  
 Velocidad** Proyecto de Informe de Impacto Ambiental/  
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**Audiencias Públicas**  
**Septiembre del 2011**

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 de Septiembre del 2011. Los comentarios tienen que ser  
 recibidos electrónicamente, o matasellados, el o antes  
 del 28 de Septiembre del 2011.

APN# 002-190-016

Name/Nombre: Patricia Negrete of Unit Patricia Negrete Trust

Organization/Organización: South half of Northwest half of Section 33, Township 17, South Range 22 East 1st Meridian (84th & Dover Ave)

Address/Domicilio: 806 Cypress Ridge Pkwy Arroyo Grande, CA 93420

Phone Number/Número de Teléfono: 805-474-0810

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

E-mail Address/Correo Electrónico: pnegrete5ks@hotmail.com  
 (Use additional pages if needed/Usar paginas adicionales si es necesario)

1004-1 According to a map I viewed, the proposed rail will cut through the middle of our property on a diagonal creating a "land lock" issue - there will be no access to the back portion of the property from the street (other land owners on either side). One neighbor will also have the same problem. The High Speed Rail Authority has not stated how this problem will be mitigated.

1004-2 The environmental impact of this situation on the farming operation is huge - extra miles driving farm equipment (use of gas, equipment, extra hours to complete job). The DEIR/EIS leaves until a later time during the appraisal and negotiation process, all utilities, wells, access roads and other facilities necessary to operate farms along the route. For this reason, it is not possible for the DEIR/EIS to have accurately and completely described the impacts of the project. A revised DEIR/EIS must be prepared to address these omissions and re-included for a 90-day public comment period.



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Response to Submission I004 (Patricia Negrete, October 13, 2011)

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**I004-1**

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

**I004-2**


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

See Volume I, Section 3.14, Impact AG#5 for more information on effects on agricultural land from parcel severance.

Submission I005 (Patricia Negrete, October 13, 2011)

3

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High-Speed Rail Authority

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

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APN# 002-190-016

Name/Nombre: Patricia Negrete of the Wm. & Patricia Negrete Trust  
 Parcel ID: South half of Worthwell half of section 3, Township 17, South  
 Organization/Organización: Range 22 East Mount Diablo Base & Meridian  
 Address/Domicilio: Dumont St Ave (and parcel on SE side of St Ave) Hayward CA  
 Home Phone: \_\_\_\_\_  
 Phone Number/Número de Teléfono: 805-474-5510  
 City, State, Zip Code/Ciudad, Estado, Código Postal: 306 Cypress Ridge Pkwy Arroyo Grande, CA 93424  
 E-mail Address/Correo Electrónico: pnegretesks@hotmail.com  
(Use additional pages if needed/Usar paginas adicionales si es necesario)

1005-1

The DEIRs omits critical information about existing land use and land use policies. For example it is not specified how much space is needed between the track and the trees in order to minimize effects of noise, wind, vibration and transfer of pesticides. It is also not specified who is responsible for removal of the trees in order to create this buffer zone. Also, will this buffer zone be enough for equipment to turn around? Or will additional trees need to be removed in order for equipment to turn around at the end of rows during the farming operation? And who will be responsible and at what cost?

For these reasons, it's not possible for the DEIR/s to accurately and adequately describe the projects impact on land use and therefore to identify possible mitigation measures. A revised DEIR/s must be prepared to address these omissions and recirculated for a 90 day public comment period

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Response to Submission I005 (Patricia Negrete, October 13, 2011)

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**I005-1**


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

Section 3.14 of the EIR/EIS quantifies the acreage of Important Farmland that would be temporarily and permanently converted to non-agricultural uses. That section of the EIR/EIS also addresses impacts of construction noise and vibration on livestock (Impact AG #3), operational noise and vibration on livestock (Impacts AG #7 and AG #9), wind-induced effects of the HST on agriculture (Impact AG #10), and effects of the project on aerial spraying (AG #11).

The Authority understands that there are also other impacts on agricultural operations besides the permanent conversion of farmland. Section 3.12 of the EIR/EIS discusses impacts on agricultural operations that include the revising of field layouts to account for additional equipment turning lanes. Impacts on agricultural operations will be mitigated in accordance with the requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act and the California Relocation Assistance Act. Landowners will be compensated with just compensation, as determined in the appraisal process. If the highest and best use of the subject's larger parcel is for continued agricultural use (or an agricultural use in the interim), then curative work to the remainder will be analyzed for cost effectiveness to reconfigure and restore the remainder property to its most productive use. For example: the property owner could be compensated for productive trees that need to be removed to allow for a turn row as well as for removal and grading costs.

Submission I006 (Patricia Negrete, October 13, 2011)

5



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

**Public Hearings**  
**September 2011**

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

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APN# 002-190-016

Name/Nombre: Patricia Negrete of Wm & Patricia Negrete Trust

Parcel To: South half of Northwest half of Section 33, Township 17, South Range in East Mount Diablo Base and Meridian

Organization/Organización: None

Address/Domicilio: Davere 8th Avenue (2nd parcel on SE Side of 8th Ave) Hanford, CA

Phone Number/Número de Teléfono: 805-474-5810

City, State, Zip Code/Ciudad, Estado, Código Postal: 806 Cypress Ridge Hwy Arroyo Grande CA 93420

E-mail Address/Correo Electrónico: pnegrete515@hotmail.com

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

I006-1

The proposed route of the high speed train cuts diagonally through our 80 acres destroying the well and irrigation system. The DEIR/EIS does not address mitigation for loss of production and possible total loss of crop due to lack of irrigation. The 80 acres are planted entirely in almond trees (5 years old) with a lifetime potential production of 25+ years. Without a well and irrigation system, the loss would be a total loss of the year's crop and of the entire almond orchard, including loss of potential income for 20+ years. Because the DEIR/EIS is vague in describing and identifying long and short term effects of this project and resulting mitigation, a revised DEIR/EIS must be prepared to address these issues and recirculate it for a 90 day public comment period.

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Response to Submission I006 (Patricia Negrete, October 13, 2011)

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**I006-1**


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

See Volume I, Section 3.14, Impact AG#5 for more information on effects on agricultural land from parcel severance.



Submission I007 (Patricia Negrete, October 13, 2011)

6


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<p><b>Fresno to Bakersfield High-Speed Train Section</b>                  Draft Environmental Impact Report/                  Environmental Impact Statement (EIR/EIS)</p> <p style="text-align: center;"><b>Public Hearings</b>  <b>September 2011</b></p> <p>Please submit your completed comment card at the end of the meeting, or mail to:  <b>Fresno to Bakersfield DEIR/EIS Comment, 770 I Street, Suite 800, Sacramento, CA 95814</b></p> <p>The comment period is from August 15 to September 28, 2011. Comments must be received electronically, or postmarked, on or before September 28, 2011.</p>	<p><b>La Sección de Fresno a Bakersfield del Tren de Alta Velocidad</b> Proyecto de Informe de Impacto Ambiental/                  Declaración de Impacto Ambiental (EIR/EIS)</p> <p style="text-align: center;"><b>Audiencias Públicas</b>  <b>Septiembre del 2011</b></p> <p>Por favor entregue su tarjeta completada al final de la reunión, o envíela por correo a la siguiente dirección:  <b>Fresno to Bakersfield DEIR/EIS Comment, 770 I Street, Suite 800, Sacramento, CA 95814</b></p> <p>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.</p>
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APN# 002-190-016

Name/Nombre: Patricia Negrete of Wm & Patricia Negrete trust

Parcel ID: South half of Northwest half of Section 33, Township 17, South

Organization/Organización: Ridge 22 East Mount Diablo Base & Meridian

Parcel Location/Domicilio: Dover & 8th Avenue (and parcel on SE side of 8th Ave) Hanford CA

Phone Number/Número de Teléfono: 805-474-5810

City, State, Zip Code/Ciudad, Estado, Código Postal: 806 Cypress Ridge Pkwy Arroyo Grande CA 93421

E-mail Address/Correo Electrónico: pnegreteshs@hotmail.com

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

I007-1

According to the DEIR/s, an overpass is planned for the corner of Dover Avenue & 8th Avenue. While this overpass is being constructed equipment and workers will have to travel 4 miles to get from the front parcel (created by HSR splitting the parcel into 2) to the rear parcel and 4 miles again to come back to the front parcel due to the closure of the banner while constructing the overpass. This will require much greater fuel consumption, exhaust emissions, labor costs, fuel costs as well as noise pollution from vehicular equipment. The DEIR/s does not address this which means they are not considering the long term economic & environmental effects of their proposed project. A revised DEIR/s must be prepared to address these issues and recirculate it for 90 days public comment period.



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Response to Submission I007 (Patricia Negrete, October 13, 2011)

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**I007-1**

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

Emissions associated with construction, including construction vehicles, are analyzed in Section 3.3.6.3 of the Revised DEIR/Supplemental DEIS. Construction-related noise impacts are addressed in Section 3.4.5.3 of the Revised DEIR/Supplemental DEIS.

Mitigation Measures N&V-MM#1 and N&V-MM#2 in Section 3.4.7, Mitigation Measures, describe mitigation measures that will be undertaken during construction of the project.

Submission I008 (Patricia Negrete, October 13, 2011)

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

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**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**

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**

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 Negrete of Wm & Patricia Negrete Trust  
 Organization/Organización: South half of Northwest half of Section 33, Township 17, South Range 22 East Mount Diablo Base and Meridian  
 Address/Domicilio: Dover & 8th Avenues (and parcel on SE side of 8th Ave) Hfd, CA  
 Phone Number/Número de Teléfono: 805-474-5810  
 City, State, Zip Code/Ciudad, Estado, Código Postal: 806 Cypress Ridge Pkwy Arroyo Grande, CA 93420  
 E-mail Address/Correo Electrónico: pnegrete.shs@hotmail.com  
 (Use additional pages if needed/Usar paginas adicionales si es necesario)

I008-1

The DEIR/s states that there could be as many as six trains per hour traversing the track. However it does not address the impact of noise, wind, or vibration created by these high speed trains, and specifically how that will impact pollination, searing of wells, and general health of the Almond Trees.  
The analysis fails to acknowledge the projects interfere with existing farming operations. For this reason, it is impossible for the DEIR/s to accurately and adequately describe the projects impact on land use and therefore to identify feasible mitigation measures. A revised DEIR/s must be prepared to address these omissions and reinitiated for a 90 day public comment period.

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Response to Submission I008 (Patricia Negrete, October 13, 2011)

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**I008-1**


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

Research on noise effects on wildlife and livestock is limited, but suggests that noise levels about 100 decibels (dBA) Sound Exposure Level (SEL) (the total A-weighted sound experienced by a receiver during a noise event, normalized to a 1-second interval) may cause animals to alter behavior. The FRA *High-Speed Ground Transportation Noise and Vibration Impact Assessment* Manual (FRA 2005a) considers a SEL of 100 dBA the most appropriate threshold for disturbance effects on wildlife and livestock of all types. An animal would need to be within 100 feet of an at-grade guideway to experience a SEL of 100 dBA. At this time, there is no conclusive evidence of noise and vibration decreasing production in livestock or affecting breeding habits. The noise effects on insects were not included as part of the study, but the Federal Highway Administration states, "Honeybees will stop moving for up to twenty minutes for sounds between 300 and 1 kHz at intensities between 107-120 dB." The HST will not generate noise levels that high within that frequency range. There will be no impacts on pollination due to noise/vibration. The vibration criteria for HST construction are found in Table 3.4-2, and the vibration criteria for HST project operations are found in Table 3.4-6. 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. Effects of vibration due to construction activities will be dependent upon what type of construction activities are taking place in a given area, and how close those activities are to the existing pipelines. Mitigation Measure N&V-MM#2 lists the mitigation measures for construction vibration on sensitive structures.

See Volume I, Section 3.14, Impact AG#10 for information on the wind-induced effects. See Volume I, Section 3.14, for the research proposed on wind and noise effects of the HST operations on agricultural activities.

Submission I009 (Patricia Negrete, October 13, 2011)

9



**CALIFORNIA**  
 High-Speed Rail Authority

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Comment Card  
 Tarjeta de Comentarios

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**Fresno to Bakersfield High-Speed Train Section**  
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APN # 002-190-016

Name/Nombre: Patricia Negrete of Wm. Patricia Negrete Trust  
 Organization/Organización: Section half lot Northwest half of Section 33, Township 17, South Range 22 East Mount Diablo Base and Meridian  
 Address/Domicilio: Dover's 8th Avenue land parcel on SE side of 8th Ave, Hsd CA  
 Home Phone Number/Número de Teléfono: 805-474-5810  
 City, State, Zip Code/Ciudad, Estado, Código Postal: 3060 Cypress Ridge Pliny Arroyo Grande CA 93420  
 E-mail Address/Correo Electrónico: pnegreteshs@hotmail.com

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

1009-1 The DEIR/s fails to describe the project impact on land use  
 1009-2 and land use policies. The DEIR/s bases impacts on an unrealistically  
 1009-3 small project foot print. The analysis fails to acknowledge  
the projects interference with existing farming operations.  
Right now, our 80 acre parcel is considered PRIME AG-  
LAND which is protected under the Williamson Act. As  
a result it would command a premium price if  
sold in its current condition. However, after the HSR  
route cuts it into pie shaped pieces which are more  
difficult to farm and "land locks" the rear half by  
cutting off access from the streets creates the need  
for a separate irrigation systems, the property  
value would be drastically reduced. For these  
reasons, it is not possible for the DEIR/s to have accurately  
and completely described the impacts of the project.  
A revised DEIR/s must be prepared to address these  
omissions and reinitiated for a 90 day period.

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Response to Submission I009 (Patricia Negrete, October 13, 2011)

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**I009-1**

Refer to Standard Response FB-Response-GENERAL-01, FB-Response-GENERAL-04, FB-Response-GENERAL-21, FB-Response-LU-03.

Individual properties and projects were analyzed per the CEQA guidelines. The level of detail in the environmental analysis is to "correspond to the degree of specificity involved in the underlying activity which is described in the EIR" (14 CCR 15146). Therefore, the EIR/EIS is based on the level of engineering and planning necessary to identify potential environmental impacts and to identify the appropriate mitigation measures.

**I009-2**

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


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

**I009-3**

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



Submission I010 (Patricia Negrete, October 13, 2011)



**CALIFORNIA**  
High-Speed Rail Authority

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10-13-11 11:12:33 RCVD

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

**Public Hearings**  
September 2011

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**La Sección de Fresno a Bakersfield del Tren de Alta Velocidad**  
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Septiembre del 2011

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APN # 0025090-016

Name/Nombre: Patricia Negrete of Wm Patricia Negrete Trust

Organization/Organización: South half of Northwest half of Section 33, Township 7N, Range 22 East, Mount Diablo Base and Meridian

Address/Domicilio: Dever & 8th Avenue (land parcel on SE Side of 8th Ave) Hanford, CA

Phone Number/Número de Teléfono: 805-474-5810

City, State, Zip Code/Ciudad, Estado, Código Postal: 806 Cypress Ridge Pkwy Arroyo Grande CA 9342

E-mail Address/Correo Electrónico: pnegretesis@hotmail.com

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

*The DEIR/s is vague and incomplete in addressing how land owners & farmers will be compensated for land parcels which will be taken by the HSR. We signed a 20 year lease in 2004 (totally unaware of the plans for HSR route). A major investment was made upgrading irrigation planting almond trees with no return for 4 years. Our retirement income is partially based on this projected income as determined on the 20 year lease. If the HSR cuts through our property as planned, we could stand to loose the entire Almond Orchard (80 acres) which includes a \$400,000 loss for our tenant as well as 20 years of potential income for us of \$700,000.00 and \$1,000,000.00 for our tenant. These figures do not include the value of the land (\$1,200,000.00) for bare land (80 acres). We want factor the percent taken by the HSR because the DEIR/s is not specific in that regard. For these reasons it is not possible for the DEIR/s to describe the projects impacts and mitigation measures. A revised DEIR/s must be prepared to address these omissions and recirculated for a 90 day public comment period.*

I010-1



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Response to Submission I010 (Patricia Negrete, October 13, 2011)



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**I010-1**

Refer to Standard Response FB-Response-AG-02, FB-Response-AG-04, FB-Response-GENERAL-01, FB-Response-GENERAL-02, FB-Response-GENERAL-21.

Submission I011 (Patricia Negrete, October 13, 2011)

12

10-13-11 11:02:32 RCVD

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

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**Comment Card**  
**Tarjeta de Comentarios**

**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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APN# 002-010-016

Name/Nombre: Patricia Negrete of Wm Patricia Negrete Trust

Organization/Organización: Dover & 8th Ave (2nd parcel on SE side of 8th Ave) Hanford

Address/Domicilio: South half of 20th west half of Section 33, Township 17, South Range 22 east mount Diablo base and meridian

Phone Number/Número de Teléfono: Home 806 849 8868 Mobile 916 434 20

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

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

I011-1 | Our 80 acre parcel is Prime Farmland Protected under the Williamson Act. The train route cuts the property diagonally forming 2 parcels. No information has been provided regarding the exact amount of property which will be taken by the HSR or what the remaining property will still qualify under the Williamson Act Regulations.

I011-2 | The DEIRs do not address this, nor does it provide information for an alternate route which would have less impact on Prime Farmland protected under the Williamson Act (or why an alternate has been eliminated). For this reason, it is not possible for the DEIRs to have accurately and completely described the impacts of this project. A revised DEIRs must be prepared to address these omissions and re-circulated for a 90 day public comment period.

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Response to Submission I011 (Patricia Negrete, October 13, 2011)

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**I011-1**

Refer to Standard Response FB-Response-AG-02 and FB-Response-AG-07.


See Volume I, Section 3.14, Impact AG#5 for more information on effects on agricultural land from parcel severance.

**I011-2**

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

Submission I012 (Patricia Negrete, October 13, 2011)

13



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10-13-11 11:12:35 AM

Comment Card  
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**September 2011**

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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**

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 reunión, o envíela por correo a la siguiente dirección:  
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 de Septiembre del 2011. Los comentarios tienen que ser  
 recibidos electrónicamente, o matasellados, el o antes  
 del 28 de Septiembre del 2011.

APN # 002-190-016

Name/Nombre: Patricia Negrete of Wm & Patricia Negrete Trust  
 Daniel II

Organization/Organización: South half of Northwest half of Section 33, Township 17, South Range 22 East Mount Diablo Base & Meridian  
 Home

Address/Domicilio: Down & 8th Avenues (and parcel on SE side of 8th Ave) Hanford, CA  
 Home

Phone Number/Número de Teléfono: 805-474-5810

City, State, Zip Code/Ciudad, Estado, Código Postal: 306 Cypress Ridge Pkwy Arroyo Grande CA 93420

E-mail Address/Correo Electrónico: pnegrete5hs@hotmail.com  
 (Use additional pages if needed/Usar paginas adicionales si es necesario)

I012-1

According to NEPA, the EIS must devote substantial treatment to each alternative and reasonably evaluate all alternatives. However the DEIR/s does not mention any alternatives through the Northern part of Kings County (Central Hanford, CA northward to Fresno County). When the High Speed Rail was voted on, it was to follow an existing traffic corridor (Hwy 99 or I-5); however, the current proposal does not address an alternative route in the DEIR/s and instead goes through prime farmland with significant impacts to the agricultural industry and economy of Kings County. For this reason it is not possible for the DEIR/s to accurately and adequately describe the project's impacts and mitigation measures as compared to an alternate route. A future DEIR/s must be prepared to address these omissions and re-insulated for a 90 day public comment period.

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Response to Submission I012 (Patricia Negrete, October 13, 2011)

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**I012-1**

Refer to Standard Responses FB-Response-GENERAL-02, FB-Response-GENERAL-04, and FB-Response-GENERAL-10.



Submission I013 (Patricia Negrete, October 13, 2011)

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**CALIFORNIA**  
High-Speed Rail Authority

**Comment Card**  
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Draft Environmental Impact Report/  
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ADPH# 002-190-016

Name/Nombre: Patricia Negrete of Wm & Patricia Negrete Trust

Parcel ID: South half of Northwest half of Section 33, Township 17, South Range 22 East Mount Diablo Base and Meridian

Organization/Organización: Parcel location

Address/Domicilio: Dover & 8th Avenues (and parcel on SE side of 8th Ave) Hsd. CA

Phone Number/Número de Teléfono: 805-474-5810

City, State, Zip Code/Ciudad, Estado, Código Postal: 93420

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

The DEIR/s states that the train tracks must be 10 feet above the flood plain and also that there will be overpasses. However, it does not state where the soil will come from in order to accomplish this. It has been estimated that to accomplish this, it would take 20 acres 1 foot deep for every 1/4 mile of track. This would mean total obliteration of existing trees on our parcel and total loss of top soil.

Because the DEIR/s is very vague and incomplete as to the impact and effects of this project on the environment and farming operation a revised DEIR/s must be prepared to address these omissions and reinitiated for a 90 day public comment period.

I013-1



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Response to Submission I013 (Patricia Negrete, October 13, 2011)

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**I013-1**

Fill material for overpass structures would be excavated from permitted local borrow sites and transported by truck from 10 to 40 miles to the preferred alignment.

The California Geological Survey (CGS) estimates that only about 6% of the total aggregate resources available have been developed in the areas they studied. The areas studied by the CGS include 31 regions of the state, ranging from Shasta County in the north to San Diego County in the south, indicating that statewide only 6% of potentially available aggregate resources have been developed.

Aggregate and fill resources for the proposed HST Fresno to Bakersfield segment could be obtained from five of the areas studied by the CGS. These include the Fresno (greater Fresno-Clovis metropolitan area), North Tulare County (Visalia/Tulare Area), South Tulare County (Portersville area), Bakersfield (Oildale to Tehachapi), and Palmdale. Within these five areas, as of 2006 there were 379 million tons of permitted aggregate resources, not including the South Tulare County area, which was not reported because the information is proprietary. Of this permitted material, the proposed HST segment would require about 2.3 million tons, representing 0.6% (2.3 million tons/379 million tons permitted) of the currently permitted aggregate resources in these 5 areas. These aggregate resources are typically mined from alluvial sources, which contain large amounts of soils material in addition to the aggregate material. The project would not rely on any one area for all its material. In response to your comment, the text of the Final EIR/EIS has been revised in Chapter 2, Alternatives, Section 2.8.1 and Section 3.9.1.

Submission I014 (Crisanta Nelmda, October 7, 2011)

10-07-11P01:06 RCVD

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

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

Dear Chairman and Members of the Board:

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:

Crisanta Nelmda  
[Name]

\_\_\_\_\_  
[Organization]

10/03/11  
Date

I014-1

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Response to Submission I014 (Crisanta Nelmda, October 7, 2011)

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**I014-1**

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

Submission I015 (William Nelson, September 23, 2011)

Fresno - Bakersfield - RECORD #270 DETAIL	
Status :	Action Pending
Record Date :	9/23/2011
Response Requested :	
Stakeholder Type :	CA Resident
Submission Date :	9/23/2011
Submission Method :	Website
First Name :	William
Last Name :	Nelson
Professional Title :	Classroom instructor
Business/Organization :	Bakersfield High School
Address :	
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	93301
Telephone :	
Email :	bnelson@khsd.k12.ca.us
Email Subscription :	Fresno - Bakersfield
Cell Phone :	
Add to Mailing List :	Yes

**Stakeholder  
 Comments/Issues :**

This evening I attended the public hearing held at the Beale Library in Bakersfield. It was not my intention to address the panel - in fact I did not feel well enough informed to speak on the issue. I hoped to learn more about the proposed route between Fresno and Bakersfield and how they would impact my community, and mark my concern though my presence.

I do not know if I am in favor of the high speed rail project in any form. I voted against the California proposition of a bond measure in support because I felt the state budget was already overburdened with debt. Although I favor cleaner air and job creation for my state I am not so naive to suppose that these benefits would not be without some adverse consequences.

Like other controversial issues the rhetoric is so one-sided on both extreme that it is difficult to believe the assertions of either position to say nothing of trying to form a reasonable picture of what the benefits and liabilities of high speed rail would have on the communities it impacts. Will the air quality improvement as a result of removing automobiles from the highways be offset by the concentration of human activity at the rail hubs? Will the temporary construction jobs and permanent transit positions be enough to compensate for the loss of businesses devoured by the project's right of way or rendered irrelevant by reducing the traffic that supports them to a trickle?

When an argument is presented without acknowledging the real concerns of its consequences it makes me suspicious, and even a little resentful of what may appear to be an attempt to manipulate my opinion without appealing to my reason. As interested as I am in the project it has been difficult to access reliable information about its planning, implementation and service. I cannot help but wonder if there is a deliberate attempt to suppress this information to avoid public outcry. And if there is such an effort, just how objectionable must the project be to warrant a cover-up?

There may be no preventing this 'progress' from being imposed on the citizens of California. Hearings of the sort I attended may be merely an empty gesture to the public to allow us to feel we have been included in the planning. Some of what I heard this evening implied that fairly firm decisions regarding right of way have already been settled.

This project has the potential to shatter the small town feel and charm of the Bakersfield downtown. Much has been done in recent years to restore the downtown areas former facade and modest skyline - an indication of how important this is to our community. It is difficult to imagine how the downtown could survive so intrusive an addition being proposed. I worry that we will not have to imagine it - that it is already a reality. If high speed rail must come to our downtown, I hope it can be accomplished with sensitivity as to preserve the town's image.

I say 'town' because it is how we see ourselves. The size of our population qualifies us as a large city, but our customs and values are that of a small town. The good will expressed by Bakersfield citizens is neighborly and compassionate. We are not a people withdrawn as is seen in many cities our size. I am not a native of this town, but I wish I could make such a claim. I had never before lived among such good-hearted, caring people. When I came to teach at Bakersfield High School I immediately struck by the warmth of the community surrounding the campus. I discovered that I had an instant relationship with almost every one I met. There is hardly a family who does not have a connection to that school. Generations of Drillers lived some of their most formative years on that campus. It is clear that it is a very important

I015-1

I015-2

I015-3

I015-4

I015-5

Submission I015 (William Nelson, September 23, 2011) - Continued

I015-5

part of their lives - part of their identity - and to lose it would be to disconnect them from their past. This evening I witnessed former and current Drillers so stunned by the news of the impact of this project that they can hardly express their feelings.

The long history of the school, and for much of that history the only school in the community, is worth saving. Harvey Auditorium is not merely an architecturally significant building worthy of preservation, but it serves the community at large as well the high school. The industrial technology complex that is at risk of demolition houses the few remaining vocational and agricultural programs in the district. There is a very real concern that if lost they may never be replaced. That would be a great loss to a community that has an important agricultural tradition. The school's ROTC unit and archiving program are also housed in that complex. The latter engages students in the preservation of the school's and community's history. Ironically this program is cited as the source of many of the images included in the environmental impact report.

Without a clear indication all of the ramifications of the introduction of high speed rail to Bakersfield we cannot know if it is worth the sacrifice of the community's identity, but of the time of this letter I am inclined to think it is not.

Sincerely,

William T. Nelson  
Bakersfield, California

EIR/EIS Comment :

Yes



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Response to Submission I015 (William Nelson, September 23, 2011)

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**I015-1**

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

**I015-2**

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

For information on new job creation and the resulting impacts on the regional economy, see the Revised DEIR, Supplemental DEIS, Volume I, Section 3.12, Impact SO #14. Also see Section 5.1.2 of the Community Impact Assessment Technical Report for more detailed information on short-term and long-term job creation (Authority and FRA 2012g).

**I015-3**

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

**I015-4**

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

For specific information on the potential for physical deterioration in Bakersfield, see the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12.5.2, and specifically, Impact SO #17. For information on mitigation measures, see Volume I, Section 3.12.7, and specifically, SO-2, SO-3, SO-4, and SO-7.

Please refer to the Executive Summary S.11, Next Steps in the Environmental Process, for information about the schedule for the selection of the preferred alternative, publication of the Fresno to Bakersfield Section Final EIR/EIS, issuance of the FRA's Record of Decision and the Authority's Notice of Determination, property acquisition, and start of construction.

**I015-5**

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

Submission I016 (Hannah Neufeld, October 12, 2011)

RECEIVED

10-12-11A11:35 RCVD

October 10, 2011

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

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

Ladies and Gentlemen:

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

Thanks you for your attention to this matter.

Sincerely,

*Hannah Neufeld*  
hg-11

Hannah Neufeld  
15049 Root Avenue  
PO BOX 8014  
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):

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."

I016-1

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.

I016-2

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

Submission I016 (Hannah Neufeld, October 12, 2011) - Continued

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

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

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

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

Section 3.14.6 – Mitigation Measures – Page 3.14-45 – Sequoia Riverlands Trust is the only land trust working in the Fresno, Kings, Tulare and Kern areas that provides the service of agricultural land conservation. They were overlooked and need to be listed since they are the only local land trust working with irrigated, row and permanent crop land in the four counties covered by this EIR.

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

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

**Cumulative Impacts – Section 3.19**

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

I016-3

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Response to Submission I016 (Hannah Neufeld, October 12, 2011)

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**I016-1**

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

See Volume I, Section 3.14, Impact AG#5 for more information on effects on agricultural land from parcel severance.

**I016-2**

Refer to Standard Response FB-Response-GENERAL-03, FB-Response-GENERAL-04, FB-Response-LU-03.

Please review Volume I, Section 3.13, Station Planning, Land Use, and Development for a complete analysis of land use impacts.

**I016-3**

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



Submission I017 (Jim Neufeld, October 12, 2011)

October 10, 2011

RECEIVED  
10-12-11 11:33 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:

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

Thanks you for your attention to this matter.

Sincerely,

Jim Neufeld  
382 Oleander  
Shafter, CA 93263

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):

I017-1

**Overall:**

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

I017-2

**Summary Section:**

Table S-2 – Comparison of Impacts of HST Alignment Alternatives – Page S-25  
Agricultural Lands - AG #1: Number of acres of agricultural land converted to  
nonagricultural use.

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

I017-3

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

Submission I017 (Jim Neufeld, October 12, 2011) - Continued

I017-4	<p>project. In addition, within the Fresno-Bakersfield Segment, only looking at each alternative, understates the cumulative loss of farmland.</p> <p><u>Table S-3 – HST Mitigation Measures – page S-27- From page 3.14-36</u> – “Some agricultural land outside of the permanent right-of way would be used for construction activities such as staging areas and material laydown areas. This land would be leased from the landowner and used for 1 to 3 years for construction. After construction, the land would be restored to its original condition and returned to the owner. These impacts are negligible under NEPA and less than significant under CEQA because the land would be used temporarily and restored; the land would not be permanently converted to a nonagricultural use.” Comment: This does not contemplate the fact that many of the crops on the land they would use are permanent crops. If they take out an almond orchard that is 7<sup>th</sup> leaf and is just beginning full production, “restoring the land to its original condition” would take 7 years. See my further comment later in this document with same page reference.</p>	I017-10	<p>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?”</p>
I017-5	<p><u>S.8.1</u> - states “no substantial effect on energy and HSR’s goal is to purchase all power from renewable energy sources”. The EIR should validate the energy is available. Where will it come from? Biomass is currently undersupplied, leaving solar plus wind. PG&amp;E currently gives cash payments to shut off during peak hrs. Who will get the priority? HSR or agricultural pumps? The HSR authority says they will have energy because they will pay more. The EIR does not address what will happen to other users when HSR takes their energy.</p>	I017-11	<p>The report states: “The Wasco-Shafter Bypass Alternative would have a greater impact on petroleum and fuel pipelines than would the corresponding section of the BNSF Alternative. There is an active oil field east of Wasco and an oil collection tank facility on a large adjacent land parcel. The Wasco-Shafter Bypass would avoid the oil storage tank facility; however, a number of oil wells would be displaced. The cost for well decommissioning and replacement would be borne by the Authority, and the effect upon the capacity or viability of the petroleum resource and industry extraction operations as a whole would be less than significant. The impact of this alternative would be less than significant. Comment: The Wasco-Shafter Bypass would negatively affect the mineral owner’s future value of oil revenue. If the track goes through the middle of the North Shafter Field, it will impact all mineral owners. Land encumbered by railroad tracts will limit the possibilities of future drill sites and future revenues from oil exploration. It will be impossible to weave through the North Shafter Field – therefore, the costs have been grossly underestimated.</p>
I017-6	<p><b>TR #1:</b> Permanent road closures.  <b>TR-MM #1:</b> “Access maintenance for property owners.” Quoted from Draft EIR: “Maintain access for owners to property within the construction area. If a proposed road closure restricts current access to a property, provide alternative access via connections to existing roadways. If adjacent road access is not available, prepare new road connections, if feasible. If alternative road access is not feasible, the property would be considered for acquisition.” Comment: This does not specifically address the fact that a farmer would have to drive equipment long distances in order to access the other side of his field, which was cut in two by the rail. There is not a mitigation measure to address the additional cost of wear, tear and labor in order to deal with this. Importance should be given to road closures as they will increase VMT, increase tractor and ag truck traffic. Closures will require the long way around, decreasing efficiency. There will be more disruption of wildlife.</p>	I017-12	<p><u>Page 3.6 – 52 – Public Utilities and Energy</u> – 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.</p>
I017-7	<p><u>Air Quality and Global Climate Change – Section 3.3</u></p>	I017-13	<p><u>Page 3.6-65</u> – The report states: “Summer 2010 electricity reserves were estimated to be between 27,708 MW for 1-in-2 summer temperatures and 18,472 MW for 1-in-10 summer temperatures (Pryor et al. 2010). The projected peak demand of the HST is not anticipated to exceed these existing reserve amounts. Although it is not possible to predict supplies for 2035, provided the planning period available and the known demand from the project, energy providers have sufficient information to include the HST in their</p>
I017-8	<p>HSR only improves air quality at maximum ridership. Are ridership estimates reliable??</p>		
I017-9	<p>HSR adversely affects air quality during construction.</p> <p><u>Energy – Section 3.6</u></p>		



Submission I017 (Jim Neufeld, October 12, 2011) - Continued

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

**Agricultural Lands – Section 3.14:**

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

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

I017-14

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

I017-15

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

Comments:

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

• Easements in the four counties:

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

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

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

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

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

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

Submission I017 (Jim Neufeld, October 12, 2011) - Continued

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

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

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

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

**Cumulative Impacts – Section 3.19**

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

I017-16

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Response to Submission I017 (Jim Neufeld, October 12, 2011)

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**I017-1**

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

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

**I017-2**

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

See Volume I, Section 3.14, Impact AG#5 for more information on effects on agricultural land from parcel severance.

**I017-3**

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

**I017-4**

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

**I017-4**

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

**I017-5**

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

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

**I017-6**

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

**I017-7**

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

**I017-8**

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

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



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Response to Submission I017 (Jim Neufeld, October 12, 2011) - Continued

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**I017-8**

3.3, of the Revised DEIR/Supplemental DEIS.

**I017-9**

The ridership and revenue model was developed by a nationally recognized leader in forecasting, Cambridge Systematics, Inc. The ridership model is not deficient but "produces results that are reasonable and within expected ranges for the current environmental planning and business plan applications," according to a ridership and revenue peer review panel of leading U.S. and international experts in travel forecasting (Independent Peer Review Panel 2011). Also, the air quality and greenhouse gas analyses in the Revised DEIR/Supplemental DEIS that are related to ridership have been updated to reflect two ridership scenarios—one with fares at 50% of airfare prices and one at 83% of airfare prices—to provide a range of potential impacts.

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

**I017-10**

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

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

**I017-11**

Potential future revenues from oil exploration do not relate to environmental issues but are an economic concern. CEQA Guidelines Section 15382 states that an economic or social change by itself shall not be considered a significant effect on the environment. Section 3.6 Public Utilities and Energy of the Revised DEIR/Supplemental DEIS acknowledges that the Wasco-Shafter Bypass would avoid the oil storage tank facility;

**I017-11**

however, a number of oil wells would be replaced within large, existing tracts. The cost for well decommissioning and replacement would be borne by the Authority, and the effect on the capacity or viability of the petroleum resource and industry extraction operations relative to public utilities and energy were determined to be less than significant.

**I017-12**

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

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

**I017-13**

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

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

**I017-14**

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

Also see Volume I, Section 3.14, Impact AG#5, for more information on effects on agricultural land from parcel severance.

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Response to Submission I017 (Jim Neufeld, October 12, 2011) - Continued

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**I017-15**

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

**I017-16**

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

Submission I018 (Priscilla Neufeld, October 12, 2011)

October 10, 2011

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

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

Ladies and Gentlemen:

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

Thanks you for your attention to this matter.

Sincerely,



Priscilla Neufeld  
382 Oleander  
Shafter, CA 93263

RECEIVED

10-12-11A11:34 RCVD

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):

I018-1

Air Quality and Global Climate Change – Section 3.3

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

I018-2

Energy – Section 3.6

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?"

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

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



Submission I018 (Priscilla Neufeld, October 12, 2011) - Continued

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.

*Page 3.6-65* – The report states: "Summer 2010 electricity reserves were estimated to be between 27,708 MW for 1-in-2 summer temperatures and 18,472 MW for 1-in-10 summer temperatures (Pryor et al. 2010). The projected peak demand of the HST is not anticipated to exceed these existing reserve amounts. Although it is not possible to predict supplies for 2035, provided the planning period available and the known demand from the project, energy providers have sufficient information to include the HST in their demand forecasts. The project's impact on peak electricity demand would be less than significant. Comment: Farmers are encouraged and incentivized to reduce energy use during peak, and in some cases are asked to not use power during the peak times – this indicates a shortage exists. The EIR Draft does not really go in to the overall state energy shortages that currently exist and how those will be dealt with when the system is further taxed in terms of energy usage.

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Response to Submission I018 (Priscilla Neufeld, October 12, 2011)

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**I018-1**

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

The ridership and revenue model was developed by a nationally recognized leader in forecasting, Cambridge Systematics, Inc. The ridership model is not deficient but "produces results that are reasonable and within expected ranges for the current environmental planning and business plan applications," according to a ridership and revenue peer review panel of leading U.S. and international experts in travel forecasting (Independent Peer Review Panel 2011). In addition, the air quality and greenhouse gas analyses in the Revised DEIR/Supplemental DEIS that are related to ridership have been updated to reflect two ridership scenarios—one with fares at 50% of airfare prices and one at 83% of airfare prices—to provide a range of potential impacts.

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

**I018-2**

Potential future revenues from oil exploration do not relate to environmental issues but are an economic concern. CEQA Guidelines Section 15382 states that an economic or social change by itself shall not be considered a significant effect on the environment. Section 3.6 Public Utilities and Energy of the Revised DEIR/Supplemental DEIS acknowledges that the Wasco-Shafter Bypass would avoid the oil storage tank facility; however, a number of oil wells would be replaced within large, existing tracts. The cost for well decommissioning and replacement would be borne by the Authority, and the effect on the capacity or viability of the petroleum resource and industry extraction operations relative to public utilities and energy were determined to be less than significant.

Submission I019 (Todd Neves, 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.

Signed:

  
\_\_\_\_\_  
[Name]  
Todd Neves Farms  
\_\_\_\_\_  
[Organization]  
9/30/11  
\_\_\_\_\_  
Date

I019-1

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Response to Submission I019 (Todd Neves, October 7, 2011)

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**I019-1**

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

Submission I020 (No Name, August 19, 2011)

I020-1

These are the individual data forms for each building in an HASR, Historic Architectural Survey Report (aka HPSR, Historic Property Survey Report).

What we should be receiving is the entire HASR/HPSR with all the DPR 523 forms for Bakersfield, and in particular the complete set for BHS.

Without the HASR/HPSR and the DPR 523 forms it is impossible to determine by what rationale JRP determined any building either eligible or ineligible for the National Register -- which is the only purpose for completing the survey under Section 106 of the National Historic Preservation Act (NHPA).

The NHPA is very specific about what has to be done to clear and/or condemn properties potentially to be razed under eminent domain.

The HASR/HPSR should also include a major narrative history of the campus based on ALL the data we supplied to JRP.

The Draft EIR/EIS provides the briefest of summary references or charts, only denoting Harvey Auditorium as eligible for the NRHP.

CONCERNED BAKERSFIELD RESIDENT  
AUGUST 19, 2011

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Response to Submission I020 (No Name, August 19, 2011)

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**I020-1**

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

Hard-copy and/or electronic versions of the Historic Architectural Survey Report (HASR) and the Historic Property Survey Report (HPSR) for the Fresno to Bakersfield Section (Authority and FRA 2011b, 2011c) 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 the Dr. Martin Luther King, Jr. Community Center, the Rasmussen Center, and the Greenacres Community Center. Copies of the HASR and the HPSR are also available on request from the Authority.



Submission I021 (No Name, September 22, 2011)

Fresno - Bakersfield - RECORD #245 DETAIL

Status : Action Pending  
Record Date : 9/22/2011  
Response Requested :  
Stakeholder Type : Other  
Submission Date : 9/22/2011  
Submission Method : Website  
First Name : BHS Support Group  
Last Name : School  
Professional Title : SAVE BHS  
Business/Organization : Save BHS  
Address :  
Apt./Suite No. :  
City : Bakersfield  
State : CA  
Zip Code : 93304  
Telephone :  
Email : sidnekristian@gmail.com  
Email Subscription :  
Cell Phone :  
Add to Mailing List : No  
Stakeholder Comments/Issues :  
I021-1 | I Feel That The California High Speed Rail Authority Is CRAZY !!!!!  
I021-2 | Bakersfield High School Has Been Here For Over 100 Years .  
Bakersfield Is Named After OUR SCHOOL . We Have An Historical  
Landmark , Which Is The Harvey Aud . You Can NOT Knock Us  
Down..There Is Already A Train That Goes To Fresno Already , Why In  
The World Would You Waist Your Money And Build A NEW One And  
Also Spend Money On Knocking Down BHS ? Come On Now , Knock  
Down Independence , Mira Monte And Other New School You Build . At  
BHS We Are Family , We Stick To Our Traditions , We Love Our School  
And Support It 100 Percent..You Would BE A FOOL To Knock It Down  
  
EIR/EIS Comment : - Support BHS Group  
Yes

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Response to Submission I021 (No Name, September 22, 2011)

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**I021-1**

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

**I021-2**

None of the alternative alignments in Bakersfield would knock down Bakersfield High School. The BNSF Alternative (Bakersfield North Alternative) would displace the high school's Industrial Arts Building.

Submission I022 (No Name, October 6, 2011)

Fresno - Bakersfield (May 2011 - July 2012) - RECORD #460 DETAIL

Status : Action Pending  
Record Date : 10/6/2011  
Response Requested : No  
Affiliation Type : Individual  
Interest As : Individual  
Submission Date : 10/6/2011  
Submission Method : Project Email  
First Name : No Name  
Last Name : No Name  
Professional Title :  
Business/Organization :  
Address :  
Apt./Suite No. :  
City :  
State : CA  
Zip Code : NA  
Telephone :  
Email : ladd3@bak.rr.com  
Cell Phone :  
EIR/EIS Comment : Yes

I022-1 | Stakeholder Comments/Issues : What makes you think the HSR will be used anymore than government subsidized Amtrak or local Bakersfield airline flights that are always one step from cancelation. Not only will the HSR also have to be subsidized but we taxpayers will also be paying to destroy our own neighborhoods and businesses.

I022-2 | If an HSR is built, it should have no sidelines. It should be straight up and down the valley with stations corresponding to highway access points. That way minimal damage is done to local entities and people who want to use HSR can drive to it and pay for it.

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Response to Submission I022 (No Name, October 6, 2011)

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**I022-1**

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

As described in the Statewide Program EIR/EIS for the California High-Speed Train, stations have been located in urban centers to maximize integration of the HST with other transportation and transit systems.

**I022-2**

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

Submission I023 (Trevosa Oats, September 23, 2011)

**Fresno - Bakersfield - RECORD #386 DETAIL**

**Status :** Action Pending  
**Record Date :** 10/3/2011  
**Response Requested :** No  
**Stakeholder Type :** CA Resident  
**Submission Date :** 9/23/2011  
**Submission Method :** Project Email  
**First Name :** Trevosa  
**Last Name :** Oats  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :** Bakersfield  
**State :** CA  
**Zip Code :** 93306  
**Telephone :**  
**Email :** treyoats@ymail.com  
**Email Subscription :** Fresno - Bakersfield  
**Cell Phone :**  
**Add to Mailing List :** Yes

**Stakeholder  
 Comments/Issues :**

This comment was submitted to the wrong section

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

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

From: support@pbcommentssense.com  
 [mailto:support@pbcommentssense.com]  
 Sent: Friday, September 23, 2011 12:01 PM  
 To: bakersfield\_palmdale@hsr.ca.gov  
 Subject: California High-Speed Train Comment

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

First Name: Trevosa  
 Last Name: Oats  
 Contact Category: Bakersfield - Palmdale Interest As: Other  
 Organization: student at bakersfield high school  
 Title:  
 Email Address: treyoats@ymail.com  
 Telephone:  
 City: Bakersfield  
 State: CA  
 County: kern county  
 Zip Code: 93306

Message:

Hello im a student from bakersfield high school and i recently looked in the newspaper and seen that you are planning on building a highspeed train through our school.  
 Well I love my school and I refuse for you to build through it. Build somewhere else you officially picked the wrong school to build through, I promise you'll never find a more dedicated and passionate school then us. We uphold our traditions and we take pride in our school and for you to just say, " oh we're going with the blue line." and knock down our historical buildings is wrong and its very upsetting. We drillers love our school the old the new and the future so I'm telling you now you won't be able to knock us down so you can go ahead and waste time and money do whatever you want talk, tell people, whatever doesn't matter because you won't knock us down we aren't having it...SORRY.  
 Sincerely,

BHS Student

=====

Please note this record is also saved in PBCommentSense Bakersfield - Palmdale Corridor as record #32.  
<http://cahsr.pbcommentssense.com/pbcs/submission/edit.aspx?id=3413&projectID=2>

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**EIR/EIS Comment :**

Yes

I023-1

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Response to Submission I023 (Trevosa Oats, September 23, 2011)

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**I023-1**

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



Submission I024 (Chad Oliveira, September 20, 2011)

09-20-11A11:02 RCVD

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

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

Dear Chairman and Members of the Board:

I024-1

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

Signed:

  
Chad Oliveira DDS  
[Name]

[Organization]

9-15-11  
Date

---

Response to Submission I024 (Chad Oliveira, September 20, 2011)

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**I024-1**

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

Submission I025 (Louie M. & Elsie Oliveira, September 23, 2011)

09-23-11P01:58 RCVD

September 22, 2011

Board of Directors  
CALIFORNIA HIGH SPEED RAIL AUTHORITY  
770 L Street, Suite 800  
Sacramento, Calif. 95814-3359

Dear Chairman and Members of the Board

We own an 80 acre parcel of land (assessor's 002-150-027)  
planted in producing cherry trees.

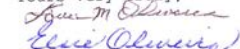
Trees contribute to clean air and promote a healthy  
environment. Goals of CEQA and NEPA provide, in part, that  
government agencies develop, maintain, and enhance a high  
quality environment and promote efforts that will prevent  
or eliminate damage to the environment.

This parcel of land does not lie within a designated  
transportation corridor, but the proposed high speed rail  
route will cross this parcel of land diagonally and eliminates  
approximately 1,500 cherry trees.

Have you developed standards and procedures designed to  
provide environmental protection for the residents of Kings  
County and our local Kings River residents for the loss of  
this ecco-friendly air and healthy environment that is  
provided by the trees that will be lost?

Pursuant to the provisions of CEQA and NEPA, I ask you to  
give us a complete and detailed explanation of how you plan  
to compensate our community for this loss to our environment.

Yours very truly,



Louie M. Oliveira  
Elsie Oliveira  
2033 Franklin Way  
Hanford, Calif. 93230

---

Response to Submission I025 (Louie M. & Elsie Oliveira, September 23, 2011)

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**I025-1**

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

HST operations would help improve long-term air quality in the San Joaquin Valley Air Basin by reducing vehicle miles traveled (VMT), a major source of air pollution in the region. Because automobiles produce a major portion of the air pollutants generated within the basin, reducing VMT would reduce these emissions and result in lower emissions than would occur under the No Project Alternative. Although removal of trees could result in a loss of a greenhouse gas sink, the loss will be offset by the reduction of greenhouse gas emissions associated with reduced VMT. Removal of trees would not affect criteria pollutant emissions.

Information on the property acquisition and compensation process can be found in Volume II, Technical Appendix 3.12-A.

Submission I026 (Louie M. & Elsie Oliveira, September 26, 2011)

09-26-11P04:22 RCVD

September 24, 2011

Board of Directors  
CALIFORNIA HIGH SPEED RAIL AUTHORITY  
770 "L" Street, Suite 800  
Sacramento, California 95814-3359

Assessor's parcel ( 002-150-027)

Dear Chairman and Members of the Board

We are concerned that the Draft EIR/EIS has not adequately studied the impact on historical values in our land and the community.

We own an 80 acre parcel of land that is scheduled to be diagonally crossed by high speed rail. This land does not lie within a designated transportation corridor.

This land is of significant historical value to Kings County because it is one of a few parcels that has remained in a single family ownership for over 80 years. This virgin land was purchased by my family in 1928 from the persons who had acquired it from the original land-grant owner in early northern Kings County history.

CEQA provides, in part, that government agencies provide residents with historical amenities.

I ask that the EIR/EIS affecting this parcel be revisited and a complete and thorough explanation be sent to us explaining why this parcel of land must be sacrificed to meet high speed rail's unexplained desire.

Yours very truly,

*Elsie Oliveira*

The Oliveira Family Trust  
Louie M. Oliveira, trustee  
Elsie Oliveira, trustee  
2033 Franklin Way  
Hanford, California 93230

I026-1

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Response to Submission I026 (Louie M. & Elsie Oliveira, September 26, 2011)

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**I026-1**

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

The subject property at 3504 8th Avenue (APN 002150027000) was evaluated for eligibility for both the National Register of Historic Places and the California Register of Historical Resources. The property was found to not meet the significance criteria for listing in either register, it is not listed in any local historical register, and it is not a historical resource for the purposes of CEQA.



Submission I027 (Louie M. & Elsie Oliveira, October 3, 2011)

10-03-11P03:27 RCVD

September 27, 2011

Board of Directors  
CALIFORNIA HIGH SPEED RAIL AUTHORITY  
770 "L" Street, Suite 800  
Sacramento, California 95814-3359

Assessor's parcel (002-150-027)

Dear Chairman and Members of the Board

We own an 80 acre parcel of land that is scheduled to be diagonally crossed by High Speed Rail. This land does not lie within a designated transportation corridor.

Located on this land is a three bedroom house, a well, pipeline and the staging area for a cherry orchard operation. Access to this area is a long driveway from 8th Ave.

The proposed High Speed Rail will cut across the driveway and leave the the area land-locked.

Nearest access would be to the west approximately 7/8ths mile and off 9th Ave. This would involve crossing neighbor's property.

Please advise us how you plan to provide access to these land-locked facilities. We would also like to comment that a house so isolated and between trees can become a breeding ground for criminal activities.

Yours very truly,

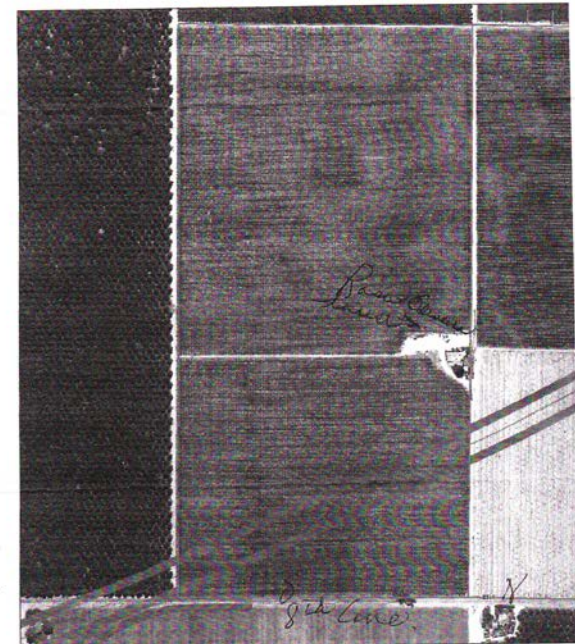
*Elsie Oliveira*

The Oliveira Family Trust  
Louie M. Oliveira, trustee  
Elsie Oliveira, trustee  
2033 Franklin Way  
Hanford, Calif. 93230

I027-1

Page 2 of 3

Post and Mail



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Response to Submission I027 (Louie M. & Elsie Oliveira, October 3, 2011)

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**I027-1**

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

Alignment plans and maps of parcels directly affected by the project where the whole parcel or a portion thereof would be acquired by the project is provided in Volume 3.

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).

Submission I028 (Louie M. & Elsie Oliveira, October 3, 2011)

10-03-11P03:03 RCVD

September 26, 2011

Board of Directors  
CALIFORNIA HIGH SPEED RAIL AUTHORITY  
770 "L" Street, Suite 800  
Sacramento, California 95814-3359

Assessor's parcel 002-150-027)

Dear Chairman and Members of the Board

We are owners of Peoples Ditch Stock which receives water from the Kings River north of our land. Water is transported by the Riverside Ditch to the land.

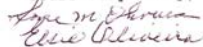
Also on our land and adjacent to 8th Avenue is a ditch right-of-way for the moving of water to lands laying south of us.

These ditches are not now in use, but are necessary appurtenances to the land. They were acquired by deed and water agreement in the past and remain viable water transportation routes in case our wells fail. They also enhance a high quality environment for us by tying us to the Kings Rver and it's scenic pleasing amenities.

High Speed Rail crosses our lands diagonally cutting off these water access rights-of-ways.

Pursuant to the provisions of CEQA and NEPA, we ask you to give us a complete and detailed explanation of how you plan to keep these right-of-ways open and available to us and preserve our right to enjoy the unique river environment.

Yours very truly,



The Oliveira Family Trust  
Louie M. Oliveira, trustee  
Elsie Oliveira, trustee  
2033 Franklin Way  
Hanford, Calif. 93230

I028-1

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Response to Submission I028 (Louie M. & Elsie Oliveira, October 3, 2011)

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**I028-1**

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

Submission I029 (Louie M. & Elsie Oliveira, October 5, 2011)

10-05-11P04:03 RCVD

September 30, 2011

Board of Directors of California High Speed Rail Authority  
770 "L" Street, Suite 800  
Sacramento, Calif. 95814-3359

Assessor's Parcel 002-150-027

Dear Chairman and Members of the Board

I029-1

We are concerned that the Draft EIR/EIS has not adequately studied the impact on wild game birds on our land and the community.

We own an 80 acre parcel of land that is scheduled to be diagonally crossed by high speed rail. This land does not lie within a designated transportation corridor.

Our area is an outstanding habitat for pheasants, doves, and quail. In season, it serves as a hunting ground for local and sportsmen throughout California.

Frequent trains "swooshing" across this land will frighten the birds and discourage them from nesting. In a very short time this area will not be hospitable to game birds. The area will be sterile to that purpose.

CEQA & NEPA provide in part, that government agencies:

1. prevent the elimination of fish and wildlife species and communities for present and future generations
2. provide long-term environmental protection
3. create and maintain harmony between people and nature
4. develop standards and procedures designed to provide environmental protection
5. promote efforts that will prevent or eliminate damage to the environment
6. enrich the understanding of ecological systems and natural resources

We ask that the EIR/EIS affecting this parcel, our community and Kings County be revisited and a complete and thorough explanation be sent to us explaining how you plan to implement the goals of CEQA & NEPA described above.

Yours very truly,  
*Louie M. Oliveira*  
*Elsie Oliveira*  
The Oliveira Family Trust  
Louie M. Oliveira, trustee  
Elsie Oliveira, trustee  
2033 Franklin Way  
Hanford, Calif. 93230

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Response to Submission I029 (Louie M. & Elsie Oliveira, October 5, 2011)

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**I029-1**

An evaluation of effects on game birds is not required under NEPA or CEQA analysis. However, as described in Section 3.7.3 of the Revised DEIR/Supplemental DEIS, NEPA and CEQA significant criteria used to evaluate impacts on biological resources and wetlands focus on special-status species protected under existing laws and regulations, as well as on native and common flora and fauna (but not specifically on game birds).

Section 3.7.5.3 of the Revised DEIR/Supplemental DEIS describes the potential impacts of the project on special-status birds and includes discussions of potential construction and project impacts on all migratory birds species (including some game birds but not pheasants or quail) covered under the Migratory Bird Treaty Act; this section also describes potential impacts on native fauna.

The mitigation measures listed in Section 3.7.7 of the Revised DEIR/Supplemental DEIS will be implemented to avoid, minimize, and compensate for potential impacts on special-status bird species. While not specifically designed to target game birds, select mitigation measures will also indirectly avoid, minimize, or compensate for potential impacts on game birds, including but not limited to:

Mitigation Measure Bio-29: Conduct Preconstruction Surveys and Delineate Active Nest Exclusion Areas for Other Breeding Birds.

Mitigation Measure Bio-31: Bird Protection.

Mitigation Measure Bio-65: Offsite Habitat Restoration, Enhancement, and Preservation.



Submission I030 (Linda Oliveira, 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:

I030-1 |

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:

Linda Oliveira  
[Name]

\_\_\_\_\_  
[Organization]

9-20-11  
Date

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Response to Submission I030 (Linda Oliveira, October 7, 2011)

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**I030-1**

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

Submission I031 (Heriberto Osorio, October 6, 2011)

Fresno - Bakersfield - RECORD #451 DETAIL

**Status :** Action Pending  
**Record Date :** 10/6/2011  
**Response Requested :** No  
**Stakeholder Type :** CA Resident  
**Submission Date :** 10/6/2011  
**Submission Method :** Website  
**First Name :** Heriberto  
**Last Name :** Osorio  
**Professional Title :** Student  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :** Hispanic or Latino  
**State :** CA  
**Zip Code :** 93307  
**Telephone :**  
**Email :** eddie.osorio@yahoo.com  
**Email Subscription :** Fresno - Bakersfield  
**Cell Phone :**  
**Add to Mailing List :** No  
**Stakeholder Comments/Issues :** This route will destroy part of agriculture and we all know that the agricultural industry is one of the most important parts to our economy. Lets rethink this and find a better route and solution to this.  
**EIR/EIS Comment :** Yes

I031-1

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Response to Submission I031 (Heriberto Osorio, October 6, 2011)

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**I031-1**

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

See Volume I, Section 3.14, Impact AG#4, for information on how many acres of farmland will be affected by each alternative alignment.

Submission I032 (Jacque Othart, October 5, 2011)

Fresno - Bakersfield (May 2011 – July 2012) - RECORD #437 DETAIL

**Status :** Action Pending  
**Record Date :** 10/5/2011  
**Response Requested :**  
**Stakeholder Type :** CA Resident  
**Submission Date :** 10/5/2011  
**Submission Method :** Website  
**First Name :** Jacque  
**Last Name :** Othart  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :** CA  
**Zip Code :** 93312  
**Telephone :**  
**Email :** Jacque4@gmail.com  
**Email Subscription :** Bakersfield - Palmdale, Fresno - Bakersfield, Merced - Fresno  
**Cell Phone :**  
**Add to Mailing List :** Yes  
**Stakeholder Comments/Issues :** I would like an extra 60 days to review the high-speed rail plans. We need more time for public input. Thank you.  
**EIR/EIS Comment :** Yes  
**Affiliation Type :** Individual  
**Official Comment Period :** Yes

I032-1 |

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Response to Submission I032 (Jacque Othart, October 5, 2011)

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**I032-1**

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



Submission I033 (Dan Palmer, September 14, 2011)



**CALIFORNIA**  
High-Speed Rail Authority

09-14-11P04:03 RCVD

Comment Card

SEP 14 2011 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 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: Dan Palmer

Organization/Organización: \_\_\_\_\_

Address/Domicilio: 726 W. Terrace Ave

Phone Number/Número de Teléfono: \_\_\_\_\_

City, State, Zip Code/Ciudad, Estado, Código Postal: Fresno, CA 93705

E-mail Address/Correo Electrónico: dank172@hotmail.com

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

I033-1

I am highly oppossed to having a high-speed rail. It is a waste of taxpayer's dollars to spend on something that people will not use. Where is the money going to come from??? California is already \$26 billion dollars in the hole! I do not like the idea of sacrificing farm-land to build the tracks for this massive project. I also do not like taking portions of highway 99 either! Why not use the money to improve Amtrak?? Also, use the money to fix highway 99. That highway is LONG overdue for improvements. There are still portions of 99 that are still four lanes which needs badly to be widened to six lanes!! People will always rely on their cars and love the freedom of getting around with their cars, whether it is commuting or traveling. Highway 99 should be first on our list. High-speed rail is a waste of money, especially in these hard economic times we are in. PLEASE DON'T BUILD HIGH SPEED RAIL!!!

Sincerely, Dan Palmer



**CALIFORNIA**  
High-Speed Rail Authority



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

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Response to Submission I033 (Dan Palmer, September 14, 2011)

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**I033-1**

Refer to Standard Response FB-Response-GENERAL-17 for a discussion of project costs and funding.

The 2005 Statewide Program EIR/EIS considered a modal alternative that would expand the capacity of highways and airports serving the same geographic areas as the HST System (e.g., additional traffic lanes for highways with associated interchange reconfiguration and ramp improvements; additional gates and runways for airports with associated taxiways, parking, and passenger terminal facilities). Overall, the highway improvements assumed under the Modal Alternative represented a total of over 2,970 additional lane miles. Two additional highway lanes would be required on most intercity highways, and as many as four additional lanes would be needed to meet forecasted demand in certain segments. Projected airport improvements would include over 90 new gates and five new runways statewide.

The Statewide Program EIR/EIS found that the Modal Alternative would meet the projected needs for intercity travel in 2020, but would not satisfy the project purpose and need and objectives as well as the HST Alternative. Highway and air transportation improvements would result in reduced highway travel times and congestion compared to both the No Project and HST alternatives. Although the Modal Alternative would be an improvement over the No Project Alternative, the Modal Alternative would provide an intercity transportation network that would not be as safe or as reliable as the HST Alternative. Moreover, the Modal Alternative would have greater potential for significant environmental impacts than the HST Alternative, including higher potential impacts on air quality, noise, biology, and wetlands, cultural resources, hydrology, water quality, land use compatibility, and property. The Modal Alternative would also increase energy use and dependence on petroleum and would increase suburban sprawl.

The capital cost of the Modal Alternative would be over two times the estimated capital cost of the HST Alternative, yet the Modal Alternative would have considerably less sustainable capacity than the HST Alternative to serve California's intercity travel needs beyond 2020. The HST Alternative was selected as the preferred alternative in the Statewide Program EIR/EIS because it would meet the need for a safe and reliable mode of travel that would link the major metropolitan areas of the state, and deliver predictable, consistent travel times sustainable over time. The HST Alternative also

**I033-1**

would provide quick, competitive travel times between California's major intercity markets. The HST Alternative would provide a new intercity, interregional, and regional passenger mode—the high-speed train—which would improve connectivity and accessibility to other existing transit modes and airports compared to the other alternatives. The HST was the only alternative that would improve the travel options available in the Central Valley and other areas of the state with limited bus, rail, and air service for intercity trips.

Submission I034 (Hasit and Dipti Panchal, October 9, 2011)

Fresno - Bakersfield (May 2011 – July 2012) - RECORD #482 DETAIL

**Status :** Action Pending  
**Record Date :** 10/9/2011  
**Response Requested :** No  
**Stakeholder Type :** CA Resident  
**Submission Date :** 10/9/2011  
**Submission Method :** Website  
**First Name :** Hasit and Dipti  
**Last Name :** Panchal  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :** Bakersfield  
**State :** CA  
**Zip Code :** 93312  
**Telephone :** 661 829 5292  
**Email :** panchalh@juno.com  
**Email Subscription :**  
**Cell Phone :**  
**Add to Mailing List :** No

**Stakeholder  
Comments/Issues :**

September 27, 2011

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

Re:Objection to the High Speed Railway

Dear Sir/Madam:

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

1.Introduction

Hasit and Dipti Panchal  
We live very close to Chinmaya Gokul temple and bring our daughter every Sunday to study Hindu literature. It is a divine place to be with entire Indian community, friends etc. and pray and celebrate different festivals together during whole year. We love this place and would be disheartened to see it go due to this rail construction.

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 of replacement housing elsewhere.

Submission I034 (Hasit and Dipti Panchal, October 9, 2011) - Continued

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

According to the EIR: "In the Northwest District, the BNSF Alternative would depart from the BNSF right-of-way just south of Rosedale Highway and rejoin the rail right-of-way after crossing the Kern River. 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

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.

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

congestion. Notably, the proposed railway in Fresno, California does not pass through the center of the City and will affect FAR FEWER citizens.

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

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,

Hasit and Dipti Panchal

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

Yes  
Individual  
Yes

I034-1

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Response to Submission I034 (Hasit and Dipti Panchal, October 9, 2011)

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**I034-1**

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

Submission I035 (Glen Parsons, October 12, 2011)

Fresno - Bakersfield - RECORD #651 DETAIL	
Status :	Action Pending
Record Date :	10/12/2011
Response Requested :	
Stakeholder Type :	CA Resident
Submission Date :	10/12/2011
Submission Method :	Website
First Name :	Glen
Last Name :	Parsons
Professional Title :	Dr.
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	Hanford
State :	CA
Zip Code :	93230
Telephone :	559-816-2555
Email :	parsons@brandman.edu
Email Subscription :	Fresno - Bakersfield
Cell Phone :	
Add to Mailing List :	Yes

1035-1

1035-2

**Stakeholder Comments/Issues :**

How ironic it is that the proposed Kings County west route for the high speed rail comes within half a mile of the place where the Mussel Slough Tragedy occurred in 1880. The shootings took place immediately behind my home. This route will destroy the home of my parents, the homes of two of my three brothers, my niece and nephew-in-law, and my home. That is a lot for one family to bear. We are one of the older families in Kings County having purchased our 40 acre farm well over 100 years ago. 15 years ago my brother and I bought two 2½ acre pieces of land to build our dream homes in which we could raise our children and someday retire. The value of living next to each other and close to our other brother and parents, near the farm where we grew up, is something which one cannot put a price on. Sadly the eastern route effects family as well as it would use a part of an 80 acre farm originally purchased by my great-grandfather, and longest serving Kings County Supervisor, Grant Garner. The farm now belongs to my cousin.

I am not opposed to the High Speed Rail if it is proven to be economically viable and environmentally sound and if the property rights of California citizens are respected and valued. Other routes through this area make much more sense. The alternatives of current transportation routes, e.g. Highways 5, 99, or even 41 are not, by what I have seen, being seriously considered. Again, I am amazed that the monument erected in memory of those property owners slain because of the greed of government and railroads could be so prophetic of the suffering of families that could again occur in our time.

I hope you will find value in the respect of those who would suffer if you proceed with this plan and make a change to one of the other routes mentioned, stop the high speed rail project, or find some other alternative.

I hope that if you proceed with high speed rail you will seek a way to do it in a way that does not rape any families' land and property.

I hope that you will be responsible with money that is taken, without choice, from so many people in the form of taxes and do good, not harm. I hope you will not use the excuse of helping the many to in reality help the few and hurt the few or many.

Respectfully,  
 Glen A. Parsons, Ed.D.

p.s. I have included below an account of the Mussel Slough Tragedy as told in "The Story of Kings County California" by J.L. Brown. Please read it carefully and thoughtfully.

CHAPTER VII  
 THE RAILROADS AND THE MUSSEL SLOUGH TROUBLE

In January, 1863, work was begun at Sacramento on the first transcontinental railroad, the Central Pacific. Crews working from the west and crews working from the east brought the line to completion at Promontory Point, Utah, on May 13, 1869.

Before that date surveyors for the railroad had looked over this valley, and plans were being laid for building. In the spring of 1870 the Central Pacific Company started construction, from their main line at Lathrop, near Stockton, a road that was to pass through the valley, touch points in southern California, and then connect with the southern roads from the east. The valley portion was completed in 1872, and Goshen was Kings County's nearest station. From Goshen south, the road was called the Southern Pacific, and that name is now applied to the whole line. In 1876 the company began work on a western spur from Goshen. It was expected to pass through Grangeville, but failed to do so. Odd-numbered sections of land had been granted to the railroad company, but settlers on those sections believed that the company had forfeited its



Submission I035 (Glen Parsons, October 12, 2011) - Continued

rights by not beginning work at a specified time. Shortly before his time the settlers had held a meeting at Grangeville and resolved to uphold what they believed to be their rights. Construction progressed rapidly. Within less than a year the new town of Hanford had been founded, and the road had been built beyond Lemoore. Within a few years it was extended to Coalinga. The Southern Pacific also built a line on the west side of the San Joaquin Valley. Extending from Tracy, it reached Armona in 1891, connecting there with the Goshen branch. These two lines gave the Southern Pacific a practical monopoly upon the transportation of this area, and people demanded a competing road. On July 5, 1894, a meeting was held in the office of the Hanford Sentinel to arouse interest in the building of a new railroad. Many prominent men of the community went to work on the problem of organization and securing the cooperation of other communities. Some San Francisco capitalists promised aid, but were slow to act. Finally a letter to the Los Angeles Chamber of Commerce brought a favorable reply, and that in turn had the desired effect upon the San Francisco people. A new company was incorporated there with a capitalization of \$6,000,000, and soon work was begun on what was called the San Francisco and San Joaquin Valley Railroad. In June, 1897, the first train came into Hanford over the new road, popularly known as the "Valley Road." The line is now a part of the Atcheson, Topeka, and Santa Fe system. It is the main line of the Santa Fe through the valley, and for that reason has been able to provide very good service. The fast, streamlined passenger trains are an example. Soon after the completion of the main line a branch line was laid through Visalia, connecting with the former at Corcoran. Little other railroad building has been done in the county. In 1907 the Southern Pacific laid the tracks to Stratford. A short time afterwards Mr. Charles King built his Summit Lake and Hanford Railroad as far as Hardwick, where it ended. It has become the property of the Southern Pacific. The presence of a competing railroad in the valley had the immediate effect of lowering rates. In time people came to consider that the railroads treated them fairly, and most of the old bitterness has been forgotten. The trouble between the people and the railroads was very widespread, but it came to a head in a tragic manner in this so-called Mussel Slough country. In this area only the Southern Pacific Railroad was involved, because that was the only railroad that then traversed the San Joaquin Valley. The historical importance of the controversy is so great that a brief examination of its causes and effects is necessary. It must be stated, however, that there are many controversial points in the whole story - that the testimony of witnesses and investigators is by no means in complete agreement. Before the first line was built the company sought and received from the government a grant of twenty sections of land for each mile of track. The grant was based upon the agreement of the company to follow a certain route, to begin construction at a certain time, and to complete it at a certain time. None of these conditions was met. Furthermore, the company encouraged settlers to locate upon the land, with the understanding that they would be allowed to purchase it at such low rates that the cost would be comparable to that of taking up the even-numbered sections of the government land. In 1876 the Southern Pacific Company sent out public notices setting forth these conditions. The company was slow to offer definite terms of purchase, but when it finally did, the prices were much higher. The price was higher than the settlers had expected to pay, or thought the railroad was entitled to. They contended that they were being asked to pay for improvements which they had made upon the land. Many of the settlers refused to pay such prices, averaging about twenty-five dollars per acre - and organized to fight the issue in the courts. The

Settlers' Land League was formed, and there was some show of armed resistance. J. J. Doyle went to Washington, D. C., on behalf of the settler and attempted to get action from Congress. Failing in this, he appealed to Leland Stanford, president of the company asking him to visit the area and confer with the settlers. Stanford came to Hanford in April, 1880, but no agreement was reached. In the meantime the company had brought suit in a federal court to eject the settlers. In 1878 a decision favorable to the railroad was handed down. Since no reversal of the decision was obtained, the company undoubtedly had a legal right to the land. Its stand was supported by law in all particulars. Officers came and undertook to dispossess individuals who refused to meet the company's demands. Their whereabouts were known, and when they appeared at a residence to serve papers, they found no one at home. Then they would remove the furniture from the house and set it in the road. After they had gone, a group of settlers would arrive and put it back into the house. Unsuccessful in this, the officers tried wrecking houses, but a crew of men would follow and reassemble the houses. The settlers themselves did a little dispossessing. In some instances, in which purchasers had bought land from which settlers had been removed, they were ejected by groups of citizens. A very tense situation existed on May 10, 1880, when a large crowd gathered in Hanford for a picnic and to hear an address by the famous and notorious Judge Terry of San Francisco. He was the man who had fatally wounded United States Senator Broderick in a duel, who was later shot to death by a deputy United States marshal while attempting an assault upon Justice Field of the United States Supreme Court. Terry was an eloquent orator and a shrewd lawyer. The settlers thought he might help them to find a way out of their difficulty. That morning United States Marshal Poole came to Hanford, and, with two deputies set out to remove the settlers from a piece of land south of Hanford and one three miles north of Grangeville. The deputies were M. D. Hartt, who had recently resigned as station agent at Goshen to buy land from the railroad company, and Walter J. Crow, a grain-buyer, who was also ready to buy land. With them also was William H. Clark, employed by the railroad as an appraiser of land. They went first to the place south of Hanford, and, not finding anyone at home, left a note. As they passed through Hanford on the way to the Brewer place, they must have been recognized, for word of their presence spread among the settlers. When the officers arrived at the land in question, they found one of the two partners at home. While they were talking with him, a large group of men arrived, some of whom were armed. Some of these men entered into the discussion, which continued for some moments. Hot words passed between Hartt and James Harris, a settler. One version of the affair says that Hartt, "a small, self-conceited man, became offensive" and drew his revolver. Whereupon, Crow, "a cool, shrewd man and expert rifleman," attempted to calm him. Hartt fired at Harris, missing him but killing Iver Knudson. Then Harris shot Hartt. According to this version, though some say Harris did not fire a shot. At any rate, Hartt was shot. Crow then began firing and emptied his revolver, the only weapon he had in his hands. His victims were James Harris, John Henderson, Dan Kelly, Archibald McGregor, and Ed Haymaker. All but the latter died, either on the spot or within a few days. Mr. Haymaker was only slightly wounded, and, although his death occurred about a month later, it is not believed to have been caused by the shooting. After emptying his revolver, Crow had reached for his rifle, which was in a wagon; but the horses had become frightened and started running away. Unarmed, he left the scene under the protection of the general confusion which had resulted. About a half-mile from the place he was shot and killed by an unknown person. One contemporary wrote, "Several persons claimed the honor of killing

Submission I035 (Glen Parsons, October 12, 2011) - Continued

Mr. Crow, but it is most likely that the shot was fired by a Mr. Lewellyn." Marshall Poole took no part in the shooting, nor had he made any threat of violence. He was not in the immediate group with Hart and Crow when the trouble came to a head, and he was not armed at the time. Neither did William Clark have any part in the affray. After the shooting was over, Major T. J. McQuiddy and a large group of men arrived. They handed Mr. Poole a written demand that he stop trying to dispossess settlers, and advised him to leave immediately. He and Clark were escorted to Kingsburg and left on the first train. Their swift departure may have prevented further bloodshed. Several citizens who had been prominent in the struggle of the settlers though they had taken no part in shooting were arrested and charged with resisting a federal officer. They were convicted in the United States Circuit Court and sentenced to five months imprisonment. Public sympathy for them was so great that, while they were serving the sentence in San Jose, they were subjected very little to the restrictions of prison life. Upon their return to Hanford, there was a joyous celebration in their honor. The men were J. J. Doyle, James N. Patterson, J. D. Purcell, W. L. Pryor, and William Braden. For some years on the anniversary of the unhappy event of May 10, 1880, memorial services were conducted in honor of the settlers who had been killed in the fight. They were looked upon as martyrs who had given their lives for a cause. The stark tragedy of the affair brought such a shock that people were sobered. They had lost their legal fight, and they saw that there was nothing to be gained by any other kind of fight. The railroad company made a small concession in their favor by a slight reduction in its price scale. In the end, most of the settlers bought the land on which they had lived.

EIR/EIS Comment :

Yes

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Response to Submission I035 (Glen Parsons, October 12, 2011)

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**I035-1**

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

**I035-2**

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

Submission I036 (Brent Parsons, October 12, 2011)

Fresno - Bakersfield (May 2011 – July 2012) - RECORD #654 DETAIL

Status : No Action Required  
Record Date : 10/12/2011  
Response Requested :  
Affiliation Type : Individual  
Interest As : Individual  
Submission Date : 10/12/2011  
Submission Method : Website  
First Name : Brent  
Last Name : Parsons  
Professional Title :  
Business/Organization :  
Address :  
Apt./Suite No. :  
City : Hanford  
State : CA  
Zip Code : 93230  
Telephone : 559-212-7998  
Email : brentparsons@comcast.net  
Cell Phone :  
EIR/EIS Comment : Yes  
Stakeholder Comments/Issues : October 11, 2011

To Whom it May Concern,  
My family is 5th generation Hanford residents. Hanford is a small community which results in a close knit atmosphere between its residents.

I036-1 | The current EIR for the Hanford East Route is greatly disturbing as it will affect valuable farm land and displace families. This route will affect friends and family.

I036-2 | It was my understanding that the proposal would be built along current transportation corridors (Highway 41, 5 or 99) and not venturing off through productive farm land and destroying families.

I036-3 | Additionally, the newly Hanford West Route proposal falls under the same problems destroying farm land and families. This route appears it will slash right through my families 40 acre ranch which has been in the family 5 generations. That small section has the possibility of displacing 3 families in our family on the ranch including my daughter. If that isn't enough, it then appears it will barrel through our own house and property and/or my brother's. We have sacrificed for years in building up our family sanctuary here. Our 2 ½ acre parcel's beginning was just alfalfa land. We moved a 900 square foot home on our property and raised our family in it for about 9 years. After much time and sacrifice we were then able to build our dream home with plans to retire here. The thought of our own home and property and our families homes' and properties being destroyed is heart breaking.

Thank you for considering our situation. Please consider the existing transportation routes which would affect less families and precious farm land.

Sincerely,

Brent Parsons

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Response to Submission I036 (Brent Parsons, October 12, 2011)

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**I036-1**

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

**I036-2**

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

**I036-3**

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

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 I037 (J Peltzer, September 19, 2011)

Fresno - Bakersfield (May 2011 – July 2012) - RECORD #220 DETAIL	
Status :	Action Pending
Record Date :	9/19/2011
Response Requested :	
Stakeholder Type :	CA Resident
Submission Date :	9/19/2011
Submission Method :	Website
First Name :	J
Last Name :	Peltzer
Professional Title :	
Business/Organization :	Central Valley Tea Party
Address :	
Apt./Suite No. :	
City :	
State :	CA
Zip Code :	93286
Telephone :	
Email :	jp350@hughes.net
Email Subscription :	
Cell Phone :	
Add to Mailing List :	No
Stakeholder Comments/Issues :	Please don't spend us into high speed insolvency with this doomed to fail high speed rail project. Spend the money on highway 99; it's miserable in the slow lane.  Wait, don't spend high speed rail money on 99; maybe you should find all the tax money already paid at the pump for road improvement. Where is all that money? The same place this waste of money is going to end up? In somebody else's pocket?
EIR/EIS Comment :	Yes
Affiliation Type :	Individual
Official Comment Period :	Yes

I037-1



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Response to Submission I037 (J Peltzer, September 19, 2011)

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**I037-1**

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

Submission I038 (Kay Pennington, October 6, 2011)

**Fresno - Bakersfield - RECORD #462 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 :** Kay  
**Last Name :** Pennington  
**Professional Title :**  
**Business/Organization :**  
**Address :** 2431 Truxtun Ave  
**Apt./Suite No. :**  
**City :** Bakersfield  
**State :** CA  
**Zip Code :** 93301  
**Telephone :**  
**Email :** squantosaurus-qt@yahoo.com  
**Email Subscription :** Fresno - Bakersfield  
**Cell Phone :**  
**Add to Mailing List :** Yes  
**Stakeholder Comments/Issues :** To Whom It May Concern:

I038-1

As a resident and homeowner of Bakersfield, California and specifically right on Truxtun Avenue very near Mercy Hospital, I am particularly alarmed at the changes that would occur if either one of the two proposed routes for the high speed rail are chosen. This downtown area is already so built up and congested that it seems like alternatives should be explored. I understand that there is a possible alternative in having the high speed rail follow Golden State Highway. I believe that this is a much better solution since there is much wasteland in that area. The high speed rail would actually IMPROVE that area versus destroy what is already in place and functional in the downtown area.

Please make a wise choice.

Kay Pennington  
2431 Truxtun Ave.  
Bakersfield, CA 93301

"A better life will come your way the second you get up and start walking toward it." Jason Gracia

**EIR/EIS Comment :** Yes

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Response to Submission I038 (Kay Pennington, October 6, 2011)

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**I038-1**

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

Submission I039 (Michelle Denise Pierro, October 12, 2011)

**Fresno - Bakersfield - RECORD #644 DETAIL**

**Status :** Action Pending  
**Record Date :** 10/12/2011  
**Response Requested :**  
**Stakeholder Type :** CA Resident  
**Submission Date :** 10/12/2011  
**Submission Method :** Website  
**First Name :** MICHELLE DENISE  
**Last Name :** PIERRO  
**Professional Title :**  
**Business/Organization :** LAND OWNER / RESIDENT  
**Address :**  
**Apt./Suite No. :**  
**City :** ALLENSWORTH  
**State :** CA  
**Zip Code :** 93219  
**Telephone :** 559-361-0643  
**Email :** MDPMOM8@YAHOO.COM  
**Email Subscription :** Fresno - Bakersfield  
**Cell Phone :**  
**Add to Mailing List :** Yes

1039-1  
 1039-2  
 1039-3  
 1039-4  
 1039-5

**Stakeholder  
 Comments/Issues :**

CALIFORNIA TRAIN SYSTEM PROJECT IS AN EXCITING EVENT THAT MANY OF US ENVIRONMENTALISTS AND CONSERVATIONISTS HAVE WORKED TOWARD BECOMING A REALITY FOR MOST OF OUR LIVES. This constituent very much appreciates the work to reduce air pollution in our great Stat of California and the San Joaquin Central Valley.

THESE ARE MY COMMENTS CONCERNING THE CALIFORNIA TRAIN SECTION THROUGH ALLENSWORTH, CALIFORNIA, AS A TULARE COUNTY RESIDENT AND ALLENSWORTH AREA PROPERTY OWNER.

(1) LOCATION: I AM IN FAVOR OF THE HIGH SPEED TRAIN GOING ALONG NEAR THE CURRENTLY EXISTING BNSF RAILS. THIS WILL EFFECT OUR FAMILY FARM PROPERTY IN THE LOSS OF SOME 100 FEET WIDTH OF LAND ON THE ACREAGE NEEDED FOR THE CA HST, BUT THIS IS DEFINITELY A BETTER ALTERNATIVE THAN THE 1 + MILE ALTERNATIVE ROUTE WEST OF ALLENSWORTH.

(2) THERE ARE SEVERAL ITEMS THAT WILL NEED ATTENTION FOR THE CALIFORNIA TRAIN RAIL SYSTEM IN THE ALLENSWORTH AREA. NUMBER ONE WILL BE FOR THE PLANNED ALLENSWORTH OFF-RAMP FROM HIGHWAY 43 TO BE AT AVENUE 36 WHICH IS THE 'HUB' OF THE ALLENSWORTH TOWNSHIP, INSTEAD OF AT AVENUE 24 AS SHOWN IN THE CURRENT TRAIN ROUTE PLANS.

(3) THAT RAIN WATER AND WATER RUN-OFF FROM NEIGHBORING ORGANIZATIONS SUCH AS DELANO BE REDIRECTED TO A CONTROLLED AREA / RESIVOR / HIGH LEVEL LAKE. This water can supply a much needed irrigation resource for the Allensworth area. Each year a seven mile stretch of rain water is just wasted as it sits along Highway 43, from north of Deer Creek south to past Avenue 16, Tulare County. Run-off rain water sets wasted west of Highway 43 between BNSF railway and then east of Highway 43 swamping hundreds of farming acres. This is embarrassing for the State of California to have ignored the job of redirecting this valuable water resource for over 30 years now. And sadly, during an accident that excess water sitting near the BNSF caused the death of a cherished Allensworth Community leader in the late 1970s – Mr Strong. There is no need for such a hurtful incident to possibly happen again, nor for so much useful water to be wasted so inefficiently! When the CA HST is built the redirection channels of the rain water run-off could be easily made to direct this water to be controlled just northwest of the township. Then this run-off rain water can be used all summer by Allensworth community for important landscaping and irrigation purposes.

(4) THAT THERE BE ACCOMODATIONS PLANNED FOR AN ALLENSWORTH STATION AS PER THE PLANNED COMMUNITY DEVELOPMENT AND GROWTH SCHEDULED – and this request is for either Allensworth area alternative CA HST route selected. This will enable persons from the south and north to be able to visit the growing town and attend events at the Allensworth State Historic Park. Plus allow for residents and community members to use the rail for traveling north and south throughout the State of California.

(5) ALONG WITH THIS, SUGGESTING THE SINCERE CONSIDERATION FOR A TRAIN RAIL MAINTENANCE YARD TO BE ESTABLISHED SOUTH OF AVENUE 24 ON THE WEST SIDE OF THE BNSF / CA HST RAIL IN THE ALLENSWORTH AREA. This will be environmentally sound as it is outside the borders of the California Colony & Home Promotion Association boundaries used for family housing, farming, churches, and business - and currently only used as farm land for trees.

(6) LASTLY, PLEASE CONSIDER NOT ONLY A HIGH SPEED RAIL TRAIN BUT A TRAIN THAT HOLDS A TRAVELER'S VEHICLE OR

Submission I039 (Michelle Denise Pierro, October 12, 2011) - Continued

I039-5

TRUCK THAT CAN BE EASILY LOADED AND UNLOADED. THIS WILL ENSURE EVEN MORE PARTICIPANTS IN THIS EXCITING RAIL SYSTEM. THE OFFICE OF SENATOR BOXER HAS A COPY OF AN ARTICLE FROM THE LINDSAY GAZETTE PAPER FROM SEVERAL YEARS AGO OF SUCH A ENGINEERED TRAIN THAT HOLDS VEHICLES OR TRUCKS EASILY IN A SEPARATE AREA AS WHERE PEOPLE SIT. A PERSON GETS ON THE TRAIN WITH THEIR VEHICLE OR TRUCK RIDES THEIR DISTANCE, THEN GETS OFF AT THEIR DESTINATION, GETS INTO THEIR VEHICLE, DOES THEIR BUSINESS, THEN GETS BACK ON THE TRAIN AND HEADS HOME! CURRENTLY TRAIN PASSENGERS FROM FLORIDA TO WASHINGTON D.C. AREA ALREADY HAVE THIS CONVENIENCE (WITH AMTRAK) AND IT IS VERY POPULAR MODE OF TRANSPORTATION. People like their vehicles and trucks and love the idea of transporting themselves around at their destinations. Then being able to return traveling by train to Florida / DC when their work / vacation is over. Other countries already have this convenience, too.

Thank-you for your sincere considerations of these comments.

Sincerely,

MICHELLE DENISE PIERRO  
Cell # : 559-361-0643  
2983 ROAD 84 "C"  
ALLENSTWORTH, CA. 93219  
mdpmom8@yahoo.com  
Alt # : 559-568-0842

EIR/EIS Comment :

Yes

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Response to Submission I039 (Michelle Denise Pierro, October 12, 2011)

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**I039-1**

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

**I039-2**

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

Avenue 36 does not cross the BNSF tracks to connect with SR 43, and therefore a new crossing has not been provided at this location. Avenue 24 currently crosses the BNSF and connects with SR 43. The connection is maintained with a grade-separated crossing of BNSF. Coordination with local agencies will continue throughout the design and procurement process.

**I039-3**

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

**I039-4**

Section 2704.09(d) of the California Streets and Highways Code limits the number of stations for the statewide HST system to 24. The community of Allensworth had a population of 471 based on the 2010 Census. While Tulare County plans to develop a Hamlet Plan for Allensworth, it has not been completed. The purpose of the California HST System is to provide a reliable high-speed electrified train system that links the major metropolitan areas of the state. With a limit on stations, there is insufficient population in the Allensworth area to warrant location of a station there.

**I039-5**

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



Submission I040 (Darlene Polder, October 7, 2011)

10-07-11P01:09 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:

I040-1

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 Polder  
[Name]

\_\_\_\_\_  
[Organization]

9-30-11  
Date

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Response to Submission I040 (Darlene Polder, October 7, 2011)

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**I040-1**

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

Submission I041 (Carole Price, September 28, 2011)

I041-1

09-28-11P03:04 RCVD

Please do not tear down any  
of Bakersfield High School!  
It was the first (and for many  
years) the only High School in  
Kern County.

If we continue to  
demolish our historical  
sites there will soon be  
none left.

I'm proud to be a  
1964 graduate of BHS!

Carole Price

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Response to Submission I041 (Carole Price, September 28, 2011)

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**I041-1**

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

Submission I042 (Jane Pruet, October 13, 2011)

RECEIVED  
 10-13-11P04:08 RCVD

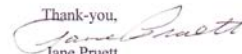
To: CA High Speed Rail Authority  
 Re: Comment opposing the proposed HSR plan  
 Date: 10-10-11

We were made aware on September 9, 2011 that the proposed High Speed Rail system would pass less than 100 yards from our home. Besides the obvious fact that this will render our property and everything we have worked for, essentially, worthless, we have other reasons that we oppose the Fresno to Bakersfield High-Speed Rail proposal.

- I042-1
  - The directions given in Prop 1A had the High Speed Rail (HSR) following existing rail/travel corridors. The proposed current alignment through the heart of Bakersfield does not follow a transportation corridor. It will demolish approximately 240 homes, 280 businesses, 7-8 churches, a Hindu Mission, a large Christian school, and part of a historic High School. Those homes remaining near the HSR will have their property values destroyed. It will negatively impact, among other things, Mercy Hospital and our downtown Convention Center. Why does the HSR not follow the existing railroad track or I-5 or Hwy 99? Why does the HSR authority insist on constructing the terminal in the middle of the city instead of a more suitable location in close proximity to the Bakersfield community? The rail alignment in Fresno is outside the community and it will not negatively affect the citizens of Fresno.
- I042-2
  - According to CARRD, Californians Advocating Responsible Rail Design, no other community in California will have the large number of negative impacts the city of Bakersfield will have.
- I042-3
  - Since this proposed alignment will go through existing neighborhoods and our community, the impact of the project will be particularly devastating to all people around. So far, there has been no mention of compensation or noise, dust, or vibration abatement procedures available to those damaged by the project.
- I042-4
  - We believe the Authority will not undertake the needed procedures to mitigate harmful impacts on our community. We understand that mitigation efforts, such as construction of sound walls, are typically discretionary and can be reduced or even avoided altogether by the Authority. In light of our budget woes, we believe our community will not receive the necessary protections from the anticipated adverse environmental impact.
- I042-5
  - Will the jobs that are created through this project be in California? California has one of the most unfriendly business environments in America. We are over regulated and our labor rate is high. In the real business world, businesses here would be competing with and underbid by more business friendly states like Texas, Oklahoma, Alabama, or South Carolina. The train, itself, will not even be built in the USA.
- I042-6
  - Our Federal and State governments are broke, and the 9.5 billion we pledged in bonds to this project is only about 20% of the projected start up costs of the project. If the HSR authority is allowed to demolish our homes and build their raised rails through our city, the current budget does not even include funds for electrification or the actual trains. We are making a bad economic situation in our state worse by tearing up our city and having only enough funding to lay the tracks. If future funding for this project isn't given, who is going to pay for the destruction of homes, businesses and the loss of the property value to those who live around the tracks?
  - If there's such a rush to spend this money, let's spend it on improving our existing travel routes; our roads and highways certainly need it!

- I042-7
  - If the HSR is so efficient and cost effective, why aren't private sector railroads taking the initiative to invest in this project? It appears they have more common sense with their money than the government does with ours.
  - Having the HSR run through our city doesn't make sense. Aesthetically, what will these raised rails look like as they go through Bakersfield? A quick review of elevated trains in other cities will demonstrate that undesirable conditions flourish under and around them. How will the HSR Authority mitigate the negative conditions this will create? You know, even Walt Disney had enough sense to build his train and then the monorail around his beloved Disneyland!
- I042-8
  - I read what the California HSR CEO was quoted in the LA Times as saying....and if the money runs out and the system is only partially built, it will leave in place a cornerstone that "my children and grandchildren can continue to build..." Really? Would we wish this debt and huge "White Elephant" on our children? Do we need to demolish a portion of our city to begin a project we can't afford to finish?
- I042-9
  - Where are they environmental impacts on the East side of Bakersfield? Those have not been addressed yet.
- I042-10
  - We were, as already noted, only told about this proposed alignment a month ago. This is not proper notification. The EIR is approximately 30,000 pages long and we are told we must respond to it by October 13, 2011. This time frame is not nearly long enough given how complicated and technically difficult the document is. We need at least 6 months.

We believe the proposed HSR project will damage our community and will be crushing our already bankrupt state with overwhelming debt disguised as a federal "jobs program". The HSR authority is ramming their alignment plan down our collective throats. We ask you to slow down, give us a chance to read and understand the EIR, acknowledge our concerns and attempt to mitigate them.

Thank-you,  
  
 Jane Pruet  
 9807 Shellabarger Rd.  
 Bakersfield, CA 93312  
 661 589-6014

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## Response to Submission I042 (Jane Pruett, October 13, 2011)

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### I042-1

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

### I042-2

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

### I042-3

Refer to Standard Response FB-Response-SO-04, FB-Response-N&V-05, FB-Response-AQ-01, FB-Response-N&V-04, FB-Response-SO-01.

See the Revised DEIR/Supplemental DEIS, Volume I, Section 3.4, Noise and Vibration, Impact N&V #3 (Moderate and Severe Noise Impacts from Project Operation to Sensitive Receptors) for noise impacts in Bakersfield, and Mitigation Measure N&V-3: Implement Proposed California High-Speed Train Project Noise Mitigation Guidelines. The potential sound barrier mitigation for this area for operation noise from the project is listed in Tables 3.4-29, 3.4-31, and 3.4-32, and shown on Figure 3.4-19, Bakersfield area: Potential sound barrier sites. The specific type of mitigation will be selected during final design and before operations begin.

### I042-4

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

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 3.4.6 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

### I042-4

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 3.4.6, Project.

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

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

### I042-5

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

See Section 3.12 Impact SO #5- Temporary Construction Employment, for information on the number of construction jobs created as a result of the project as well as the ability of the existing regional labor force to fill the demand for the direct construction jobs as well as the resulting indirect and induced jobs. Section 3.18 presents the amount of



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Response to Submission I042 (Jane Pruett, October 13, 2011) - Continued

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**I042-5**

construction- and operation-related employment created by the project. Over the entire construction period, project expenditures would result in an additional 2.4% of the total projected 2016 construction jobs in the region (see Table 3.18-3). This small percentage increase would not be substantial enough to greatly attract workers to the region because the existing underemployed construction work force would be expected to fill these jobs.

The San Joaquin Valley has greater unemployment and a lower per capita income than the state as a whole. The Authority has adopted a Community Benefits Policy, which requires that design-build construction contracts will be required to adhere to the National Targeted Hiring Initiative, which states a minimum of 30% of all project work hours shall be performed by National Targeted Workers and a minimum of 10% of National Targeted Workers hours shall be performed by Disadvantaged Workers. This, along with other hiring policies, will make sure that employment and business opportunities created by the project are accessible to the local community. For more information on hiring policies, see the Authority's website.

**I042-6**

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

Property acquisition, including relocation, would take place before construction of the project.

**I042-7**

Several simulations of the elevated guideways within the city of Bakersfield are presented in Section 3.16, Aesthetics and Visual Resources, of the Revised DEIR/Supplemental DEIS (see Figures 3.16-26 to 3.16-30 and 3.16-33). Additional images of guideways in Bakersfield are presented in the Revised DEIR/Supplemental DEIS. Regarding areas beneath elevated guideways, please see Mitigation Measure AVR-MM#2d, Replant Unused Portions of Lands Acquired for the HST, in Section 3.16 of the Revised DEIR/Supplemental DEIS.

**I042-8**

As discussed in the Revised 2012 Business Plan (Authority 2012a), the California High-Speed Rail (HSR) Program will depend on a mix of public and private investment, the latter becoming available after the fundamental economics of the program are demonstrated. A phased approach to system development is the prudent course to build a foundation that allows for greater efficiency in the use of private investment once the initial segments of the system are in place. This approach also recognizes current budgetary and funding realities. Among other things, the phased approach will help ensure the system's success by introducing Californians to HSR service and building ridership over time. At the same time, improvements can be made to regional systems that connect with HSR, resulting in the conventional and high-speed systems that complement each other.

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

- (1) Divide the statewide high-speed rail program into a series of smaller, discrete projects that can stand alone, will provide viable revenue service, can be matched to available funding, and can be delivered through appropriate business models.
- (2) Advance sections as soon as feasible to realize early benefits, especially employment, and to minimize the impact of inflation.
- (3) Leverage existing rail systems and infrastructure, including connecting rail and bus services.
- (4) Forge a long-term partnership with the federal government for program delivery.
- (5) Develop partnerships with other transportation operators to identify efficiencies through leveraging state, regional, local, and capital program investments and maximizing connectivity between systems.
- (6) Seek the earliest-feasible and best-value private-sector participation and financing with appropriate risk transfer and cost containment.

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Response to Submission I042 (Jane Pruett, October 13, 2011) - Continued

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**I042-8**

(7) Mitigate against the risk of funding delays by providing decision points for state policy-makers to determine how and when the next steps should proceed while leaving a fully operational system and generating economic benefits at each step.

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

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

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

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

**I042-8**

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

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

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

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

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Response to Submission I042 (Jane Pruett, October 13, 2011) - Continued

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**I042-8**

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

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

Step 5: The Phase 2 System. Phase 2 will extend the high-speed rail system to Sacramento and San Diego, representing completion of the 800-mile statewide system. Travelers will be able to travel between all of the state's major population centers on high-speed rail. Phase 2 areas will see improvements in rail service well in advance of the expansion of the high-speed rail system through the combination of early investments and blended operations, as described in this Revised 2012 Business Plan.

**I042-9**

Chapter 3, Affected Environment, Environmental Consequences, and Mitigation Measures, of the Revised DEIR/Supplemental DEIS contains the analysis of environmental impacts from east of the locations of the Bakersfield Station alternatives to Oswell Street, where the Bakersfield alignment alternatives merge.

**I042-10**

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

Submission I043 (Blair Pruet, October 13, 2011)

To: CA High Speed Rail Authority  
Re: Comment opposing the proposed HSR plan  
Date: 10-10-11

RECEIVED  
10-13-11 10:04:08 RCVD

We were made aware on September 9, 2011 that the proposed High Speed Rail system would pass less than 100 yards from our home. Besides the obvious fact that this will render our property and everything we have worked for, essentially, worthless, we have other reasons that we oppose the Fresno to Bakersfield High-Speed Rail proposal.

- I043-1 • The directions given in Prop 1A had the High Speed Rail (HSR) following existing rail/travel corridors. The proposed current alignment through the heart of Bakersfield does not follow a transportation corridor. It will demolish approximately 240 homes, 280 businesses, 7-8 churches, a Hindu Mission, a large Christian school, and part of a historic High School. Those homes remaining near the HSR will have their property values destroyed. It will negatively impact, among other things, Mercy Hospital and our downtown Convention Center. Why does the HSR not follow the existing railroad track or I-5 or Hwy 99? Why does the HSR authority insist on constructing the terminal in the middle of the city instead of a more suitable location in close proximity to the Bakersfield community? The rail alignment in Fresno is outside the community and it will not negatively affect the citizens of Fresno.
- I043-2 • According to CARRD, Californians Advocating Responsible Rail Design, no other community in California will have the large number of negative impacts the city of Bakersfield will have.
- I043-3 • Since this proposed alignment will go through existing neighborhoods and our community, the impact of the project will be particularly devastating to all people around. So far, there has been no mention of compensation or noise, dust, or vibration abatement procedures available to those damaged by the project.
- I043-4 • We believe the Authority will not undertake the needed procedures to mitigate harmful impacts on our community. We understand that mitigation efforts, such as construction of sound walls, are typically discretionary and can be reduced or even avoided altogether by the Authority. In light of our budget woes, we believe our community will not receive the necessary protections from the anticipated adverse environmental impact.
- I043-5 • Will the jobs that are created through this project be in California? California has one of the most unfriendly business environments in America. We are over regulated and our labor rate is high. In the real business world, businesses here would be competing with and underbid by more business friendly states like Texas, Oklahoma, Alabama, or South Carolina. The train, itself, will not even be built in the USA.
- I043-6 • Our Federal and State governments are broke, and the 9.5 billion we pledged in bonds to this project is only about 20% of the projected start up costs of the project. If the HSR authority is allowed to demolish our homes and build their raised rails through our city, the current budget does not even include funds for electrification or the actual trains. We are making a bad economic situation in our state worse by tearing up our city and having only enough funding to lay the tracks. If future funding for this project isn't given, who is going to pay for the destruction of homes, businesses and the loss of the property value to those who live around the tracks?
- If there's such a rush to spend this money, let's spend it on improving our existing travel routes; our roads and highways certainly need it!

I043-7

• If the HSR is so efficient and cost effective, why aren't private sector railroads taking the initiative to invest in this project? It appears they have more common sense with their money than the government does with ours.

I043-8

• Having the HSR run through our city doesn't make sense. Aesthetically, what will these raised rails look like as they go through Bakersfield? A quick review of elevated trains in other cities will demonstrate that undesirable conditions flourish under and around them. How will the HSR Authority mitigate the negative conditions this will create? You know, even Walt Disney had enough sense to build his train and then the monorail around his beloved Disneyland!

I043-9


• I read what the California HSR CEO was quoted in the LA Times as saying....and if the money runs out and the system is only partially built, it will leave in place a cornerstone that "my children and grandchildren can continue to build..." Really? Would we wish this debt and huge "White Elephant" on our children? Do we need to demolish a portion of our city to begin a project we can't afford to finish?

I043-10

• Where are they environmental impacts on the East side of Bakersfield? Those have not been addressed yet.

• We were, as already noted, only told about this proposed alignment a month ago. This is not proper notification. The EIR is approximately 30,000 pages long and we are told we must respond to it by October 13, 2011. This time frame is not nearly long enough given how complicated and technically difficult the document is. We need at least 6 months.

We believe the proposed HSR project will damage our community and will be crushing our already bankrupt state with overwhelming debt disguised as a federal "jobs program". The HSR authority is ramming their alignment plan down our collective throats. We ask you to slow down, give us a chance to read and understand the EIR, acknowledge our concerns and attempt to mitigate them.

Thank-you,  
  
Blair Pruet  
9807 Shellabarger Rd.  
Bakersfield, CA 93312  
661 589-6014

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Response to Submission I043 (Blair Pruett, October 13, 2011)

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**I043-1**

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

**I043-2**

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

**I043-3**

Refer to Standard Response FB-Response-SO-04, FB-Response-N&V-05, FB-Response-AQ-01, FB-Response-N&V-04, FB-Response-SO-01.

See the Revised DEIR/Supplemental DEIS, Volume I, Section 3.4, Noise and Vibration, Impact N&V #3 (Moderate and Severe Noise Impacts from Project Operation to Sensitive Receptors) for noise impacts in Bakersfield, and Mitigation Measure N&V-3: Implement Proposed California High-Speed Train Project Noise Mitigation Guidelines. The potential sound barrier mitigation for this area for operation noise from the project is listed in Tables 3.4-29, 3.4-31, 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.

**I043-4**

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

Potential noise impact has been assessed at sensitive receivers, and these areas are identified in Section 3.4.5, Environmental Consequences, of the 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. Refer to Section 3.4.6 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 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).

**I043-4**

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 3.4.6, Project.

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

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

**I043-5**

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

See Section 3.12 Impact SO #5 - Temporary Construction Employment, for information on the number of construction jobs created as a result of the project as well as the ability of the existing regional labor force to fill the demand for the direct construction jobs as well as the resulting indirect and induced jobs. Section 3.18 presents the amount of construction- and operation-related employment created by the project. Over the entire construction period, project expenditures would result in an additional 2.4% of the total



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Response to Submission I043 (Blair Pruett, October 13, 2011) - Continued

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**I043-5**

projected 2016 construction jobs in the region (see Table 3.18-3). This small percentage increase would not be substantial enough to greatly attract workers to the region because the existing underemployed construction work force would be expected to fill these jobs.

The San Joaquin Valley has greater unemployment and a lower per capita income than the state as a whole. The Authority has adopted a Community Benefits Policy, which requires that design-build construction contracts will be required to adhere to the National Targeted Hiring Initiative, which states a minimum of 30% of all project work hours shall be performed by National Targeted Workers and a minimum of 10% of National Targeted Workers hours shall be performed by Disadvantaged Workers. This, along with other hiring policies, will make sure that employment and business opportunities created by the project are accessible to the local community. For more information on hiring policies, see the Authority's website.

**I043-6**

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

Property acquisition, including relocation, would take place before construction of the project.

**I043-7**

Several simulations of the elevated guideways within the city of Bakersfield are presented in Section 3.16, Aesthetics and Visual Resources, of the Revised DEIR/Supplemental DEIS (see Figures 3.16-26 to 3.16-30 and 3.16-33). Additional images of guideways in Bakersfield are presented in the Revised DEIR/Supplemental DEIS. Regarding areas beneath elevated guideways, please see Mitigation Measure AVR-MM#2d, Replant Unused Portions of Lands Acquired for the HST, in Section 3.16 of the Revised DEIR/Supplemental DEIS.

**I043-8**

As discussed in the Revised 2012 Business Plan (Authority 2012a), the California High-Speed Rail (HSR) Program will depend on a mix of public and private investment, the

**I043-8**

latter becoming available after the fundamental economics of the program are demonstrated. A phased approach to system development is the prudent course to build a foundation that allows for greater efficiency in the use of private investment once the initial segments of the system are in place. This approach also recognizes current budgetary and funding realities. Among other things, the phased approach will help ensure the system's success by introducing Californians to HSR service and building ridership over time. At the same time, improvements can be made to regional systems that connect with HSR, resulting in the conventional and high-speed systems that complement each other.

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

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



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Response to Submission I043 (Blair Pruett, October 13, 2011) - Continued

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**I043-8**

a fully operational system and generating economic benefits at each step.

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

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

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

- o Investment in the bookends: In Northern California, the long-awaited electrification of the Caltrain corridor will begin under a collaborative program between Bay Area agencies and the Authority. Also, consistent with the Southern California MOU, investments will be made in key rail corridors in the southern part of the state, such as upgrading the Metrolink corridor from Los Angeles to Palmdale.
- o The Northern California Unified Service described above will be initiated.
- o As the next step in the IOS, work to close the rail gap between Bakersfield and

**I043-8**

Palmdale through the Tehachapi Mountains will begin. Environmental clearance is possible in early 2014, and plans are being developed to move quickly to implement the improvements to close this critical gap and create the first statewide rail link between the Bay Area and the Los Angeles Basin.

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

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

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

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Response to Submission I043 (Blair Pruett, October 13, 2011) - Continued

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**I043-8**

the San Fernando Valley Station and the Los Angeles Union Station and on to other points throughout Southern California.

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

Step 5: The Phase 2 System. Phase 2 will extend the high-speed rail system to Sacramento and San Diego, representing completion of the 800-mile statewide system. Travelers will be able to travel between all of the state's major population centers on high-speed rail. Phase 2 areas will see improvements in rail service well in advance of the expansion of the high-speed rail system through the combination of early investments and blended operations, as described in this Revised 2012 Business Plan.

**I043-9**

Chapter 3, Affected Environment, Environmental Consequences, and Mitigation Measures, of the Revised DEIR/Supplemental DEIS contains the analysis of environmental impacts from east of the locations of the Bakersfield Station alternatives to Oswell Street, where the Bakersfield alignment alternatives merge.

**I043-10**

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

Submission I044 (Sharon Pryor, October 11, 2011)



I044-1 We need more time to review the proposed High Speed Rail plan, which will displace hundreds of homeowners, hundreds of businesses and thousands of acres of farmland. Please extend the comment period by 60 days to allow us to fully review the 17,000 page document.

Signature: Sharon A. Pryor  
Full Name (Please Print Clearly): Sharon Ann Pryor  
Address: 1704 Custer AVE.  
City: Bakersfield State: Ca. Zip: 93304-5008  
Email: cutetoots@live.com

10-11-11 10:24 RCVD

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Response to Submission I044 (Sharon Pryor, October 11, 2011)

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**I044-1**

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

Submission I045 (Lila Ray, October 11, 2011)

**Fresno - Bakersfield - RECORD #554 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 :** Lila  
**Last Name :** Ray  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :** Bakersfield  
**State :** CA  
**Zip Code :** 93301  
**Telephone :**  
**Email :** lpr@lilaray.com  
**Email Subscription :** Statewide Planning Only, Bakersfield - Palmdale, Fresno - Bakersfield  
**Cell Phone :**  
**Add to Mailing List :** Yes  
**Stakeholder Comments/Issues :** I am an attorney and a graduate of Bakersfield High School ("BHS"). It would be a travesty to have any portion of the BHS campus disturbed by this rail system. When I was attending law school at George Washington University in Washington, D.C., I took a great deal of pride in the fact that former Chief Justice Earl Warren shared my alma mater. Graduates of BHS all across the country share this pride. It would be a sad loss for our entire community to have this historic area affected by a rail system that will likely end up as a "train to nowhere."  
  
 I was initially in favor of high speed rail in California. During the many years that I practiced law in Washington, D.C., I frequented the Amtrak train service between D.C. and New York. I used the train both for business and for pleasure trips. Now that I am living back in Bakersfield, I frequently travel to both San Francisco and Los Angeles. Again, those trips are for both business and pleasure. I would love to have a high speed rail option, but I fear that I would be the only person on the train. The mentality of the typical Californian is to drive whenever possible. Californian's drive from one side of a parking lot to another! I simply do not think that this proposed rail system will have the ridership anywhere close to making it an economically viable project.  
  
 I also happen to have an undergraduate degree in economics and I studied transportation economics very closely. If rail systems with significantly higher ridership than we could ever expect in California are barely able to make ends meet, then how can we ever expect to make this project economically viable? As much as the high speed rail system would personally benefit me as one of the few who would use it, I must oppose something that will cost California's taxpayers an exorbitant amount of money and could result in the partial destruction of my alma mater.  
  
**EIR/EIS Comment :** Yes

I045-1

I045-2

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Response to Submission I045 (Lila Ray, October 11, 2011)

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**I045-1**

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

**I045-2**

Experience around the world shows that high-speed rail systems do not require operating subsidies and generate positive operating revenues. As noted by the International Union of Railways, high-speed rail systems throughout the world achieve positive operating revenues (UIC 2011 ). The revenues generated from fares and other sources more than cover the cost of operating and maintaining the system for the initial phases but would also help to fund extensions. Two high-speed sections, the Paris-Lyon Train à Grande Vitesse (TGV) route in France and the Tokyo-Osaka route in Japan, have fully covered both their infrastructure and operating costs after 15 years of service. See also Chapter 1, page 1-12, of the Authority's Revised 2012 Business Plan (Authority 2012a).

The phasing and the viability of a range of riderships, revenues, and operating costs are described in the Revised 2012 Business Plan (Authority 2012a).

Submission I046 (Jazmin Reyes, September 22, 2011)

Fresno - Bakersfield - RECORD #261 DETAIL	
Status :	Action Pending
Record Date :	9/22/2011
Response Requested :	
Stakeholder Type :	CA Resident
Submission Date :	9/22/2011
Submission Method :	Website
First Name :	Jazmin
Last Name :	Reyes
Professional Title :	
Business/Organization :	BHS student
Address :	
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	93301
Telephone :	6613782946
Email :	reyes3963@att.net
Email Subscription :	Fresno - Bakersfield
Cell Phone :	
Add to Mailing List :	Yes
Stakeholder Comments/Issues :	I am against the installation of the High-Speed Rail. I don't not want part of Bakersfield High School to be taken down! BHS has been here as long as the town, and taking part of it down will be like destroying part of Bakersfield's history. It my not seem like it but it will affect MANY people, not only the students.
EIR/EIS Comment :	Yes

I046-1



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Response to Submission I046 (Jazmin Reyes, September 22, 2011)

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**I046-1**

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

Submission I047 (Jazmin Reyes, September 28, 2011)



CALIFORNIA  
High-Speed Rail Authority

09-20-11P03:57 RCVD

Comment Card  
Tarjeta de Comentarios

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

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

**Public Hearings**  
**September 2011**

**Audiencias Públicas**  
**Septiembre del 2011**

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

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

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

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

Extended comment period for Fresno to Bakersfield High-Speed Train Draft EIR/EIS:  
**August 15-October 13, 2011**

The comment period is from August 15, 2011 to August 28, 2011. Los comentarios tienen que ser recibidos, o matasellados, el día o antes del 28 de agosto del 2011.

Name/Nombre: JAZMIN REYES  
Organization/Organización: BHS STUDENT  
Address/Domicilio: 1225 M STREET  
Phone Number/Número de Teléfono: (661) 378-2946  
City, State, Zip Code/Ciudad, Estado, Código Postal: BAKERSFIELD, CA 93301  
E-mail Address/Correo Electrónico: reyes3963@att.net  
(Use additional pages if needed/Usar paginas adicionales si es necesario)

I047-1

TO WHOM IT MAY CONCERN TO:  
I AM A SENIOR AT BHS. I AM AGAINST THE HIGH-SPEED TRAIN. I DON'T WANT PART OF THE SCHOOL TO BE TAKEN DOWN. THAT SCHOOL WAS THE FIRST HIGH SCHOOL IN BAKERSFIELD. TAKING PART OF IT DOWN, IS LIKE DESTROYING BAKERSFIELD'S HISTORY. SURE YOU'LL REBUILD THE BUILDING(S), BUT IT WON'T BE THE SAME! THERE IS A LOT OF HISTORY TO THEM. I MEAN THAT SCHOOL HAS BEEN HERE AS LONG AS THIS TOWN! MOST OF YOUR RELATIVES PROBABLY GRADUATED FROM THERE, AND MANY STUDENTS FROM THERE HAVE WENT INTO WAR TO PROTECT OUR COUNTRY.  
SO I BEG YOU TO DON'T DO THIS! NOT ONLY WILL IT COST MONEY WE DON'T HAVE, IT WOULD PUT US MORE IN DEBT! PLEASE! THAT SCHOOL MEANS A LOT TO ME, IT'S A MONUMENT FOR BAKERSFIELD! MANY STUDENTS AND PAST GRADUATES WILL BE EXTREMELY DISAPPOINTED AND SADDENED! PLEASE! AS I WRITE THIS, I KNOW I'M NOT GOING TO BE ABLE TO REST UNTIL I KNOW BHS IS SAFE. ~~NO~~ THIS BURDEN WILL BE WITH ME UNTIL THIS STOPS!



CALIFORNIA  
High-Speed Rail Authority



U.S. Department  
of Transportation  
Federal Railroad  
Administration

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Response to Submission I047 (Jazmin Reyes, September 28, 2011)

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**I047-1**

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

Submission I048 (Mitchel Ritchie, September 20, 2011)

**Fresno - Bakersfield - RECORD #224 DETAIL**

**Status :** No Action Required  
**Record Date :** 9/20/2011  
**Response Requested :**  
**Stakeholder Type :** Business  
**Submission Date :** 9/20/2011  
**Submission Method :** Website  
**First Name :** Mitchel  
**Last Name :** Ritchie  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :** Selma  
**State :** CA  
**Zip Code :** 93662  
**Telephone :** 5592855804  
**Email :** mitchritchie@gmail.com  
**Email Subscription :** Fresno - Bakersfield  
**Cell Phone :**  
**Add to Mailing List :** Yes

I048-1

**Stakeholder  
 Comments/Issues :**

"The East along the foothills would be directly in the 100 year growth pattern not away from it."

I am contesting HSR route going as it has been explained going through Hanford Ca.  
 The growth in California Cities has always been to the East. Having this route to the west of Hwy 99 just sounds like something is just getting pushed through without many other considerations. Look how far this takes us from our parks entrances.  
 I am also against this project being hastily driven because of a time line moneys have to be spent. We know this pressure brings waste and bad results.  
 The East side along the foothills would be directly in the 100 growth pattern not away from it. There are miles and miles of unproductive range land along the east side.  
 Why on earth would anyone want to put the route through our most productive farm ground in the world?  
 I really question the planners on this project for even suggesting this. Having the route diverted through Wasco?  
 Isn't one of the board members (Flores) families from that area? This is pure politics at is worse.  
 Not being against HSR. Please forget the time line that is driving this to make horrible decisions for our future. The planning group needs to be taken to the next level. Take all the hard work the first group has and improve the plan. Rushing through the valley proves that there are really no long term ideas here.  
 As a farm that is impacted here. We plan on doing everything in our power to protect our family's livelihood as well as exercise our property rights. Our argument is that this is a hastily put together plan with unqualified people representing this project.  
 I don't believe that this is the only HSR option. I really thing the current proposal is ludicrous base on no other real options are proposed.  
 We are not issuing any permission for anyone to enter our properties without an escort from one of our family members.

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

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Response to Submission I048 (Mitchel Ritchie, September 20, 2011)

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**I048-1**

Refer to Standard Response FB-Response-GENERAL-02, FB-Response-GENERAL-10, FB-Response-GENERAL-04, FB-Response-SO-01, FB-Response-AG-01, FB-Response-AG-02, FB-Response-GENERAL-17.

Coordination and planning for the California HST System began with initial engineering and environmental studies in the late 1990s. As part of those studies, the Authority identified a range of alignment and station alternatives, which is presented in the *Sacramento to Bakersfield High-Speed Train Alignments/Stations Screening Evaluation* prepared for the Authority by Frederic R. Harris, Inc. (Harris 2001) and available on the Authority's website.

The Authority and the FRA's prior program EIR/EIS documents (see Section 1.5, Tiering of Program EIR/EIS Documents) selected the BNSF Railway route as the preferred alternative for the Central Valley 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 alignments along the general BNSF Railway corridor.

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

Submission I049 (Leslie Robison, October 13, 2011)

Bakersfield City Council Members City\_Council@bakersfieldcity.us

I am a resident in the Bakersfield area and I am writing to you to inform you of some of the many concerns that I have about the High Speed Rail project as it is planned including:

I oppose the H.S.R. Authority ignoring our community leader's reasonable recommendations during the planning of the project and I oppose the Authority not giving adequate consideration to many recommendations that would mitigate numerous negative impacts that the project as planned will cause my community.

I oppose the Authority's plan to destroy an unacceptable amount of Bakersfield City and surrounding area's infrastructure, homes, churches, businesses and schools by the Authority's plan to run the Rail project directly through the middle of our long established city. Our city corporation yard is affected. Our police garage is affected. Our oldest Bakersfield landmark - Bakersfield High School is affected. Our Robobank civic center is affected. Our Mercy Hospital is affected. I ask "is this any way to run a railroad?"

I049-1

The Authority does not have to destroy so much of our community. The authority could easily locate the rail alignment and station location somewhere outside the established Bakersfield community. Relocation of the station and rails outside our established neighborhoods would eliminate most if not all of the negative impacts that the Authority's current alignment plans will cause. As planned the project will destroy over 230 homes in our relatively small community. It will displace at least 700 residents, it will destroy between 110 and 280 businesses affecting between 800 and 1350 jobs and it will destroy between 7 and 8 churches all in our community. I believe that the religious freedoms that we are guaranteed by the Constitution of the United States will be violated by such unnecessary government heavy handedness. These are an unacceptable number of negative impacts caused to our Bakersfield community by the Authority's poor planning. This is to say nothing of the tax revenue, both sales tax and property taxes lost. The jobs that are to be lost will only put more burdens on the City to try to find meaningful jobs for these newly displaced workers.

I049-2

I currently oppose the project as planned due to the insufficient amount of funds that are available to effectively begin construction of the project and I currently oppose the project because the amount of funds that will be necessary to complete the project have been grossly underestimated as has been verified by numerous Economists and groups with expertise in this area. There is no way the Authority can build, maintain, and operate the system with the funding currently available to them. The Authority's plan that ridership will pay for the ongoing cost of operations seems totally out of line with reality again, as does their plan for the source of future funding, which is undetermined.

I hope you will agree with me that the lack of fore thought by the Authority only adds a severe burden to our City and many of its residents. I ask that you oppose the Authority's current EIR/EIS and send them back to the drawing board, as many of the other cities along their route have already done. I personally feel a vote of "No Confidence" is in order for this issue.

Respectfully Submitted,

Leslie (Les) Robison  
7313 Live Oak Way  
Bakersfield, CA 93308

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Response to Submission I049 (Leslie Robison, October 13, 2011)

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**I049-1**

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

See Section 5.1.2 in the Community Impact Assessment Technical Report, and the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12, Impacts SO #5 and SO #14, for information on project job creation during construction and operation. See Volume I, Section 3.12, Impact SO #3, Impact SO #4, and Impact SO #13, for effects on property and sales tax revenues.

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 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 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.

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 2010).

**I049-2**

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

This comment assumes that a lead agency must define its project based on available

**I049-2**

funding. CEQA includes no such rule, and courts cannot impose procedural or substantive requirements beyond those explicitly stated in the statute or Guidelines (Pub. Res. Code § 21083.1). Such a rule would force lead agencies to re-define their projects every time funding changes, which would result in direct conflict with the "rule of reason" that governs EIRs (*Laurel Heights Improvement Assn. v. UC Regents* [1988] 47 Ca1.3d 376, 406-407).

Chapter 7 of the Revised 2012 Business Plan (Authority 2012a) provides an analysis of the operating costs of the project. This submission provides no evidence that this analysis is incorrect.



Submission I050 (Andrej Romanenko, September 12, 2011)

Fresno - Bakersfield (May 2011 - July 2012) - RECORD #189 DETAIL

Status : Action Pending  
Record Date : 9/12/2011  
Response Requested :  
Affiliation Type : Individual  
Interest As : Individual  
Submission Date : 9/12/2011  
Submission Method : Website  
First Name : Andrej  
Last Name : Romanenko  
Professional Title :  
Business/Organization :  
Address :  
Apt./Suite No. :  
City :  
State : CA  
Zip Code : 93675  
Telephone :  
Email : alexejroma@yahoo.com  
Cell Phone :  
EIR/EIS Comment : Yes  
Stakeholder Comments/Issues : Multi part question:

- I050-1 | How many acres of existing farm land will become unusable?
- I050-2 | How many canals or irrigation ditches will be cut or required to be moved?
- I050-3 | How many Ag jobs will be lost due to farm land lose?
- I050-4 | Will any of the line be powered by integral solar power?

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Response to Submission I050 (Andrej Romanenko, September 12, 2011)

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**I050-1**

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

See Volume I, Section 3.14, Impact AG#4 for information on how many acres of farmland will be affected by the HST project.

**I050-2**

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

Table 3.6-15 in Section 3.6 of the Revised DEIR/Supplemental DEIS shows the number of irrigation canals that could be affected by the proposed project under the alternative alignments. The Revised DEIR/Supplemental DEIS further states that 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 the HST right-of-way.

As indicated in Section 3.12 of the EIR/EIS, the Authority recognizes that crossing agricultural land will impact farm operations, including the relocation of irrigation systems (including irrigation canals and ditches). A count of the number of canals and ditches that would need to be moved is not available; however, it will be a large number. Impacts on irrigation systems, resulting curative work, and/or potential ramifications will be addressed during the appraisal process, with consultation from experts in the hydraulic engineering and agriculture management fields. The timing of any restorative work or reconfigurations will be addressed at the acquisition stage and documented in the right-of-way contract.

The Authority has adopted a policy that it will utilize up to 100% renewable energy for its power needs. That will include solar power. However, whether that will include any Authority-owned solar power generation facilities is not known at this time. The commenter has not defined the term "integral solar power." If it is intended to mean solar power that is integral to the trains themselves, the answer is no. There are no HST commercial trainsets that are self-powered by integral solar panels. The energy demands greatly exceed the available surface area on which to mount panels, particularly if they are to be amenable to 220-miles-per-hour speeds.

**I050-3**

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

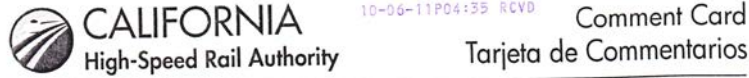
For information about the economic effects to agricultural land, see the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12, Impact SO #16.

The Authority's objective is to obtain 100% of the electrical power to operate the system from renewable sources. Most of that is expected to be renewable energy purchased from public or investor-owned utilities. The project design has not progressed to the level to be able to state how much, if any, solar power will be generated as part of the project.

**I050-4**

The train itself would not be powered by integral solar power. HST facilities, such as stations, maintenance facilities, or platform canopies, may have solar photovoltaic or solar thermal generation integrated into their structures.

Submission I051 (Judy Romero, October 6, 2011)



10-06-11P04:35 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**  
**September 2011**

**Audiencias Públicas**  
**Septiembre del 2011**

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

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

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

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

The comment period is from August 15, 2011. Los comentarios tienen que ser recibidos, o matasellados, el o antes del 15 de Agosto al 28 de Septiembre del 2011.

Name/Nombre: Judy Romero  
Organization/Organización: \_\_\_\_\_  
Address/Domicilio: 200 King St  
Phone Number/Número de Teléfono: Bakersfield, CA (Tel) 857-1304  
City, State, Zip Code/Ciudad, Estado, Código Postal: Bakersfield CA 93305  
E-mail Address/Correo Electrónico: judyromero3@yahoo.com  
(Use additional pages if needed/Usar paginas adicionales si es necesario)

*This is my home for now. The tenants here have been here for a long time. The noise of this railroad is one thing, but to the people will make it harder for other people who have homes.  
I, myself, am against it. ~~there is~~ already an Amtrak. Why not merge with them.*

*Thank You,  
Judy Romero*

I051-1

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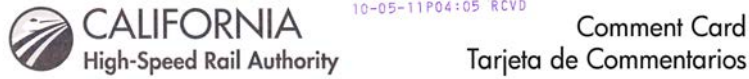
Response to Submission I051 (Judy Romero, October 6, 2011)

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**I051-1**

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

Submission I052 (Mary & Dale Roper, October 5, 2011)



10-05-11P04:05 RCVD

**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**

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**

The comment period is from August 28, 2011. Comments must be received postmarked, on or before September 13, 2011.	Extended comment period for Fresno to Bakersfield High-Speed Train Draft EIR/EIS: <b>August 15-October 13</b>	El comentario tiene que ser entregado el 28 de Agosto al 13 de Septiembre del 2011. Los comentarios tienen que ser entregados, o matasellados, el o antes del 13 de Septiembre del 2011.
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Name/Nombre: MARY & DALE ROPER OCT 2, 2011  
 Organization/Organización: \_\_\_\_\_  
 Address/Domicilio: 1531 CALLOWAY DR  
 Phone Number/Número de Teléfono: (661) 589-2045  
 City, State, Zip Code/Ciudad, Estado, Código Postal: BAKERSFIELD CA 93312  
 E-mail Address/Correo Electrónico: \_\_\_\_\_

I052-1

(Use additional pages if needed/Usar paginas adicionales si es necesario)  
WE WILL BE WITHIN YARDS OF THIS RAIL - ONE MORE NOISE FACTOR (WE HAVE THE FIVE LANE IN FRONT WE NOW CAN NO LONGER USE OUR PATIOS, OR EVEN TALK IN OUR FRONT YARD) WE WILL TRULY SUFFER A VERY UNPLEASANT, UNHEALTHY ENVIRONMENT IN OUR OWN HOME, (FOR 40 YEARS) PLEASE DO NOT TAKE EVERYTHING WE HAVE, OR DO BUY OUR PROPERTY AND LET US RELOCATE -

I052-2

I THINK ALL THE COMMENTS ALREADY MADE COVERS MOST OF THE PEOPLES CONCERNS, IT TRULY IS THE WRONG TIME.  
PLEASE LET US KNOW AS SOON AS POSSIBLE:  
WHEN IS THE NEXT MEETING, WHEN YOU WILL ANSWER OUR QUESTIONS?  
WHEN WILL YOU LET US KNOW A NEW EXTENSION DATE?  
WHEN WILL WE KNOW EXACTLY WHAT PROPERTIES WILL BE INVOLVED?  
DO NOT DO THIS TO OUR STATE, OUR COUNTY, OUR CITY, AND OUR HOME.  
 Sincerely,  
MARY & DALE ROPER

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Response to Submission I052 (Mary & Dale Roper, October 5, 2011)

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**I052-1**

Refer to Standard Response FB-Response-SO-01, FB-Response-SO-02, FB-Response-N&V-05.

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).

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.

**I052-2**

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

The Authority will also use the information in the Revised DEIR/Supplemental DEIS and input from agencies and the public to identify the preferred alternative. Once the preferred alternative has been selected, the properties that will be affected can be identified.

Submission I053 (Gary Rose, October 11, 2011)

Fresno - Bakersfield (May 2011 – July 2012) - RECORD #522 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 : Gary  
Last Name : Rose  
Professional Title :  
Business/Organization :  
Address : 1511 Norboe Ave.  
Apt./Suite No. :  
City : Corcoran  
State : CA  
Zip Code : 93212  
Telephone : 559 992-4616  
Email : grose@kings.k12.ca.us  
Email Subscription : Fresno - Bakersfield  
Cell Phone :  
Add to Mailing List : Yes  
Stakeholder  
Comments/Issues : Ladies/Gentlemen:

I053-1

On a personal and environmental level, I protest the proposed alignment of the HSR through Corcoran because of excessive noise and the degradation and taking of our most valuable asset, our agricultural land that provides the main source of income for our community members. From the common sense economic standpoint, I wonder what part of "the Nation and the State are broke and we can't afford this" some folks just don't understand. If I can't afford something, I just can't buy it no matter what theoretical advantages it may have for me in the future. Additionally, it will be expensive to ride and I will bet money (you're already making that mistake) that we'll NEVER have adequate ridership to pay for it. Therefore, here we go with yet another government-subsidized white elephant that we cannot afford!! USE YOUR HEAD!

Thank you,

Gary Rose  
1511 Norboe Ave.  
Corcoran, CA

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



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Response to Submission I053 (Gary Rose, October 11, 2011)

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**I053-1**

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

Submission I054 (Curt Rowe, October 13, 2011)

Fresno - Bakersfield (May 2011 - July 2012) - RECORD #733 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 : Curt  
Last Name : Rowe  
Professional Title :  
Business/Organization :  
Address :  
Apt./Suite No. :  
City : Corcoran  
State : CA  
Zip Code : 93212  
Telephone :  
Email : crowe@jgboswell.com  
Cell Phone :  
EIR/EIS Comment : Yes

I054-1 | Stakeholder Comments/Issues : The two routes that pass through Corcoran do a great deal of damage to our small community. The at-grade route interrupts existing businesses and creates ugly over passes that would be a scar on our town. The elevated option puts the high speed train on an ugly platform creating noise issues that will bother everyone in town.

I054-2 | These options will do economic damage to the residents of our town and will lower the values of an already economically depressed town. When the value of my house falls because you chose one of these routes I will be seeking reimbursement from the members of the high speed rail authority. Just letting you know in advance!!

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Response to Submission I054 (Curt Rowe, October 13, 2011)

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**I054-1**

Refer to Standard Response FB-Response-SO-03, FB-Response-N&V-03, FB-Response-N&V-05, FB-Response-AVR-02, and FB-Response-AVR-03, FB-Response-SO-01, FB-Response-SO-02.

In addition, 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 Board. More information about that claims process may be obtained online at [www.vcgcb.ca.gov/claims](http://www.vcgcb.ca.gov/claims). In general, anyone who wishes to file a lawsuit against the State or its employees for damages must first pursue an administrative remedy through the Government Claims Program.

**I054-2**

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

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

Submission I055 (Tracy Ryan, 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:

I055-1 |

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: Tracy Ryan  
Tracy Ryan  
[Name]

[Organization]

Date 9/30/11

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Response to Submission I055 (Tracy Ryan, October 7, 2011)

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**I055-1**

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

