

Submission P001 (Anthony Amarante, September 22, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 Germany. It's great, but they planned that 50, 60, 70
2 years ago. You're tearing up towns going up and do you
3 know the Valley. You need to plan better. You need to
4 tell the citizens of this State how you're going to
5 afford this project, because everything I said and
6 everything I've read says you don't have the money for
7 it. And I'm opposed to this project.

8 Thank you.

9 THE FACILITATOR: Thank you.

10 Anthony Amarante. There you are.

11 SPEAKER AMARANTE: Good afternoon. I came to
12 say I don't envy any of you guys because you're not in
13 an enviable position. My name is Anthony Amarante and
14 you're not in an enviable position.

15 There's a lot of anxiety about this project.
16 There's a lot of passion about this project. But I
17 just looked and gasoline is \$3.72 a gallon now. And
18 who knows what it's going to be in 20 years. And I
19 think we have to look forward and not backwards.

20 And I know I'm very much a minority, and I
21 know there's a lot of problems associated with High
22 Speed Rail, but, you know, we're buying gasoline from
23 people who really don't like us, from people who don't
24 have a way of life where someone with a different point
25 of view can come and talk to government

Page 88

High Speed Rail Public Meeting
559-222-1200 888-346-5559

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 representatives. And the only way we're going to
2 survive, and the way our way of life is going to
3 survive is if we look forward and not backward.

4 And I've -- gosh, I've only been to Europe
5 once and the trains were kind of slow. And I hope you
6 don't build this train the way they built the trains in
7 China, because, you know, we all saw the pictures in
8 the paper. Because they built it on the cheap -- I'm
9 very much a minority. And I'm glad we live in a
10 country where minority votes get to speak too.

11 Because you have to build this train and you
12 have to build it right. And you have to make it
13 something 75 years from now people are going to be
14 proud of and say, "Boy, it was tough, but they did it."

15 Because, you know, they're happy to sell us
16 oil and they'll probably be happy to terrorize us some
17 more.

18 Thank you.

19 THE FACILITATOR: Thank you.

20 Next we have Joel Stewart. Is Joel still in
21 the room? Vincent Petracchione is next after that and
22 then Christy Coows.

23 SPEAKER STEWART: My name is Joelle Stewart,
24 by the way. Yeah. And I am a teacher at Bakersfield
25 High School. And I have taught for 24 years at

Page 89

High Speed Rail Public Meeting
559-222-1200 888-346-5559

P001-1

Response to Submission P001 (Anthony Amarante, September 22, 2011)

P001-1

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

Submission P002 (Devin Anderson, September 22, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 the school. There are grandmas who have gone to the
2 school and now their grandchildren are going. Everyone
3 that I know at the school, they love it. It is really
4 our home. And I think it should be registered as a
5 historic place because it is over a hundred years old.
6 Plus, I think it's kind of a bit dangerous to
7 be putting a High Speed Rail through the middle of a
8 town because there could be dangers, like, with little
9 kids and stuff.
10 So maybe -- I think this would be a good idea.
11 I mean, it would create a lot of jobs. It would help
12 with the environment, get some people off the road.
13 But maybe you can change it a little bit, change the
14 course so it's not going through the middle of
15 Bakersfield and getting rid of lots of places that are
16 special to us.
17 Thank you for your time.
18 THE FACILITATOR: Thank you.
19 Next up we have Devin Anderson. Jose
20 Gutierrez after that and Joey Lindburg. Is Devin still
21 here?
22 SPEAKER ANDERSON: Hello, my name is Devin
23 Anderson and I would like to comment on the Bakersfield
24 to Fresno section primarily.
25 The whole point of putting a High Speed train

Page 32

P002-1

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 in the San Joaquin Valley is to speed up transportation
2 from the southern ends to the northern ends. I noticed
3 by looking over the maps and the projected routes, it's
4 going to be cutting right through the middle of cities.
5 I know, because I have family and friends who
6 are in the train locomotive business, that there are
7 speed restrictions while in towns, sounds restrictions.
8 And a High Speed Rail would have to slow down to enter
9 a city and while going through the city. And the more
10 cities it enters, the slower the train travels
11 throughout it's whole duration. And the whole purpose
12 of having a high speed bullet train is to travel large
13 amounts of distances in short amounts of time as in
14 Japan and Europe, how they have High Speed Rails all
15 over their countries.
16 Also, by cutting through the middle of town
17 it's not just affecting Bakersfield High School, but
18 people who have been living there for many years,
19 businesses that have been here for a long time. And by
20 taking that away you're taking a part of Bakersfield
21 away. By taking part of the BHS campus away, it
22 changes everyone's look at it. People who went to
23 school, to BHS in the 50s come back and they're like,
24 "Where's our Harvey IT building? Where's the building
25 I remember having shop class in, working on engines and

Page 33

High Speed Rail Public Meeting
559-222-1200 888-346-5559

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Submission P002 (Devin Anderson, September 22, 2011) - Continued

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 learning how to weld? Plays and concerts by students
2 and by private companies? They're ruining my --
3 they're ruining my alma mater. They're ruining the
4 city."
5 I think the High Speed Rail would be a great
6 benefit to the Kern County for bringing us out of a
7 tough economic times, bringing jobs to companies and to
8 people who work here. Surely going through the middle
9 of town isn't the smartest idea. It may seem to be the
10 easiest because there are rails already present through
11 the center of Bakersfield, but more so looking
12 for -- going through the south end of town or around
13 the north end of the town. But there's less population
14 density where the train would have to slow down because
15 of noise reasons, population reasons and things such
16 like that.
17 That's all I have to say. Thank you.
18 THE FACILITATOR: Thank you, Devin.
19 Jose Gutierrez and then if Joey Lindburg could
20 get ready.
21 Jose, if you could state your name and which
22 section you're representing.
23 SPEAKER GUTIERREZ: My name is Jose Gutierrez.
24 I'm commenting on the Bakersfield to Fresno segment.
25 I don't know much about this project, but I do

Page 34

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P002 (Devin Anderson, September 22, 2011)

P002-1

High-speed train design and operation is a completely different paradigm than that of conventional train design and operation, as discussed in Chapter 2 of the EIR/EIS. The HST will operate on a fully grade-separated and dedicated right-of-way and would slow through cities only where a stop is planned. As stated in Section 2.3, the Fresno to Bakersfield Section design criteria dictate 220-mph designs throughout. Train speed in urban corridors would depend on train service (i.e., whether it is an express, limited-stop, or all-stop train). Station design and train service are described in Sections 2.2.3, Stations, and 2.6, Operations and Service Plan. Stations would have four tracks passing through the station, two express tracks (for trains that do not stop at the station) and two tracks for trains that would stop at the station platforms. Express trains would serve major stations only, providing fast travel times; limited-stop trains would skip selected stops to provide faster service between stations; and all-stop trains would focus on regional service.

Noise impacts associated with train operations are described in Section 3.4.5.3, and proposed mitigation measures are discussed in Section 3.4.7. No impact would be associated with a train horn, as HSTs do not need nor do they use a horn during operation.

Submission P003 (Daniel Andrews, St. George Greek Orthodox Church, September 22, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 jobs -- you're going to bring jobs. I heard somebody
2 else mention that there's 25 percent of jobs to be
3 localized here in California. I know how this works,
4 being a contractor. You take the lowest bid possible.
5 You'll bring someone in from New York if they got the
6 bid properly. You don't care. Not that that's a bad
7 thing. Everybody needs to work, but it's not going to
8 bring jobs from here. People bring in their own people
9 because they need employment.

10 This thing is not well -- it's not well put
11 together. I feel there have been a lot of sneaky
12 things done in this, in trying to get this taken care
13 of. A lot -- many about have not been informed. You
14 don't see them here today because they don't have a
15 letter saying their house is on site for demolition.

16 This thing needs to be rethought out. This
17 Environmental needs to be redone and done properly.
18 There's plenty of open land throughout Bakersfield. It
19 does not have to go through the center of town.

20 THE FACILITATOR: Thank you, Jason.

21 Next up we have Anthony Amarante, then Daniel
22 Andrews and then Steve Townsend. Is Anthony still
23 here? Anthony Amarante? Daniel Andrews.

24 SPEAKER ANDREWS: Yes. Hi, thank you
25 Mr. Abercrombie and committee for having us. My name

Page 60

High Speed Rail Public Meeting
559-222-1200 888-346-5559

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

P003-1

1 is Daniel Andrews and I'm speaking on the Fresno to
2 Bakersfield line on behalf of my priest, Father Joseph
3 Chaffee, and the parish counsel representing Saint
4 George Greek Orthodox Church, 401 Truxtun Avenue at the
5 corner of Truxtun and "U" Street.

6 We have concerns over the Environmental Impact
7 Report that would affect our church and parishioners.
8 Mainly the noise levels, the traffic, increased
9 traffic, parking, lack of parking.

10 And in our faith we meet every night. We
11 don't just meet on Sundays. So this would affect us
12 throughout the week. We have nightly services, we have
13 Bible studies we have Greek school, we have inquiry
14 classes, Saturday prayer service and, of course, our
15 Sunday primary divine liturgy.

P003-2

16 There also could be an economic impact.
17 Perhaps some of our parishioners, due to the
18 above-mentioned Environmental Impacts, may choose to
19 leave our church and join another church that's
20 not -- out of town. Perhaps an orthodox -- there is
21 another orthodox church here. You know, they may drive
22 to Fresno or Los Angeles. We may lose from our system.

P003-3

23 Our church is unique. We also have a large
24 park and a two-story church school building. Our park
25 has various picnics and events throughout the year.

Page 61

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Submission P003 (Daniel Andrews, St. George Greek Orthodox Church, September 22, 2011) - Continued

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 And we have a -- just recently, we've hosted our 39th
2 annual Greek food festival. And this is a 50 percent
3 revenue generating event for our parish. And if this
4 project goes through, the park would be eliminated.
5 And it would be very difficult for us to make up that
6 difference or find another facility that had such a
7 large park that's able to host 8,000 people over a
8 weekend.

P003-4

9 Also if we were to relocate, it's not just
10 closing a door and leaving it. In orthodox churches we
11 have many relics, we have icons, stained glass windows.
12 The actual cost of relocating wouldn't be reflected in
13 the fair market value of our buildings. It would be an
14 additional burdon of cost to us. If we ever were to
15 relocate that would -- we just want to mention, for the
16 record, in case the committee only goes by fair market
17 value.

18 And we've been here a long time. Soon, in
19 2013, we will be celebrating our 100th anniversary.
20 And we're proud of that tradition. And we'd like to
21 remain there on Truxtun.

P003-5

22 And finally, the counsel, you know, all of us
23 are working. We don't have time to read the EIR and
24 respond to your request, which is in a week or two. We
25 request a six-month extension of the comment period so

Page 62

High Speed Rail Public Meeting
559-222-1200 888-346-5559

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 we can have time, weekends and nights for us to digest
2 this project and respond properly.

3 Thank you.

4 THE FACILITATOR: Thank you.

5 Steve Townsend.

6 SPEAKER TOWNSEND: Steve Townsend.

7 I guess my main thing is, I was looking
8 through there where they talk about the project costs
9 of all the various alternatives; and they seem to range
10 from 6.5 billion to 7.1 billion, when all the
11 independent reports in the media are up to 48 to 60
12 billion. And if you factor in cost overruns,
13 infrastructure may be up to 150 billion.

14 I think your number is a fantasy. I think you
15 need to really look at what this thing is going to
16 cost. I think by having -- you've missed an
17 opportunity by having the plan route sort of meander
18 through farmlands. If you run it down the I-5
19 corridor, not only would there be much less impact on
20 property, but it would have been a 24/7 advertisement
21 for itself, because the train would have been flying by
22 all the traffic on I-5 encouraging people to get out of
23 their car and on to the train.

24 I think there's talk about jobs, also talk in
25 the media about jobs in the program, specifically,

Page 63

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P003 (Daniel Andrews, St. George Greek Orthodox Church, September 22, 2011)

P003-1

Refer to Standard Response FB-Response-TR-03 and FB-Response-TR-01.

The BNSF Alternative and Bakersfield South both have noise barriers located along that portion of the alignment that will provide mitigation of noise. The Bakersfield Hybrid Alternative does not require a noise barrier due to reduced speeds along that portion of the alignment.

P003-2

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

As described in Section 3.12 of the EIR/EIS, both the Bakersfield Station–North Alternative and the Bakersfield Station-Hybrid Alternative would result in displacement of facilities associated with St. George Greek Orthodox Church. Adverse effects associated with this displacement would be minimized by implementation of Mitigation Measure SO-4: Implement measures to reduce impacts associated with the relocation of important facilities. To summarize, depending on the alternative selected, the Authority will minimize impacts resulting from the disruption to key community facilities, including churches. The Authority will consult with 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. Also, to avoid disruption to these community amenities, the Authority will ensure that all reconfiguring of buildings, or relocating of community facilities, is completed before the demolition of any existing structures.

A determination of the actual numbers of parishioners that would decide to relocate outside the parish would be speculative at best. As described in Section 3.2 of the EIR/EIS, the project would include mitigation measures that would minimize and avoid adverse effects to transportation facilities during construction and operation. However, noise impacts in the vicinity of the parish could remain adverse with implementation of mitigation measures.

P003-3

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

For information about the potential impacts on the St. George Greek Orthodox Church, see the Revised DEIR/Supplemental DEIS, Volume 1, Section 3.12, Impact SO #7, under Station Alternatives, and Section 7, Mitigation Measure SO-4. Also see Section 5.1.1 in the Community Impact Assessment Technical Report for a discussion of the impacts (Authority and FRA 2012g).

P003-4

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

For information about the potential impacts on the St. George Greek Orthodox Church, see the Revised DEIR/Supplemental DEIS, Volume 1, Section 3.12, Impact SO #7, under Station Alternatives, and Section 7, Mitigation Measure SO-4. Also see Section 5.1.1 in the Community Impact Assessment Technical Report for a discussion of the impacts (Authority and FRA 2012g).

P003-5

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

Submission P004 (Brenna Ardon, September 22, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

P004-1

1 THE FACILITATOR: Thanks, Shelby.
2 Brenna Ardon.
3 SPEAKER ARDON: Hi, my name is Brenna Ardon
4 and I'm also a senior at BHS.
5 I just wanted to let you guys know that our
6 Downtown Bakersfield isn't like other downtowns in
7 other cities. It's not a downtown where you can have a
8 High Speed Rail coming through the city and it's going
9 to work. I agree the most -- with the lady that talked
10 about the airport, putting the High Speed Rail near the
11 airport because that would make the most sense for the
12 town that we live in.
13 We don't live in New York. We don't live in
14 Philadelphia. We don't live in Paris. We don't live
15 in a place where public transportation in the city
16 itself is going to be very helpful. Because our city
17 is pretty compact as it is.
18 But if there was a -- the airport system would
19 work the best for Bakersfield itself. Downtown is way
20 too crowded to have parking structures just in the
21 middle of nowhere.
22 The other thing I wanted to talk about is of
23 course BHS, the school. None of you guys live in
24 Bakersfield, you don't know what BHS means to this
25 town. It's not just a school, it's a community. It's

Page 126

P004-2

1 a community. You can't go anywhere in Bakersfield
2 without running into a Driller. I'm a cheerleader.
3 Sometimes I go places in my uniform and people say,
4 "Oh, you go to BHS. Once a Driller, Always a Driller.
5 I bleed blue."
6 I mean, it's something that keeps Bakersfield
7 together, ties Bakersfield together. And taking that
8 away would create such a resentment that I feel like
9 you guys would really regret.
10 I feel like this project, putting the High
11 Speed Rail on Bakersfield High School's campus, might
12 have seemed like a good idea standing back and looking
13 at, who it doesn't affect. And, obviously, this
14 project is going to affect people no matter which way
15 you spin it.
16 But you have to realize that this is such an
17 important part of Bakersfield history. That it might
18 look good from standing in the outside, but once you
19 come in and realize how many people it really is
20 affecting, it's not a good idea. There's a lot of
21 things that you guys need to think about before you go
22 through this with this project, and destroying BHS
23 isn't something that you should do.
24 There's so many alumnus who believe -- come
25 back to teach at BHS because it's so much a part of

Page 127

High Speed Rail Public Meeting
559-222-1200 888-346-5559

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Submission P004 (Brenna Ardon, September 22, 2011) - Continued

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 them. And I invite you guys, if you're in town, to
2 come to our game tomorrow and sit on the home side. I
3 mean, you'll feel the spirit. You'll feel the pride of
4 BHS. I mean, it's just a minute away from here. If
5 you're going to destroy school you might as well see
6 what you're destroying before you take it and take it
7 away from all of us. Feel the spirit. Feel the pride.
8 Feel the people bleeding blue and then make your
9 decision.
10 Thank you.
11 THE FACILITATOR: Thank you, very much.
12 Jason -- no, I'm sorry. Jason with "Once a
13 Driller, Always a Driller."
14 SPEAKER JASON: Good evening. I'll make this
15 short and sweet.
16 I am a third generation Driller.
17 1995 -- class of 1985. I'm here to represent Ken
18 Hooper and half of the Driller nation. I recently
19 registered a domain, "Once a Driller, Always a Driller"
20 and created a Facebook account at 5,000 Drillers and
21 going strong.
22 And I'm here to say I will do what it takes to
23 support and save BHS. And I will do what it takes to
24 save BHS, and do anything possible to make sure that we
25 save our school.

Page 128

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P004 (Brenna Ardon, September 22, 2011)

P004-1

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

P004-2

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

Submission P005 (Nathan Banks, September 22, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 your property, you will be paid a minimal token for the
2 land it sits on.
3 And that's about all I have to say.
4 THE FACILITATOR: Thank you.
5 Nathan Banks and then next up we have Frank
6 Maccioli.
7 SPEAKER BANKS: Good afternoon. My name is
8 Nathan Banks and I'm going to be speaking on Fresno to
9 Bakersfield section.
10 I am a student at Bakersfield High School.
11 And one question I have is, why take down the most
12 important buildings that we have at BHS? They're both
13 sentimental buildings that mean so much to us. That
14 mean so much to the people before us who have walked
15 the halls, and people who walk the halls now, and the
16 future people to walk the halls.
17 And why don't you take HSR another route,
18 another alternative, something that will not affect any
19 school in Bakersfield, any education, any business, any
20 home in Bakersfield. There's no alternative route to
21 go around Bakersfield maybe on the outskirts, anything?
22 And most importantly, why BHS? It is a
23 historical landmark, something that sat in it's place
24 for over a hundred years, something that -- that's been
25 through earthquakes and all kinds of chaos and it's

Page 77

P005-1

High Speed Rail Public Meeting
559-222-1200 888-346-5559

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 still standing. And it's also had times where -- one
2 time where they were going to move the location and the
3 city of Bakersfield didn't allow that. And they
4 thanked -- and the ASB President wrote a letter
5 thanking the city of Bakersfield for allowing them to
6 stay in that position.
7 It's just by taking it from there, it will
8 just -- it's breaking hearts. It's breaking
9 traditions. It's breaking just a lot of -- a lot of
10 tradition that we have had at BHS. By moving us and
11 relocating us it wouldn't be the same. Not the at all
12 the same. The traditions will be different. Just
13 being in elk grove is one of the traditions. Just
14 having to sit on the bomb shelter our rallies. It
15 wouldn't be the same. It would no longer be BHS,
16 because BHS is not only a name, it's a tradition. It's
17 a family. And that's about all I have to say.
18 Thank you.
19 THE FACILITATOR: Thank you.
20 Frank. Is Frank not here? Frank Maccioli?
21 Then we have Mitchell Bill after that and then Bill
22 Lind.
23 SPEAKER MACCIOLI: My name is Frank Maccioli.
24 I'm a resident of Bakersfield in the northwest area.
25 Although my home isn't going to be impacted by

Page 78

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P005 (Nathan Banks, September 22, 2011)

P005-1

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

Submission P006 (Carol Bender, September 22, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 we have Dennis Fox and Salias Masita.
2 Okay. If you could state your name and which
3 section you're commenting on.
4 SPEAKER BENDER: Sure. Carol Bender; the
5 Fresno to Bakersfield segment.
6 My comments are in reference to the noise and
7 vibration studies and the EIR noise and mitigation
8 proposal in general, with the specific focus on the
9 route studies along the current railroad line from 7th
10 Standard, Santa Fe area down to Palm where it starts to
11 elevate; because this alignment will stay the same
12 whether we pick blue or red or unless we get lucky and
13 get none.
14 It's apparent that the limited information has
15 been presented in a very confusing manner that took
16 hours for me to decipher just this section. It's
17 apparent that the EIR is basically having problems.
18 There's street names that do not exist and addresses
19 that are nowhere near the rail line proposal area.
20 Misprints, errors rendering the information worthless.
21 We need to see the actual full studies and how
22 they were performed. When was the it performed? How
23 many trains impacted the noise study? Fifty or
24 hundreds? What is the ultimate long plan? Was the
25 study performed before or after it was announced in May

Page 65

P006-1

High Speed Rail Public Meeting
559-222-1200 888-346-5559

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

P006-1 1 of 2011 that the tracks would be moved 200 feet east of
2 the proposed alignments? Add to that the fact that
3 these noise levels, which are the only sites tested
4 along the segment that were more than 500 feet away
5 from the track, will also be rendered by 2012 near the
6 underpass project. By December 2012 there will be no
7 more horns which would significantly lower the ambient
8 baseline levels.
9 The area from the 7th Standard to Palm
10 elevated area had only 12 actual locations tested. Six
11 of those were short-term one hour measurements. There
12 was no mention as to the year, date or time of the day
13 these noise studies were conducted.
14 And that's where the real problems begin,
15 because according to the EIR they do not have to do any
16 mitigation at all if properties are moderately
17 impacted. And it gets even worse because they don't
18 even have to mitigate severely impacted ones either, if
19 they follow certain carefully worded parameters.
20 Mitigation costs or capped at 2009 dollar
21 levels. If mitigation starts ten or more years out,
22 what will these 2009 dollars buy? Fourteen foot wall?
23 Six foot window grade and caulk? Or simply a noise
24 easement for our 80 decimal backyard?
25 A lot of the potential area where they could

Page 66

P006-1

P006-2

P006-3

P006-4

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Submission P006 (Carol Bender, September 22, 2011) - Continued

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

P006-4

1 put a 14 foot sound wall would be Santa Fe extending
2 through to the Palm, but the status and justification
3 for this wall are nowhere to be found in the entire
4 document other than the photo. Test sites and numbers
5 seem to be skewed to imply that previous areas will be
6 deemed moderate impact only. And we know what that
7 means, possibly no mitigation.

8 If we're going to be protected from the
9 adverse effects of noise and vibrations close to our
10 homes and businesses, we must insist on the more
11 accurate noise vibration study than what's been
12 presented. Along with all of the documentation
13 conducted and assumptions and estimations that were
14 actually calculated --

15 THE FACILITATOR: Carol, your time is up.

16 SPEAKER BENDER: Can I add one more sentence
17 here? And those can only be justified if studies and
18 assessments are thorough and accurate.

19 Thank you.

20 THE FACILITATOR: Thank you.

21 Next we have Dennis Fox and then Solias
22 Masita.

23 SPEAKER FOX: Good afternoon. I'm Dennis Fox
24 with the board --

25 THE FACILITATOR: Can you please pull the

Page 67

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P006 (Carol Bender, September 22, 2011)

P006-1

Refer to Standard Response FB-Response-N&V-03, FB-Response-N&V-04, FB-Response-N&V-05.

P006-2

The *Fresno to Bakersfield Section: Noise and Vibration Technical Report* (Authority and FRA 2012i) includes the dates, times and locations of all noise measurement locations.

P006-3

Refer to Standard Response FB-Response-N&V-03.

Noise is evaluated using acoustic models. Project analysts assessed noise impacts for noise-sensitive land uses based on a comparison of measured existing noise levels at representative locations along the proposed alignments, with modeled future noise levels from the HST and other project sources. The existing noise levels were determined throughout the corridor by taking direct field noise measurements at certain noise-sensitive receivers, following the FRA methodology. Noise measurements were taken at specific noise-sensitive locations near the alignment in the Study Area that were considered representative of conditions throughout the Study Area (see Figures 3.4-4 through 3.4-8 in the EIR/EIS). Specific measurement locations were selected based on their physical relationship to existing noise sources, such as major roads. Noise levels measured at these locations are representative of certain existing noise conditions and are applied to several neighborhoods with similar noise sources. Noise impact categories are defined according to FTA and FRA guidance. Section 3.4.7, Mitigation Measures, has a complete listing of the locations of the potential barriers that would reduce noise impacts below a "severe" level. Potential noise impacts are assessed at sensitive receivers, and mitigation is applied if it is considered feasible and effective according to the Mitigation Guidelines developed by the Authority. The Authority will refine mitigation for homes with residual severe noise impacts and address them on a case-by-case basis during the final design of the Preferred Alternative.

P006-4

Potential noise impact has been assessed at sensitive receivers, and these areas are identified in Section 3.4.5, Environmental Consequences, of the Revised

P006-4

DEIR/Supplemental DEIS and shown in Figures 3.4-9 through 3.4-13. The locations of potential barriers are illustrated on Figures 3.4-15 through 3.4-19. Refer to Section 3.4.7 for a complete listing of noise impact mitigation measures that would reduce noise impacts below a "severe" level.

The Proposed California High-Speed Train Project Noise and Vibration Mitigation Guidelines developed by the Authority (see Appendix 3.4-A of the Revised DEIR/Supplemental DEIS) were used to determine whether mitigation would be proposed for these areas of potential impact. The Guidelines require consideration of feasible and effective mitigation for severe noise impacts (impacts where a significant percentage of people would be highly annoyed by the HST project's noise).

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

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

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

Response to Submission P006 (Carol Bender, September 22, 2011) - Continued

P006-4

project. Mitigation Measure VQ-MM#6 requires the provision of a range of options to reduce the visual impact of the sound barriers.

Submission P007 (Alexa Berardini, September 22, 2011)



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

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

Public Hearings
September 2011

Audiencias Públicas
Septiembre del 2011

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

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

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

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

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

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

Name/Nombre: Alexa Berardini
Organization/Organización: BHS
Address/Domicilio: 3005 PERRYVILLE CT
Phone Number/Número de Teléfono: (202) 364-5847
City, State, Zip Code/Ciudad, Estado, Código Postal: BKSF LD 93309, CA
E-mail Address/Correo Electrónico: _____
(Use additional pages if needed/Usar paginas adicionales si es necesario)

P007-1

BHS shouldn't be torn down. BHS has history to Bakersfield. It is more than just a school. It has such a story to tell. How many people get to say that they have a history and ~~make~~ make in their city? Not a lot and not enough. So please as a student of BHS and as a citizen of Bakersfield, please don't tear down our school.

Response to Submission P007 (Alexa Berardini, September 22, 2011)

P007-1

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

Submission P008 (Marjorie and Evan Beu, September 22, 2011)



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

Public Hearings September 2011 Audiencias Públicas Septiembre del 2011

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

The comment period is from August 28, 2011. Comments must be received postmarked, on or before Sept 11, 2011. Extended comment period for Fresno to Bakersfield High-Speed Train Draft EIR/EIS: August 15-October 13. Los comentarios tienen que ser enviados, o matasellados, el o antes del 2011.

Name/Nombre: Marjorie / Evan Beu
Organization/Organización: Private Citizens
Address/Domicilio: 3419 La Costa Dr.
Phone Number/Número de Teléfono: 661-322-4891
City, State, Zip Code/Ciudad, Estado, Código Postal: Bakersfield, CA 93305
E-mail Address/Correo Electrónico:
(Use additional pages if needed/Usar paginas adicionales si es necesario)

P008-1

There is no reason that HSR has to destroy the serene Waverly neighborhood or any buildings at Mercy Hospital or at the Bakersfield High campus. You can route HSR down Golden State Hwy to Union with a terminal at Truxton & Union to be close to the Convention Center & Mill Creek. Also you can take HSR to the airport with shuttles coming to and from the terminal. Your two proposed routes are too expensive and much too destructive!!

Response to Submission P008 (Marjorie and Evan Beu, September 22, 2011)

P008-1

Refer to Standard Response FB-Response-GENERAL-02, FB-Response-SO-01, FB-Response-SO-04, FB-Response-GENERAL-25.

Based on substantive comments received during the public and agency review of the Draft EIR/EIS, the Authority decided to introduce an additional alternative through the Bakersfield area. The Bakersfield Hybrid Alternative would require reduced speeds and would affect the overall travel times mandated by the California State Legislature; however, it provides the advantage of avoiding the Bakersfield High School campus, and reduces the number of religious facilities and homes affected in east Bakersfield. The Bakersfield South and Bakersfield Hybrid alternatives would require the relocation of facilities associated with the Mercy Hospital medical complex; the BNSF Alternative through Bakersfield would avoid the medical complex.

For information on the potential for disruption and division in Bakersfield, see Section 3.12, Impact SO#7. Also see Impact SO#10 and Impact SO#11 for displacement estimates in Bakersfield. Mitigation Measures SO-2, SO-3 and SO-4 propose mitigation measures for identified effects in Bakersfield communities. Mitigation Measure SO-4 (Implement measures to reduce impacts associated with the relocation of important facilities) proposes to minimize impacts resulting from the disruption to key community facilities, including the Mercy Hospital medical complex. The Authority would consult with the respective parties 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 continued access to these services. Please refer to Section 3.12, Socioeconomics, Communities, and Environmental Justice, for more detail.

The alternatives analysis for the Fresno to Bakersfield Section included consideration of HST alignment and station locations in the vicinity of Golden State Highway and the Bakersfield Airport; however, the HST alignments and associated station locations were removed from consideration during the evaluation of alternatives process as Union Pacific Railroad alignment alternatives were judged to be impracticable and were not carried forward for further consideration. Please see Section 2.3, Potential Alternatives Considered During Alternatives Screening Process; FB-Response-GENERAL-02; and FB-Response-GENERAL-25 for more detail.

Submission P009 (Carl Bozarth, September 22, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 The one that wished you put your pencils down
2 and not write it down because I don't want any
3 evidence, has to do with Steven Chu. Have I told you
4 about Steven Chu? He's the energy czar. And he's from
5 Livermore. And he believes in energy. We're going to
6 have this set up as batteries. We're going to pump up
7 reservoirs and then if you need it, you get it.

8 And so as the train goes by they can kick in
9 the generators, you know, from the water pumped up at
10 night. And you let it out and generate it. And I
11 think it's a pretty good set up to power the train.
12 And then, in honor of Steven Chu and the Chu family,
13 we're going to change their name from the High Speed
14 Rail to the -- thank you.

15 THE FACILITATOR: Thank you.

16 Carl Bozarth. Carl, you're up. If you could
17 state your name.

18 SPEAKER BOZARTH: Hi, I'm Carl Bozarth. I'm
19 wasn't going to speak when I came out, but I'm hearing
20 people and I just decided that I'm going to go out of
21 my character and share what I have on my heart. I
22 usually keep it inside. My wife works with me
23 continuously to try to get me to change that.

24 But I'm a business man. And I know that being
25 in business, if I spend more than I make, then I'm not

Page 138

High Speed Rail Public Meeting
559-222-1200 888-346-5559

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 going to be in business very long. I know State of
2 California really isn't in business, but we can't
3 afford this. But, anyway, getting to what I want to
4 talk about.

5 I bought my home in Rosedale, which is horse
6 property, which is not very much around in the city
7 that way. When I first purchased my home I could ride
8 my horse to the river and now they put a high school
9 in, you know, development or whatever. Houses popped
10 up everywhere. And now I have to take a trailer with
11 my horse to the river. So no big deal. It's part of
12 growth.

13 When we first heard about this thing a couple
14 of years ago they were originally going to take horse
15 property, an acre, half-acre neighborhoods. The
16 highest was two and a half acres. They were going to
17 take out five homes on one side of the street and five
18 homes on the other side. Part of growth. That's kind
19 of cool and you don't want it to happen, but it's going
20 to happen.

21 Now, the new plan they're taking out, 35 homes
22 in my neighborhood. So from what I'm told, there won't
23 be anything done with this. I'm going to probably -- I
24 mean, that's my neighborhood that I can walk out and
25 live. Behind them, they're taking out 23 homes. So

Page 139

P009-1

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Submission P009 (Carl Bozarth, September 22, 2011) - Continued

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

P009-2

1 I'm going to say 25, 30 acres of dirt. Train coming
2 through the at 220 miles an hour through a dirt lot.
3 They're going to put a cul-de-sac in and block
4 off our streets. So we have to drive, basically, two
5 miles around to get to a road to where we can go
6 somewhere in Bakersfield.
7 I'm just concerned about the dust and the
8 dirt. I mean, I'm going to walk out my front yard and
9 see this train track. And what I've seen around and
10 stuff, you build a cul-de-sac, you got dirt lots. And
11 all that is, is for people to come out in the night,
12 pull up next to it, kick off their couches and
13 refrigerators and used tires.

P009-3

14 And I'm just -- would like to put in, maybe if
15 something -- an area in our neighborhood is houses, an
16 acre land, that maybe consider putting in some kind of
17 park or some kind of landscaping.
18 I mean, if the train comes through, that's the
19 way it is. We don't want it. From what I remember
20 Kern County didn't even vote for the measure for the
21 bond or whatever it was. We said no. With you here it
22 comes down our throat. But I just want to, maybe, just
23 consider landscaping. You know, what kind
24 of -- instead of a dirt lot running through the middle
25 of Bakersfield. That's all I got to say.

Page 140

High Speed Rail Public Meeting
559-222-1200 888-346-5559

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 Thank you guys, very much.
2 THE FACILITATOR: Thank you, Carl.
3 Time is 7:45 and I don't have any additional
4 comments at this time, so we will take a ten minute
5 break.
6 (Whereupon, a brief recess was taken off
7 the record.)
8 MR. ABERCROMBIE: Okay. We have a couple of
9 cards. We are going to resume the public hearing to
10 receive your comments on the Environmental Analysis
11 Alternative Impact and Mitigated Measures presented in
12 the Fresno to Bakersfield Draft Environmental Impact
13 Statements and Reports, or if you like to mail us a
14 comment on the Merced to Fresno.
15 THE FACILITATOR: Okay.
16 Next up we have Ron Money. Ron, if you could
17 state your name and which section you're commenting on.
18 SPEAKER MARNEE: That's Ron Marnee, not Money.
19 I wish I did have the money. But my name is Ron
20 Marnee, retired railroad engineer and I'm a legislative
21 represent for BLE Union.
22 About eight years ago I ran a study I sent to
23 the RFA and PUC, State of California here. A study
24 between Pagen and Corcoran about all the crossings,
25 that crossover, the BNSF. Well, you have a Highway 43

Page 141

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P009 (Carl Bozarth, September 22, 2011)

P009-1

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

Also see the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12, Impact SO #7, Impact SO #10, and Impact SO #11, for community effects and residential and business properties affected in Rosedale (identified as Northwest Bakersfield in the document). Also see Section 7, Mitigation Measure SO-3, for mitigations proposed for this community.

P009-2

Palm Avenue is proposed to be closed under the BNSF, Bakersfield South, and Bakersfield Hybrid alternatives. Verdugo Lane is proposed to be extended to connect Palm Avenue to Shellabarger Road, which connects to the closest HST crossing at Calloway Drive. The extension of Verdugo Lane would save approximately 1 mile of out-of-direction travel that would otherwise require the use of Palm Avenue, Spanke Road, and Cilantro Avenue, and Pepita Way access at the intersection of Verdugo Lane and Shellabarger Road.

Please refer to Appendix 2-A, Road Crossings, of Chapter 2, Alternatives, for a listing of road closures.

P009-3

Refer to Standard Response FB-Response-AVR-02 and FB-Response-AVR-03.

See also Mitigation Measure AVR-MM#2d, Replant Unused Portions of Lands Acquired for the HST, in Section 3.16, Aesthetics and Visual Resources, of the Revised DEIR/Supplemental DEIS.

Submission P010 (Dan Brown, September 22, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 SPEAKER HOPSON: Hi, I'm Evan Hopson and I'm
2 interested in the High Speed Rail Project.
3 I've looked at both plans A and B -- or I
4 don't know their numbers exactly -- but I think they're
5 enormously expensive and cut up on the wrong track.
6 I'm not from Bakersfield, but I am familiar
7 with the layout of the rail country and everything.
8 I'm coming in from the east. The rail line splits at
9 Union Pacific and Burlington Santa Fe -- the Santa Fe
10 route. However, the Union Pacific route continues on
11 through town, unobstructed, going over Kern River over
12 to 7th Standard Road. And it could be used as a
13 right-of-way. Go straight out from there with minimal
14 impact on any of the residential areas or high school
15 or any downtown facilities. I just wanted to point
16 that out because no one seems to talk about that.
17 Thank you.
18 THE FACILITATOR: Evan Hopson -- oh, sorry.
19 Dan brown.
20 SPEAKER BROWN: Dan brown. Lived in
21 Bakersfield all my life, since '46. I've seen the town
22 grow. I also saw 99 Freeway go through and cut the
23 town about in half. And I'm afraid that's what this
24 High Speed Rail is going to try do to Bakersfield.
25 I'm also a Bakersfield High graduate. I live

Page 86

High Speed Rail Public Meeting
559-222-1200 888-346-5559

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

P010-1

1 four blocks from the school. I think tearing down that
2 school is a sin.
3 Also, that aside, we can -- the State of
4 California has been laying off teachers. I'm a
5 teacher. We've had 40,000 teachers laid off. We can't
6 balance a budget. I voted originally for that High
7 Speed Rail bond at 10 billion. I think the last
8 estimate I heard was 43 billion. You're counting on 23
9 billion federal cash input. Feds aren't going to do
10 that. Your money is run out. There is not enough
11 money to even complete a third of this project, let
12 alone the whole project. I'm strongly opposed to this.
13 I think we way over extended our reach.
14 The High Speed Rail -- just listening to the
15 city planning officer, there's dozens of issues that
16 haven't been addressed. You have contractors running
17 this project instead of a State agency. I think just
18 the issues of the money issue and just some mitigation
19 issues that the State planner had should be enough to
20 make you take some serious looks at what you guys are
21 doing. You got all the contractors running this
22 project. You need to -- you need to put more thought
23 into this, especially going around Bakersfield.
24 Now, I've been through New York three times,
25 train trips all over Europe, rode them in France and

Page 87

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Submission P010 (Dan Brown, September 22, 2011) - Continued

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 Germany. It's great, but they planned that 50, 60, 70
2 years ago. You're tearing up towns going up and do you
3 know the Valley. You need to plan better. You need to
4 tell the citizens of this State how you're going to
5 afford this project, because everything I said and
6 everything I've read says you don't have the money for
7 it. And I'm opposed to this project.
8 Thank you.
9 THE FACILITATOR: Thank you.
10 Anthony Amarante. There you are.
11 SPEAKER AMARANTE: Good afternoon. I came to
12 say I don't envy any of you guys because you're not in
13 an enviable position. My name is Anthony Amarante and
14 you're not in an enviable position.
15 There's a lot of anxiety about this project.
16 There's a lot of passion about this project. But I
17 just looked and gasoline is \$3.72 a gallon now. And
18 who knows what it's going to be in 20 years. And I
19 think we have to look forward and not backwards.
20 And I know I'm very much a minority, and I
21 know there's a lot of problems associated with High
22 Speed Rail, but, you know, we're buying gasoline from
23 people who really don't like us, from people who don't
24 have a way of life where someone with a different point
25 of view can come and talk to government

Page 88

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P010 (Dan Brown, September 22, 2011)

P010-1

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

Submission P011 (Ross Browning, September 22, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 to subsidize it? It is going to be you and me, ladies
2 and gentlemen. Your children, our grandchildren will
3 be paying for this project that will have no benefit to
4 the State of California.
5 Thank you, very much.
6 THE FACILITATOR: Thank you.
7 Next up we have Ross Browning, then we have
8 Franklin Davis and after that Nathan Banks. So Ross
9 Browning.
10 SPEAKER BROWNING: Good afternoon -- still
11 afternoon. My name is Ross Browning, from Laton,
12 California. And I -- I'll talk about Fresno to
13 Bakersfield or whatever.
14 As I came down here just to see what would
15 happen down here, and meet some of the folks
16 here -- and what I've heard in the lobby there and
17 people talking in the gallery here, I've come up with
18 the fact that, unfortunately, these people are
19 broadsided. I mean, I didn't know. I didn't have that
20 much notice this was coming through, but I had like a
21 month and a half. These people have two weeks. One
22 guy out there, he did just find out about it.
23 It's not that the people don't want to know.
24 They were just never informed. And I think that it
25 is -- it borders almost on criminal not to give them

Page 74

High Speed Rail Public Meeting
559-222-1200 888-346-5559

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 more time to review this EIR.
2 I -- I do understand some technical language
3 from my past history. I've gotten into it. The
4 document is difficult to follow. It bounces around.
5 You have to go back -- and I'm not sitting looking at
6 pages on the computer, which is just next to murder.
7 So the initial document that was issued in
8 2008, I believe it is, for the program. It was given a
9 six-month review period, and that document is nothing
10 compared to this one.
11 So I'm asking you to please consider the
12 request that you've had, the petitions that you've had,
13 the pleas, the whatever to consider and to give this
14 Project EIR a six-month review period.
15 Thank you, very much.
16 THE FACILITATOR: Thank you.
17 Franklin Davis. Is Franklin Davis still here?
18 SPEAKER DAVIS: My name is Franklin Davis. I
19 live in Bakersfield, California. I'm a resident of
20 California since 1952.
21 And I have never heard of anything so
22 ridiculous as the timeframe that's been offered to
23 property owners and the businesses as well as the
24 citizens of Kern County, Bakersfield.
25 And my opinion affects Bakersfield more than

Page 75

High Speed Rail Public Meeting
559-222-1200 888-346-5559

P011-1

Response to Submission P011 (Ross Browning, September 22, 2011)

P011-1

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

Submission P012 (Richard Chapman, Kern Economic Development Corporation, September 22, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 from one end of the state to the other. It will
2 definitely have multiple things happening in
3 Bakersfield, the community, with the businesses that
4 can be here. It's for the benefit of the whole
5 community and the State.
6 Thank you.
7 THE FACILITATOR: Thank you.
8 Next up we have Richard Chapman.
9 SPEAKER CHAPMAN: Hi, my name is Richard. I'm
10 with the Kern Economic Development Corporation. I'm
11 here to discuss our support for the Bakersfield/Fresno
12 route.
13 And just to let you know, our mission is to
14 remain and recruit family wage jobs for Kern County.
15 And that's important. Family wage jobs with benefits
16 in the like. And we believe this project would do
17 that.
18 We're very interested in the heavy maintenance
19 facility, kind of the jewel in the crown. And we
20 believe we do have the best site. Actually, we have a
21 couple of sites under consideration. So we do ask that
22 you look at that. That will bring about \$250 million
23 into our economy a year. And, again, with Shafter and
24 Wasco having sites, that's critical.
25 We do understand also, not only do we have

Page 50

High Speed Rail Public Meeting
559-222-1200 888-346-5559

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 unemployment, but we have underemployment. And we
2 believe we have a workforce that can plug in very
3 easily. We will be coming out with a labor shed study
4 showing that our workforce is here, available. We
5 don't need to import workers. So that's something that
6 we stand ready. We will be releasing that within the
7 next 30 to 60 days.
8 And talking again about local, we believe our
9 local firms should be at the table, and engineering
10 companies, professional services. And we want to make
11 sure that the definition of -- I think it was using 25
12 percent of local business -- that doesn't mean
13 California, that means Kern County and Bakersfield.
14 Because that's the part what we are promoting. We hope
15 that does come.
16 We know that 85 percent of the future growth
17 in the State is in the Valley, that's a given fact.
18 And we also know that our infrastructure is crumbling
19 and we need not only diverse economy in terms of
20 various flusters besides oil and ag, but we need
21 diverse options for transportation.
22 Our ability to advocate for Kern County is
23 hindered because we are five hours from Sacramento.
24 We're obviously several hours from the major
25 metropolitan areas. We think the rail will help us

Page 51

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Submission P012 (Richard Chapman, Kern Economic Development Corporation, September 22, 2011) - Continued

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

P012-1

1 become economic Xs. Instead of talking about access to
2 other places, people will be talking about Bakersfield,
3 Kern County as the hub for economic activity. So we're
4 excited about that.
5 And, again, I wish to support the solid family
6 wage jobs as well as local input into this project.
7 Thank you.
8 THE FACILITATOR: Thank you.
9 Next up we have Katherine Wood and after that
10 we have Brian Stanke.
11 SPEAKER WOOD: Hi, I'm Catherine Wood and I'm
12 commenting on the Bakersfield -- or Fresno to
13 Bakersfield segment.
14 My concerns today -- while I could support the
15 BHS people -- happen to be with a specific mobile home
16 park that will be affected right along Jewetta Avenue.
17 The railroad tracks run right next to it. And we went
18 next door and found out there is no alternative route
19 that will not affect the mobile home park. So route B1
20 and B2 will completely take out a whole section of
21 mobile homes, that include my mom who has lived there
22 for about 15 or so years.
23 Not to mention the fact that it is a very old.
24 It's an older mobile home park and there are many, many
25 senior citizens in the park who don't have the means to

Page 52

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P012 (Richard Chapman, Kern Economic Development Corporation, September 22, 2011)

P012-1

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

Submission P013 (Paul & Mary Charon, September 22, 2011)

California High Speed Rail Authority
September 22, 2011

Honorable Board Members of the California High Speed Rail Authority. Thank you for allowing me to speak before you today. You have a difficult task ahead of you.

Paul & Mary Charon
1450 Lerdo Hwy
Shafter, Ca. 93263

P013-1

I am not here today to stand in the way of progress of such an important and ambitious project.

However, this project may pass within a few hundred feet of my 4 acre estate. The purchase of this estate was a part of a lifetime plan to provide for my retirement years and my estate was purchased with a lifetime of earnings from hard work and planning.

Since the high speed rail project possible routes have been publicized, the sale and value of my property has been potentially compromised.

Since this project became public I have continued to ask experts in the fields of real estate and investments on how I can recover from the possibilities of a great loss to my investment.

Each time their comments and opinions have confirmed my belief and fears that this project has and will greatly diminish the number of interested parties that would have been interested in purchasing my home. This would create a significant loss to the value of my home.

My request is that the Authority answer the following concerns as to what maybe a very serious lifetime change to my plan for the future:

1. How will the authority compensate me for losses in the value of my estate?
2. How will the authority make a determination of how much to compensate me?
3. And finally (at my age, time is not on my side), when will the authority compensate my losses.

If you have any questions I would be glad to answer them at this time..

Thank you


Paul Charon


Mary Charon

Response to Submission P013 (Paul & Mary Charon, September 22, 2011)

P013-1

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

The property acquisition and compensation process will begin only after all necessary legal processes have been completed, funding has been secured, and construction is ready to begin. This is scheduled to begin in 2013 and last through 2015.

Submission P014 (Crystal Clearwater, September 22, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 going to ask you to consider where you went to high
2 school, or where your parents or where your
3 grandparents went to high school, the tradition, and
4 where your kids or your children may or have already
5 gone to high school. You would not want to take away
6 the tradition that those kids have already felt and
7 that BHS already has for 118 years. So please don't
8 take this away from us. Once a Driller, Always a
9 Driller.

10 Thank you.

11 THE FACILITATOR: Crystal.

12 SPEAKER CLEARWATER: Hello, my name is Crystal
13 Clearwater and I am speaking about Bakersfield to
14 Fresno.

15 To start off, I am third generation from BHS.
16 It's always been my family. It's something that I
17 know. I would want my kids to go to. It's just a
18 major thing in Bakersfield to go to BHS. Everybody
19 knows BHS. It's not a different type of high school.

20 I feel that it's not going to create jobs.
21 Yeah, we will have jobs when it's being built, but it's
22 just temporary jobs. And the money that is being spent
23 right now, figuring out, it's going to be more than the
24 money that has already been told that they're going to
25 spend. It's going to go beyond that budget. And

Page 147

P014-1

P014-2

High Speed Rail Public Meeting
559-222-1200 888-346-5559

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 California is already in a budget crisis. Why add more
2 to that? California is going to be closing down
3 prisons and everything.

4 And if you go -- if you ever rode Amtrak, you
5 will see guys or inmates riding the Amtrak. The
6 Highway Speed Rail will just give criminals an easier
7 way to go back and forth.

8 And -- I don't know. I just don't feel that
9 this is the proper way to go through BHS. Maybe if you
10 guys -- you've already heard about the airport. That's
11 a good idea, but then again, not everybody is going to
12 agree. But to take away BHS, that's not a very good
13 ideas, I believe.

14 So yeah, thank you.

15 THE FACILITATOR: Okay.

16 Gruti Patel and then Ann Marie Perez.

17 SPEAKER PATEL: My name is Gruti Patel and I
18 am talking about the Fresno to Bakersfield section.

19 I probably don't seem like it, but I am a
20 sophomore at Bakersfield High School. I am the
21 sophomore class representative at -- for school. And I
22 am also in forensics team and I also play softball and
23 I'm also in various clubs. Without -- this feeling
24 that having our railway go through our school is
25 completely surreal for me right now because, honestly,

Page 148

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P014 (Crystal Clearwater, September 22, 2011)

P014-1

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

See Section 5.1.2, in the Community Impact Assessment Technical Report (Authority and FRA 2012g), 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.

P014-2

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

Submission P015 (Leanne Clue, September 22, 2011)



CALIFORNIA
High-Speed Rail Authority

Comment Card
Tarjeta de Comentarios

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

Public Hearings
September 2011

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

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

Audiencias Públicas
Septiembre del 2011

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

The comment period is from Aug
28, 2011. Comments must be recei
postmarked, on or before Si

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

entario es del 15 de Agosto al 28
2011. Los comentarios tienen que ser
camente, o matasellados, el o antes
bre del 2011.

Name/Nombre: Leanne Clue

Organization/Organización:

Address/Domicilio: 112 Douglas Ct Bakersfield CA 93318

Phone Number/Número de Teléfono: (local) 322-9123

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

E-mail Address/Correo Electrónico:

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

P015-1

*We do not need an expensive train
tearing up homes and one of the greatest
high schools in this country. People have
waited for years to build their homes
a. Drillers have been attending BNS since
1893 Why do you want
to destruct costly*



CALIFORNIA
High-Speed Rail Authority



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

Response to Submission P015 (Leanne Clue, September 22, 2011)

P015-1

Refer to Standard Response FB-Response-SO-08, FB-Response-SO-04, FB-Response-GENERAL-10.

For information on the potential for disruption and division in Bakersfield, see the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12, Impact SO #7. Also see Impact SO #10 and Impact SO #11 for displacement estimates in Bakersfield. Mitigation Measures SO-2, SO-3, and SO-4 propose mitigations for identified effects in Bakersfield communities.

Submission P016 (Amy Cochran, September 22, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 being considered for the national register of historic
2 places. You cannot take away Harvey and take away the
3 north IT building. The two are symbolic.
4 Charles Pichard built schools in Kern County
5 based on reinforced concrete to stop earthquake
6 destruction. You can see that they're related. That's
7 why we think that Bakersfield High School should be
8 reserved as a historic district, not just reserving the
9 one single Harvey Auditorium.
10 Thank you.
11 THE FACILITATOR: Thank you.
12 Amy Cochran, if you could state your name and
13 the section you're commenting on.
14 SPEAKER COCHRAN: I'm Amy Cochran and I am a
15 senior at Bakersfield High School.
16 And I just wanted to see if you could realize
17 that BHS is -- it really is a wonderful school to go
18 to. I mean, it's over a hundred years old. There are
19 at least three generations of people that have gone
20 there and they consider it their home as well. I
21 consider it my home. It's the place I grew up.
22 I mean, a long time ago there was, like, this
23 party, I think, like, a -- for graduation for some
24 Chinese people who were, like, at this camp. And they
25 were, like, in their 70s and beyond. They still love

Page 31

High Speed Rail Public Meeting
559-222-1200 888-346-5559

P016-1

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 the school. There are grandmas who have gone to the
2 school and now their grandchildren are going. Everyone
3 that I know at the school, they love it. It is really
4 our home. And I think it should be registered as a
5 historic place because it is over a hundred years old.
6 Plus, I think it's kind of a bit dangerous to
7 be putting a High Speed Rail through the middle of a
8 town because there could be dangers, like, with little
9 kids and stuff.
10 So maybe -- I think this would be a good idea.
11 I mean, it would create a lot of jobs. It would help
12 with the environment, get some people off the road.
13 But maybe you can change it a little bit, change the
14 course so it's not going through the middle of
15 Bakersfield and getting rid of lots of places that are
16 special to us.
17 Thank you for your time.
18 THE FACILITATOR: Thank you.
19 Next up we have Devin Anderson. Jose
20 Gutierrez after that and Joey Lindburg. Is Devin still
21 here?
22 SPEAKER ANDERSON: Hello, my name is Devin
23 Anderson and I would like to comment on the Bakersfield
24 to Fresno section primarily.
25 The whole point of putting a High Speed train

Page 32

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P016 (Amy Cochran, September 22, 2011)

P016-1

As described in Chapter 2 of the EIR/EIS, the California HST System has been designed for optimal performance and to conform to industry standards and federal and state safety regulations. The HST system would be a fully grade-separated and access-controlled guideway with intrusion detection and monitoring systems. This means that the HST tracks and maintenance and storage facilities would be designed to prevent access by unauthorized vehicles, persons, animals, and objects.

Submission P017 (Kristie Coows, September 22, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 I lived quite a few years in the L.A. basin and we had
2 public transportation. We had light rail trains. The
3 train through the 105 Freeway, I'd ride my bicycle to
4 the train all the time, to the bike trail. I'd ride
5 right down to work and never touch a light, never spend
6 a dollar on gas. And believe me, with gas prices these
7 days, we need other things than just cars.
8 I do want to make a quick thing. Let's see,
9 the route should be fully disclosed. People should be
10 paid their property values a little bit more than just
11 taking it and saying, "Okay. This is what fair market
12 value is now." Because fair market value now is down
13 from what it used to be. People spent a lot of money
14 to buy their houses and now the market just
15 plummeted.
16 THE FACILITATOR: Thank you, Vincent.
17 SPEAKER PETRACCHIONE: Okay. Thank you.
18 THE FACILITATOR: All right. Our last speaker
19 before we take a break is Christy Coows.
20 SPEAKER COOWS: Hi, I am Christy Coows. I'm a
21 lifelong resident of Bakersfield. And I want to tell
22 you that I am an advocate of High Speed Rail.
23 When we embarked on the interstate highway
24 system we basically did that to the sacrifice of much
25 of our public transport, train systems, our trolley

Page 93

High Speed Rail Public Meeting
559-222-1200 888-346-5559

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

P017-1

1 cars, our perhaps our rail service. And I think it's
2 incumbent for the visioning of the future of America to
3 get back to supporting public transportation even in
4 the most visionary version of High Speed Rail.
5 So I do support High Speed Rail and I also
6 know that one of the hardest things is to come to
7 consensus in the creation of visionary public works
8 projects.
9 A couple of summers ago I read one of the
10 definitive histories of the building of the Hoover Dam,
11 so I know how -- what a vision that was and how we
12 celebrate that now, but how hard it was in the doing.
13 And so I know that any public -- any major public works
14 project is going to hurt somebody. It's going to be in
15 somebody's backyard. It's going to threaten somebody's
16 sacred love.
17 In this case, I would take exception to the
18 proposed alignment that does go through Bakersfield
19 High to the extent that it opposes the elimination of
20 the shop building and goes close to the historically,
21 architectural Harvey Auditorium.
22 In the case of the shop building, a couple of
23 different perspectives. That building may not be
24 strictly of historical register quality, but it is part
25 of a -- the heartbeat of this community, which is a

Page 94

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Submission P017 (Kristie Coows, September 22, 2011) - Continued

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 large working person's community. So just the fact
2 that that had nurtured the industrial arts skills of
3 generations, 120 almost years of students and
4 contributing citizens to this community, makes it a
5 powerful symbol of what this community is. It also
6 strikes me that the architectural style is one called
7 modern, and that is part of the stream lined
8 architectural school, which celebrated the very
9 industry -- the beginning of industry manufacturing of
10 the earliest 20th century.

11 So I would hope this visionary 21st century
12 public works project would not be at the expense of one
13 of the fine evident examples of celebration of
14 mechanics and industry of the early 21st century.

15 THE FACILITATOR: Thank you, Kristie.

16 SPEAKER COOWS: As a person in Harvey
17 Auditorium having that High Speed Rail come that close
18 to the Harvey Auditorium will be extremely disruptive
19 for all the uses that building is put to in the
20 community.

21 Thank you.

22 THE FACILITATOR: Okay. We're going to take a
23 20 minute break, please. Come back in 20 minutes.

24 (Whereupon, a brief recess was taken off
25 the record.)

Page 95

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P017 (Kristie Coows, September 22, 2011)

P017-1

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

Submission P018 (Jim Costa, United States House of Representatives, 20th Congressional District, September 22, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 Thanks again for being here tonight.
2 MR. ABERCROMBIE: Thank you Melissa. I also
3 would like to take a minute to recognize and introduce
4 any of the elected officials or dignitaries that have
5 attended tonight's meeting. And first I'd like to
6 recognize Mayor Hall.
7 You want to say a few things?
8 MAYOR HALL: Thank you, very much. It
9 certainly is my pleasure to welcome all of you here for
10 coming to Bakersfield and making this an opportunity
11 for our residents to learn and to share their concerns
12 and thoughts. I'm happy that we have such a wonderful
13 audience today. That shows that our interest is
14 picking up. And anything that the High Speed Rail
15 Authority can add to helping our residents better
16 understand the process, we need to do that. And it's
17 good to have the interest of all of you here today and
18 we hope that this will be a very worth while process.
19 And a conclusion both sides will have had an
20 opportunity to learn more about High Speed Rail.
21 Thank you, very much.
22 MR. ABERCROMBIE: Thank you, Mayor. I'd also
23 like to acknowledge Kim Shafer from Congressman Jim
24 Costa.
25 MS. SHAFER: Good afternoon. I'm here on

Page 5

High Speed Rail Public Meeting
559-222-1200 888-346-5559

P018-1

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 behalf of Congressman Jim Costa. He is in DC and I
2 would like to read a statement.
3 "Thank you all for attending today's public
4 hearing on the High Speed Rail Draft Environmental
5 Reports.
6 High Speed Rail in California has over the
7 course of two decades matured from just an idea and now
8 has the potential of becoming a reality. Open
9 communication between the Authority and every
10 Californian will help insure this project moves full
11 steam ahead. The responsiveness of the Authority's
12 staff to my constituent's concerns has at times left
13 much to be desired.
14 I am hopeful that the Authority will continue
15 the steps they have taken to insure every Californian
16 in the Valley is listened to, respected and takes
17 seriously their thoughts. California's High Speed Rail
18 system will succeed only if we do it right.
19 With unemployment in the San Joaquin Valley
20 well into the double digits, we need High Speed Rail
21 more than ever. The transformative project will
22 connect the economic powerhouses of California,
23 modernize our transportation system and create hundreds
24 of thousands of jobs both in the constructive phase and
25 the afterwards. High Speed Rail will be a true game

Page 6

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Submission P018 (Jim Costa, United States House of Representatives, 20th Congressional District,
September 22, 2011) - Continued

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

P018-1

1 changer for the Valley and your participation today
2 will make that a reality.
3 Thank you."
4 MR. ABERCROMBIE: Thank you.
5 Are there any other elected officials that are
6 here tonight that I haven't been able to recognize?
7 Thank you.
8 MS. PEREZ: Hello. Good afternoon. My name
9 is Leticia Perez. I'm here representing Senator
10 Michael Rubio, who has implored me to ask you to please
11 continue working on a route through the Central Valley.
12 It is no secret, we urgently need the job creation, the
13 overall economic benefits and the unquantifiable
14 benefits that High Speed Rail promises to the Central
15 Valley.
16 So we thank you so much for being here. We
17 welcome you with open arms and ask you to please bring
18 this -- bring High Speed Rail to the Central Valley.
19 Thank you so much for being here.
20 MR. ABERCROMBIE: Thank you Leticia. I
21 apologize.
22 Is there anyone else? Okay. Then, what we
23 will do is get into terms of the purpose of this
24 meeting, to get to public comment. And that is, as I
25 said, what the purpose is.

Page 7

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P018 (Jim Costa, United States House of Representatives, 20th
Congressional District, September 22, 2011)

P018-1

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

Submission P019 (Franklin Davis, Full Gospel Lighthouse, September 22, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 more time to review this EIR.
2 I -- I do understand some technical language
3 from my past history. I've gotten into it. The
4 document is difficult to follow. It bounces around.
5 You have to go back -- and I'm not sitting looking at
6 pages on the computer, which is just next to murder.
7 So the initial document that was issued in
8 2008, I believe it is, for the program. It was given a
9 six-month review period, and that document is nothing
10 compared to this one.
11 So I'm asking you to please consider the
12 request that you've had, the petitions that you've had,
13 the pleas, the whatever to consider and to give this
14 Project EIR a six-month review period.
15 Thank you, very much.
16 THE FACILITATOR: Thank you.
17 Franklin Davis. Is Franklin Davis still here?
18 SPEAKER DAVIS: My name is Franklin Davis. I
19 live in Bakersfield, California. I'm a resident of
20 California since 1952.
21 And I have never heard of anything so
22 ridiculous as the timeframe that's been offered to
23 property owners and the businesses as well as the
24 citizens of Kern County, Bakersfield.
25 And my opinion affects Bakersfield more than

Page 75

High Speed Rail Public Meeting
559-222-1200 888-346-5559

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 Fresno even. But, also, the entire project is a money
2 hold. And even if we had all the money to throw away
3 that it was going to cost, it still would be
4 ridiculous.
5 With all due respect to this Panel that has
6 chosen to spend their time with us and update us -- if
7 I can use that word in a broad term -- thank you. It
8 is with sincere respect to all that has spoken here, my
9 intent is not to offend anyone, but hopefully to make
10 those that are in the Authority that have neglected to
11 take into consideration, not just the sale property
12 owner, not just a single business, not just one house
13 of God, but a whole string of the before mentioned.
14 Primarily, I represent Full Gospel Lighthouse.
15 And as one speaker earlier -- Jason Hill says that
16 train will run right through the property where our
17 sanctuary sits at. And with all due respect to the
18 brother that spoke on the Greek church and their
19 surroundings, we have very few parking. But even all
20 of it will be eliminated, besides what the train runs
21 right through the property.
22 We don't intend to move, but if someone wants
23 to take this eminent domain -- that's what the law is.
24 Because California refused to banish eminent domain.
25 And eminent domain means you don't get fair price for

Page 76

High Speed Rail Public Meeting
559-222-1200 888-346-5559

P019-1

Submission P019 (Franklin Davis, Full Gospel Lighthouse, September 22, 2011) - Continued

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 your property, you will be paid a minimal token for the
2 land it sits on.
3 And that's about all I have to say.
4 THE FACILITATOR: Thank you.
5 Nathan Banks and then next up we have Frank
6 Maccioli.
7 SPEAKER BANKS: Good afternoon. My name is
8 Nathan Banks and I'm going to be speaking on Fresno to
9 Bakersfield section.
10 I am a student at Bakersfield High School.
11 And one question I have is, why take down the most
12 important buildings that we have at BHS? They're both
13 sentimental buildings that mean so much to us. That
14 mean so much to the people before us who have walked
15 the halls, and people who walk the halls now, and the
16 future people to walk the halls.
17 And why don't you take HSR another route,
18 another alternative, something that will not affect any
19 school in Bakersfield, any education, any business, any
20 home in Bakersfield. There's no alternative route to
21 go around Bakersfield maybe on the outskirts, anything?
22 And most importantly, why BHS? It is a
23 historical landmark, something that sat in it's place
24 for over a hundred years, something that -- that's been
25 through earthquakes and all kinds of chaos and it's

Page 77

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P019 (Franklin Davis, Full Gospel Lighthouse, September 22, 2011)

P019-1

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

Submission P020 (Marvin Dean, September 22, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 that it benefits the town. Plus, our town has grown so
2 far in 30 years, who's to say that it's not going to be
3 parts of our town, which it is.

4 So thank you, so much for your time.

5 THE FACILITATOR: Thank you, Ginger.
6 Marvin Dean, and we have Allen Scott and Kelly
7 Mongeon. Sorry if I'm saying that wrong.

8 SPEAKER DEAN: Okay. First of all, I want to
9 welcome you to Bakersfield. I'm here representing
10 myself. I'm representing my small businesses that
11 may be affected by this High Speed Rail. I live in the
12 south part of the town and one of the right-of-ways may
13 take out my property. I also represent the
14 small -- the EJ community.

15 I served on the San Joaquin Valley Air
16 District Environmental Justice Task Force. I also
17 represented the San Joaquin Valley Contractors
18 Association and also A-Pec.

19 I want to start by saying, I am a big
20 advocate. I support this project. And I don't want to
21 see any delays. I think we need address the concerns,
22 because if we do delay the project those federal
23 dollars may be in jeopardy. I also disagree with
24 someone that said the project shouldn't start here.
25 I'm a very strong supporter. The project should start

Page 108

High Speed Rail Public Meeting
559-222-1200 888-346-5559

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 in the Valley because of the land. The whole -- we can
2 just go through a whole laundry list of why it should
3 started here.

4 Now, there's some Valley concerns that have
5 been raised. People -- I believe that those people are
6 going to be affected. They need to be fairly
7 compensated for their property and also their
8 businesses. And, also, people that don't own property,
9 they need to be adequately relocated.

10 And then we also need to -- and I'm speaking
11 primarily for the entire right-of-way, the
12 environmental justice areas that affect low-income
13 people who typically lose their vices. I read through
14 this program -- not the program, but the Environmental
15 review document that addresses the community. And I
16 think there's some things inadequate in there.

17 One, we need to make sure there's some
18 training programs available for these community folks
19 so they can get the most on the project. Small
20 businesses have an opportunity to be used in
21 subcontracting and building the project. And there
22 needs to be some training involved so these firms, and
23 businesses, and people can be ready when this project
24 starts, especially if we're talking about starting this
25 thing a year from now.

Page 109

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Submission P020 (Marvin Dean, September 22, 2011) - Continued

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 The other thing is adequate placement of
2 housing. And, again, I would just say, be concerned
3 about all the issues that are being raised by the
4 public here. I, for one, have been watching this
5 project from the beginning. And I think you guys are
6 doing a lot better. The mere fact that you're here
7 giving people an opportunity to speak, that may not
8 write in this public commentary period. So I just
9 wanted to put that on the record.

10 There is some things that need to be tweaked.
11 I'm going to follow up with some writing suggestions,
12 but mainly make sure the opportunity has been available
13 for the people in this community that's going to be
14 affected, primarily these low-income communities, jobs.
15 And what are you doing to prepare them? Small
16 business, what are you doing to prepare these small
17 businesses so they can connect with the prime
18 contractors?

19 Again, welcome. And I hope that out of this
20 process, it can be a win/win for everyone.

21 And a decision in terms of the routing, it
22 ought to be based on science and not politics, what
23 makes the best sense and affect the least amount of
24 people.

25 Thank you.

Page 110

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P020 (Marvin Dean, September 22, 2011)

P020-1

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

P020-2

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

For information on local job training programs and contracting opportunities, please visit the California High-Speed Rail Authority's website.

P020-3

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

For information on local job training programs and contracting opportunities, please visit the California High-Speed Rail Authority's website.

Submission P021 (Adam Delisle, September 22, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

P021-1

1 that away from many generations to come. And that's
2 really not fair. And that's all I have to say.
3 THE FACILITATOR: Thank you.
4 Adam. Adam, if you could state your first and
5 last name and which section you're commenting on.
6 SPEAKER DE LISLE: Hello, my name is Adam and
7 I'm commenting on Fresno to Bakersfield section.
8 I'm a junior attending BHS, and ever since my
9 freshman year this High Speed Railway has been
10 threatening to tear down our school and move it. I say
11 no. BHS is one of the greatest schools in Bakersfield
12 and maybe even California.
13 I've had some of the best memories there. I
14 met great people, great teachers. Some of the best
15 people in the world go to BHS. Generations have gone
16 to BHS, my parents, my grandparents went there; and
17 they've all told me since I was a little you kid that
18 it's one of the best schools in the world. Ever since
19 I was a little kid and we drove by BHS, I was like, "I
20 want to go to that school." And here I am now at BHS.
21 Happiest -- happiest student -- one of the
22 happiest students at BHS. I would love for future
23 students to attend BHS and keep it there at the very
24 place it's at, because history there -- you can't just
25 move history like that. It's just not right. I mean,

Page 37

High Speed Rail Public Meeting
559-222-1200 888-346-5559

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 one day I would love for my son to attend BHS. I would
2 be one of my happiest people to see my student cross
3 that stage and graduate from BHS.
4 Thank you.
5 THE FACILITATOR: Thank you, Adam.
6 Jerry Ludeke. I'm sorry if I didn't say that
7 right. If you could state your name and which section
8 you're commenting on.
9 SPEAKER LUDEKE: Jerry Ludeke and I'm speaking
10 not just on the Merced to Bakersfield, but specifically
11 Bakersfield and the one proposed route that hits BHS.
12 I didn't know I was going to come in the middle of BHS,
13 but it's very appropriate.
14 I am an archivist. I'm wearing two hats
15 today, I'm an archivist at Bakersfield College and we
16 are in our 98th year coming up on our centennial. And
17 many people don't realize that the first 43 years of
18 Bakersfield College's existence was on the BHS campus.
19 Our students went to the classes and the international
20 arts building. Our students were there. Warren Hall
21 was originally the junior college building.
22 It is history that is so much a part of
23 Bakersfield that it's rather remarkable. In fact, I
24 would be curious to have everybody in the audience who
25 has ever attended BHS, Bakersfield college or been to a

Page 38

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P021 (Adam Delisle, September 22, 2011)

P021-1

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

Submission P022 (Bridget Dunphy, September 22, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 THE FACILITATOR: Thank you, Frank.
2 We have Bridget Duffy, Crystal Clearwater,
3 Gruti Patel and then Ann Marie Perez.
4 SPEAKER DUFFY: Hi, my name is Bridget Duffy,
5 and I'm speaking about the Bakersfield/Fresno area.
6 I'm a sophomore at BHS. And I'm on the
7 forensics team and the theater club and I'm also on the
8 swim team. I would like to take part in a lot of the
9 activities at BHS.
10 Both of my sisters have attended BHS in the
11 past, and they are currently going to college in
12 Canada. And every time they come home to visit they
13 make it a point to go to BHS and say hello to the
14 teachers who they have missed from the past years.
15 Because of their school spirit, I have been excited to
16 be a Driller since 4th grade, I believe.
17 It's -- it has been an amazing experience my
18 freshman year. I'm so excited. I look forward to
19 going it to school everyday. It's like I could not
20 imagine my life without going to BHS. A lot of my other
21 friends at other schools they wish that they were in
22 the district so they can go to BHS, so they can have
23 the kinds of sports that we have, they can have the
24 academics we have at our school.
25 I'm going to just keep this short, and I'm

Page 146

High Speed Rail Public Meeting
559-222-1200 888-346-5559

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 going to ask you to consider where you went to high
2 school, or where your parents or where your
3 grandparents went to high school, the tradition, and
4 where your kids or your children may or have already
5 gone to high school. You would not want to take away
6 the tradition that those kids have already felt and
7 that BHS already has for 118 years. So please don't
8 take this away from us. Once a Driller, Always a
9 Driller.
10 Thank you.
11 THE FACILITATOR: Crystal.
12 SPEAKER CLEARWATER: Hello, my name is Crystal
13 Clearwater and I am speaking about Bakersfield to
14 Fresno.
15 To start off, I am third generation from BHS.
16 It's always been my family. It's something that I
17 know. I would want my kids to go to. It's just a
18 major thing in Bakersfield to go to BHS. Everybody
19 knows BHS. It's not a different type of high school.
20 I feel that it's not going to create jobs.
21 Yeah, we will have jobs when it's being built, but it's
22 just temporary jobs. And the money that is being spent
23 right now, figuring out, it's going to be more than the
24 money that has already been told that they're going to
25 spend. It's going to go beyond that budget. And

Page 147

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P022 (Bridget Dunphy, September 22, 2011)

P022-1

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

Submission P023 (Candi Easter, Kern County Democratic Party (1); California State Party (2),
September 22, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 people whose projects, whose property is not taken over
2 and they are neighbors. And they have all the noise,
3 all the disturbance.
4 Will the Authority compensate us? No. They
5 are not planning to do that. The EIR does not address
6 it. And I personally, and our church and our community
7 are strongly opposed. I feel that the attitude of the
8 Authority has been highhanded. They have not listened
9 to the elected officials when they had made suggestions
10 about changing the route, if it could have been done
11 along 99 or I-5. It's less disturbing and I feel that
12 this project should be stopped.
13 Thank you.
14 THE FACILITATOR: Thank you.
15 Next up we have Candi Easter, then Ron James
16 and John Spaulding.
17 Candi, if you could state your name and which
18 section of the alignment you're making your comments
19 on.
20 SPEAKER EASTER: My name is Candi Easter. I'm
21 chairman of the Kern County Democratic Party; I'm also
22 regional director for the California State Party. I'm
23 here to talk about the alignment of the train from
24 Fresno to Bakersfield.
25 As a person that travels frequently around the

Page 19

High Speed Rail Public Meeting
559-222-1200 888-346-5559

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

P023-1

1 State, I'm looking so forward for this train. I spend
2 so much time in my car and many, many hours driving up
3 and down Highway 99. But beyond that, I don't know if
4 you noticed when you came into Bakersfield, but we have
5 some of the worse air quality, I think, in the nation,
6 but especially in the State. I hope you looked over
7 towards the mountains, if you can even have an idea of
8 where they were. I think this train would do much to
9 alleviate that problem.
10 But even beyond that, we have some of the
11 worse unemployment in the nation. In some cities here
12 we have 40 percent unemployment. That's outrageous.
13 This project would do much, much to alleviate that
14 problem. And I think I can speak for some of my
15 friends in the building trades when they say that we
16 have skilled tradesmen that are ready to go to work
17 tomorrow if necessary to build this train. That will
18 do so much to change the environment in Bakersfield.
19 So I hope you will build this train and bring us that
20 maintenance facility. That will be wonderful.
21 THE FACILITATOR: Thank you, Candi.
22 Ron James, state your name and the section
23 you're commenting on.
24 SPEAKER JAMES: My name is Ron James and I'm
25 the section from Bakersfield to Fresno -- actually,

Page 20

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P023 (Candi Easter, Kern County Democratic Party (1); California State Party (2), September 22, 2011)

P023-1

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

Submission P024 (Jim Eggert, City of Bakersfield, September 22, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 leadership. I say the citizens of Kern County need to
 2 antagonize in this corrupt project that only benefits a
 3 few special interest and union groups at the expense of
 4 many needs to be cancelled immediately.

5 THE FACILITATOR: Thank you, Bill.

6 Next up we have Jim Eccert. Is Jim in the
 7 room? Oh, thank you. And then after that we have Evan
 8 Hopson and Don Brown -- Dan brown, yeah.

9 SPEAKER ECCERT: Good evening. My name is
 10 Jim. I'm the planning director of the City of
 11 Bakersfield. So thank you, very much for the
 12 opportunity to speak here this evening. I'm here to
 13 comment on the Draft EIR for the Fresno/Bakersfield
 14 section.

15 The city of Bakersfield finds that the Draft
 16 EIR/EIS is inadequate and does not mitigate a number of
 17 significant impacts in the metropolitan area. Our goal
 18 is to insure that the final EIS is complete and
 19 accurate as possible for the decision makers, and that
 20 it identifies and appropriately mitigates all
 21 significant environmental effects.

22 We believe that as a lead agency, the
 23 California High Speed Rail Authority -- that is a State
 24 agency -- should be following the high standards of
 25 CEQA guidelines. The EIR is inconsistent with

Page 83

P024-1

High Speed Rail Public Meeting
559-222-1200 888-346-5559

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

P024-1
 1 identifying alternatives through Bakersfield.
 2 Preliminary meetings with the Authority
 3 identified routes as blue and red in the EIR
 4 Alternative Section. The routes are identified as D-1S
 5 and D-2. In the EIR tax they're labeled as BNSF
 6 Alternative, Bakersfield south alternate. And then the
 7 maps use B-1/B-2. This makes it extremely confusing
 8 for somebody to follow the routes through the city.
 9 And there's no consistency in the document.

P024-2
 10 Public availability of the document is the
 11 three volumes that are available. There are over 1500
 12 pages. And there is only one hard copy in the city for
 13 500,000, approximately. Both NEPA and CEQA state that
 14 the EIR/EIS should be written in plain language and
 15 that it's clear. That it is not. It's a very unclear
 16 document. It's very difficult for people to follow.
 17 We find that the majority of the general public would
 18 find it very difficult to understand what is in the
 19 document.

P024-3
 20 Public notice and availability of the EIR and
 21 meetings is also inadequate. There's no indication to
 22 a property owner why they are receiving the notice.
 23 The notice does not state that the project will
 24 directly affect that person's property. There is no
 25 map provided at a scale appropriate for a property

Page 84

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Submission P024 (Jim Eggert, City of Bakersfield, September 22, 2011) - Continued

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

P024-3

P024-4

1 owner to determine the project impacts. The EIR does
2 not include maps or detailed discussion of the project
3 east of the station, even though the project continues
4 east. So therefore the East Bakersfield community has
5 been ignored.

P024-5

6 One cannot fully evaluate the impact of the
7 entire project because of the lack of information on
8 the east side of town. We find it to be meaningful.

P024-6

9 The alternative section should include a discussion in
10 comparison of impacts of bypass routes, below grade
11 options and the use of more advanced technology. We
12 find that there's significant impacts to the city's
13 westside parkways and centennial projects. They are
14 not detailed and mitigation is inadequate.

15 We also identified a number of other
16 environmental effects that are discussed very poorly
17 and mitigation is also not listed. We have a number of
18 city facilities -- sorry, I'll wrap this up -- that we
19 will identify. And our plan is to provide more
20 detailed information to the Authority before the end of
21 the comment period.

22 So on behalf of the city, thank you, very much
23 for the opportunity to speak.

24 THE FACILITATOR: Thank you, Jeff.

25 Evan Hopson.

Page 85

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P024 (Jim Eggert, City of Bakersfield, September 22, 2011)

P024-1

To help clarify the alignment alternatives, Chapter 2.0 of the Revised DEIR/Supplemental DEIS was revised on page 2-29 to clearly state that D1-S is the BNSF Alternative and D2-N is the Bakersfield South Alternative. The second page of Volume III is a general sheet with a schematic of the alignment segments and shows that B1 is the Bakersfield South Alternative and B2 is the Bakersfield North or the BNSF Alternative. Section 2.4.4.3 of the Revised DEIR/Supplemental DEIS also calls out each station alternative relative to its alignment alternative.

P024-2

The Draft EIR/EIS was made available as a CD for anyone requesting it. The document was written for the lay public to understand.

P024-3

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

P024-4

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

Appendix 3.1-A of the Revised DEIR/Supplemental DEIS provides maps showing the properties that would be temporarily and permanently affected by project alternatives east of the proposed station sites to Oswell Street where the alternatives merge.

P024-5

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

P024-6

The HST will not preclude any jurisdiction or entity from implementing future transportation projects. The Authority will work with local jurisdictions to identify future transportation projects that could be affected by the implementation of the HST project.

Submission P025 (Austin Erwin, September 22, 2011)



CALIFORNIA
High-Speed Rail Authority

Comment Card
Tarjeta de Comentarios

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

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

Public Hearings
September 2011

Audiencias Públicas
Septiembre del 2011

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

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

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

The comment period is from Aug 28, 2011. Comments must be received postmarked, on or before 5

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

entario es del 15 de Agosto al 28 2011. Los comentarios tienen que ser solamente, o matasellados, el o antes bre del 2011.

Name/Nombre: Austin Erwin
Organization/Organización: Bakersfield High school
Address/Domicilio: 441 Pine Wood Lake Drive
Phone Number/Número de Teléfono: 661-379-3324
City, State, Zip Code/Ciudad, Estado, Código Postal: Bakersfield, CA, 93301
E-mail Address/Correo Electrónico: flyingriff@rocketmail.com
(Use additional pages if needed/Usar paginas adicionales si es necesario)

P025-1

BHS deserves to be saved it has survived 118 years! that means it's one of the oldest high schools in the County. the school has outlasted wars, our football team was the most wins of any highschool in the city! do you guys really want to ruin that street? harly auditorium used to be the biggest auditorium west of the mississippi. Why are you gonna tear down something that has that much history?



CALIFORNIA
High-Speed Rail Authority



U.S. Department
of Transportation
Federal Railroad
Administration

Response to Submission P025 (Austin Erwin, September 22, 2011)

P025-1

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

Submission P026 (Zachary Erwin, September 22, 2011)



CALIFORNIA
High-Speed Rail Authority

Comment Card
Tarjeta de Comentarios

Fresno to Bakersfield High-Speed Train Section	La Sección de Fresno a Bakersfield del Tren de Alta
Draft Environmental Impact Report/ Environmental Impact Statement (EIR/EIS)	Velocidad Proyecto de Informe de Impacto Ambiental/ Declaración de Impacto Ambiental (EIR/EIS)
Public Hearings	Audiencias Públicas
September 2011	Septiembre del 2011

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

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

The comment period is from August 28, 2011. Comments must be received postmarked, on or before September 15, 2011.	Extended comment period for Fresno to Bakersfield High-Speed Train Draft EIR/EIS: August 15-October 13	Intario es del 15 de Agosto al 28 2011. Los comentarios tienen que ser amente, o matasellados, el o antes ore del 2011.
--	--	---

Name/Nombre: Zachary Erwin
 Organization/Organización: BHS
 Address/Domicilio: 444 Pine Lake Dr
 Phone Number/Número de Teléfono: 561-379-4214
 City, State, Zip Code/Ciudad, Estado, Código Postal: Bakersfield, CA, 93309
 E-mail Address/Correo Electrónico: parloz@bcktrnail.com

P026-1

I think that we have too many trains as it is we don't need what we didn't need yes. If people from upper CA need to get to lower CA then they can just wait a few extra minutes to get there on a conventional train.

Response to Submission P026 (Zachary Erwin, September 22, 2011)

P026-1

As described in Chapter 1 of the EIR/EIS, the capacity of California's intercity transportation system, including the southern San Joaquin Valley, is insufficient to meet existing and future travel demand. The current and projected future system congestion will continue to result in deteriorating air quality, reduced reliability, and increased travel times. The system has not kept pace with the tremendous increase in population, economic activity, and tourism in the state, including those in the southern San Joaquin Valley. The interstate highway system, commercial airports, and conventional passenger rail system serving the intercity travel market are operating at or near capacity and will require large public investments for maintenance and expansion to meet existing demand and future growth over the next 25 years and beyond. Moreover, the feasibility of expanding many major highways and key airports is uncertain; some needed expansions may be impractical or may be constrained by physical, political, and other factors.

Amtrak California™ operates four trips daily in each direction between Oakland and Bakersfield, and two trips daily in each direction between Sacramento and Bakersfield, providing a total of six daily roundtrips between Fresno and Bakersfield. The scheduled travel time between Bakersfield and Oakland averages 6 hours and 9 minutes, with an average speed of 51.3 mph (the maximum speed on the route is 79 mph).

While Caltrans is making efforts to improve the frequency of Amtrak travel and on-time performance, future projections are that it will continue to take more than 5 hours to travel by conventional rail between Oakland and Bakersfield. A trip from Los Angeles to San Francisco on conventional rail takes approximately 9 hours and 45 minutes and requires bus connections from Los Angeles to Bakersfield and from Emeryville to San Francisco. In contrast, in 2035 for the high-ridership scenario, the full HST System would have four trains stop in Bakersfield each hour per direction during the daily peak morning (6 to 8 a.m.) and afternoon (5 to 7 p.m.) hours. During each of the off-peak periods (8 a.m. to 5 p.m. and 7 p.m. to midnight), four trains would stop in Bakersfield. Travel time from Bakersfield to San Francisco would be approximately 1 hour and 51 minutes. Travel time from Los Angeles to San Francisco would not exceed 2 hours and 40 minutes.

Submission P027 (Dennis Fox, September 22, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 put a 14 foot sound wall would be Santa Fe extending
2 through to the Palm, but the status and justification
3 for this wall are nowhere to be found in the entire
4 document other than the photo. Test sites and numbers
5 seem to be skewed to imply that previous areas will be
6 deemed moderate impact only. And we know what that
7 means, possibly no mitigation.
8 If we're going to be protected from the
9 adverse effects of noise and vibrations close to our
10 homes and businesses, we must insist on the more
11 accurate noise vibration study than what's been
12 presented. Along with all of the documentation
13 conducted and assumptions and estimatations that were
14 actually calculated --
15 THE FACILITATOR: Carol, your time is up.
16 SPEAKER BENDER: Can I add one more sentence
17 here? And those can only be justified if studies and
18 assessments are thorough and accurate.
19 Thank you.
20 THE FACILITATOR: Thank you.
21 Next we have Dennis Fox and then Solias
22 Masita.
23 SPEAKER FOX: Good afternoon. I'm Dennis Fox
24 with the board --
25 THE FACILITATOR: Can you please pull the

Page 67

High Speed Rail Public Meeting
559-222-1200 888-346-5559

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 microphone up to you.
2 SPEAKER FOX: Yes. It has to do the air
3 quality here, which is one of the benefits. First
4 thing I was going to say, this is an infrastructure.
5 And it -- what is the appropriate notice that we need a
6 High Speed Rail compared to other infrastructure? This
7 is a town that really needs water for our agriculture.
8 And prioritizing must take in effect that we are kind
9 of athens west on our -- currently.
10 So that's -- one other thing I would like
11 to -- the refuge that you're going into, rather than
12 going on I-5, you're going to be hitting the refuges at
13 Los Banos. But, also, here you'll be going by the
14 wildlife refuges and the ducks. And then when you go
15 up through the hole in our area, you'll be bumping the
16 cows who are maybe going from ducks to condors. And
17 you'll notice that there is no environmental objection,
18 because generally environmentalist use wildlife maybe
19 as a funding source for parks -- the reason they get
20 park.
21 But in this one it it's kind of an actual
22 problem. Should be looked at. And maybe the commuters
23 and Lancaster do have a point. But anyway, I think
24 everybody will get out as soon as you build this thing.
25 Everybody is going to ride it, once. It's kind of like

Page 68

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Submission P027 (Dennis Fox, September 22, 2011) - Continued

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

P027-1

1 the E-tech, maybe it's appropriate to businesses,
2 Disneyland. But seriously, more than once.
3 In order to get this thing to pay I think you
4 should have like they have in Japan. That is what I
5 would like to see. And with the high value crops that
6 we have here, not just our meth and marijuana that
7 we're known for, but we do have some very high crops
8 and everything.
9 And if that moves it might make it more viable
10 and pay. And the best benefit is, we have some of the
11 worse air in the country this could move a lot of the
12 smoggy semis off the road. And that's the way I think.
13 I think it would help the employment that way too.
14 It's kind of a sad commentary that looking at this as a
15 pie in the sky thing for our massive unemployment that
16 is constant here, which was my choice.
17 But I would like to thank you. And I think it
18 needs some definite looks at and hopefully we get the
19 kinks out.
20 Thank you.
21 THE FACILITATOR: Thank you, Dennis.
22 Salias. Salias? Salias? Not here. We will
23 come back to that. Richard O'Neal, then we have
24 Richard Holdcraft and Anil Menta.
25 SPEAKER O'NEAL: Good afternoon. My name is

Page 69

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P027 (Dennis Fox, September 22, 2011)

P027-1

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

Submission P028 (Dennis Fox, September 22, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 THE FACILITATOR: Thank you.
2 Dennis Fox.
3 SPEAKER FOX: One thing -- I'm Dennis Fox.
4 Well, one local and one off the wall. Seriously.
5 Anyway, the one that's for real, from the
6 General Plan Committee for the 2010, not the one that
7 just hit, but at that time the consultants came in and
8 they foresaw this stuff, and everything, and they
9 wanted a multi-mogul system. And it was to be on 7th
10 Standard and 99, where the tracks are. And there was
11 going to be railroad, trucks and airplane, all three.
12 And, you know, I would think seriously take a
13 look at it. There's -- there is a trade zone thing out
14 there. It's part of Shafter and Bakersfield. They're
15 fighting over whose water and stuff -- still going on.
16 So that one is you might want to take -- I would
17 suggest taking a look at that. And it might be the way
18 to go.
19 So many people say downtown, but the station
20 there. And then the idea was -- and the trucks.
21 Trucks are really a major problem up here. We are a
22 point for trains and for trucks. Because everything
23 that goes from San Francisco to anywhere back east has
24 to go through Tehachapi Pass and Bakersfield. So
25 that's why we end up with so much truck and smog.

Page 137

High Speed Rail Public Meeting
559-222-1200 888-346-5559

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 The one that wished you put your pencils down
2 and not write it down because I don't want any
3 evidence, has to do with Steven Chu. Have I told you
4 about Steven Chu? He's the energy czar. And he's from
5 Livermore. And he believes in energy. We're going to
6 have this set up as batteries. We're going to pump up
7 reservoirs and then if you need it, you get it.
8 And so as the train goes by they can kick in
9 the generators, you know, from the water pumped up at
10 night. And you let it out and generate it. And I
11 think it's a pretty good set up to power the train.
12 And then, in honor of Steven Chu and the Chu family,
13 we're going to change their name from the High Speed
14 Rail to the -- thank you.
15 THE FACILITATOR: Thank you.
16 Carl Bozarth. Carl, you're up. If you could
17 state your name.
18 SPEAKER BOZARTH: Hi, I'm Carl Bozarth. I'm
19 wasn't going to speak when I came out, but I'm hearing
20 people and I just decided that I'm going to go out of
21 my character and share what I have on my heart. I
22 usually keep it inside. My wife works with me
23 continuously to try to get me to change that.
24 But I'm a business man. And I know that being
25 in business, if I spend more than I make, then I'm not

Page 138

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P028 (Dennis Fox, September 22, 2011)

P028-1

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

Submission P029 (Aaron Fukuda, September 22, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 Obviously, you heard all -- everybody else
2 talk about how important the school is to everybody,
3 and that, of course, change is inevitable. But the
4 factors that be, you're going to run right through a
5 historic school, a landmark. It could be.
6 And so I'm here to represent, like I said, the
7 entire Driller nation. And I will do what it takes.
8 Every click, every fundraiser, anybody who joined me,
9 to take this initiative. And I want to make sure that
10 hopefully we will save BHS.
11 Thank you, very much.
12 THE FACILITATOR: Thank you.
13 Okay. Next we have Aaron Fukuda, then Blair
14 Pruett and Hannah Yanez. Aaron.
15 SPEAKER FUKODA: I wasn't going to talk
16 because I've talked to you guys in Hanford. I did
17 recognize something. There were three CHP officers and
18 there's only one in Bakersfield, so you guys are pretty
19 good people. We must have been pretty rowdy down
20 there. I thought it was funny.
21 I have to commend these students up here. I
22 wasn't going to speak, but I have to tell you people, I
23 think these kids are on the way to things that should
24 have been done and I believe that FRA should go back.
25 There's nothing in -- you have funds and you

Page 129

High Speed Rail Public Meeting
559-222-1200 888-346-5559

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 can put the pens down at this point and make a judgment
2 call whether or not this is the right direction or not.
3 We haven't exhausted all the alternatives. There's
4 other ones out there, we just need to look at them.
5 And there's nothing in the federal law that says you
6 have to do this today or you have to do this tomorrow.
7 Your bosses and your higher ups can see that money
8 doesn't disappear. It's not like "poof," it burns up
9 or something. You can put the stipulations on that,
10 you know. You want the Rail Authority to look at
11 different alternatives.
12 And go to their football games. See what
13 they're about. That's what we've been trying
14 desperately to rally. And I appreciate your time this
15 morning.
16 But we -- they -- they have no understanding
17 of what their -- they understand what they're building,
18 but they don't understand what they're putting it on
19 top of. If I don't understand what you're putting it
20 on top of, I don't know the impacts and the cost and
21 the outcome.
22 And I'll tell you right now, the outcome
23 may not guarantee your objectives, the clean air
24 things, the jobs, the things like that. But the way
25 you're going about it, you're not guaranteeing those

Page 130

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Submission P029 (Aaron Fukuda, September 22, 2011) - Continued

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

P029-1

1 things. You're guaranteeing failing. You're
2 guaranteeing resistance. You're guaranteeing wiping
3 out cultural important things.
4 So I beg you to, please, just put the pens
5 down for a little bit, listen to some of these people,
6 get back out into the communities where this is meant
7 to be. You supposedly benefit these people, get back
8 outs there with some of these people. Understand them
9 and their impacts and concerns, then get back to the
10 drawing board and put something together we can all buy
11 into.
12 Thank you.
13 THE FACILITATOR: Thank you, Aaron.
14 Blair.
15 SPEAKER PRUETT: Thank you. My name is Blair
16 Pruet. Talking about Bakersfield.
17 You know, I came here because I got notified
18 of this less than a week ago. And I'm -- I really
19 didn't want to talk about Bakersfield High, but it
20 turns out that it's so well represented I've got to say
21 something about it. My dad was senior class president
22 of Bakersfield High 1945. I'm a graduate of
23 Bakersfield High 1973. I taught at Bakersfield High in
24 1980, '81, in the industrial arts building you're going
25 to tear down. So kudos, "Once a Driller, always a
Page 131

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P029 (Aaron Fukuda, September 22, 2011)

P029-1

Refer to Standard Response FB-Response-GENERAL-07, FB-Response-GENERAL-10,
FB-Response-GENERAL-14.

Submission P030 (Buddy Graham, September 22, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

P030-1 | 1 SPEAKER GRAHAM: Hello. Excuse me. I'm
2 Mr. Buddy Graham. I'm speaking about the Fresno to
3 Bakersfield.
4 I'm representing residents of Bakersfield and
5 feeling for the high school people. I was wondering,
6 there's different possible segments going through
7 Bakersfield. Well, the one that's near BHS, that would
8 be a mistake. That's how I feel. You should have it
9 at least a quarter mile away from there. Because I
10 feel it would irritate the students, the faculty and
11 whoever works there. Because I imagine it would
12 vibrate or cause some kind of noise.
P030-2 | 13 I heard some lady here talking about the
14 airport area that it could possibly go through. I
15 think that would be a great place for passengers to
16 board. It would be away from BHS. And it would
17 irritate a lot less people.
P030-3 | 18 And the other thing I was wondering, is there
19 any tax revenue from this that would be going towards
20 Bakersfield? Because Bakersfield could use the money
21 for it's roads, improving it's roads. Because I've
22 traveled all over the city and there's a lot of warn
23 out roads.
24 The train, I know it's a high speed, but it
25 has to slow down when it comes to Bakersfield. I think
Page 123

High Speed Rail Public Meeting
559-222-1200 888-346-5559

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 if it went in the outskirts area of Bakersfield it would
2 keep more of it's speeds, rather than going into the
3 city. That's all I have.
4 Thank you.
5 THE FACILITATOR: Thank you.
6 Shelby Russ.
7 SPEAKER RUSS: Hi, I'm another BHS student,
8 but --
9 THE FACILITATOR: Would you state your name.
10 SPEAKER RUSS: Shelby Russ. I'm here on
11 Fresno/Bakersfield.
12 Okay. So I am here more to talk about, like,
13 the jobs that they said were going to be permanent
14 aren't going to be permanent. And you guys aren't even
15 going to be earning money until 2020. And you guys
16 aren't even going to be able to build it until you get
17 enough money to continue on with the next project. So
18 the people that are having permanent jobs like, yep, we
19 can't keep working until next year because, you know,
20 there's not enough money for this.
21 There's people -- I was talking to some girl
22 outside. She's about to lose her house. Her home.
23 Everything she believed in. Everything that's happened
24 to her. All of her memories, all of her hard work into
25 that home, gone. And she doesn't live in a good part
Page 124

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P030 (Buddy Graham, September 22, 2011)

P030-1

There will be no severe or moderate impacts at Bakersfield High School due to implementation of any of the alternatives of the HST project with the proposed mitigation.

P030-2

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

P030-3

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

See the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12, Impact SO #3, Impact SO #4, and Impact SO #13, for effects on property and sales tax revenues.

Submission P031 (Jose Gutierrez, September 22, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 learning how to weld? Plays and concerts by students
2 and by private companies? They're ruining my --
3 they're ruining my alma mater. They're ruining the
4 city."
5 I think the High Speed Rail would be a great
6 benefit to the Kern County for bringing us out of a
7 tough economic times, bringing jobs to companies and to
8 people who work here. Surely going through the middle
9 of town isn't the smartest idea. It may seem to be the
10 easiest because there are rails already present through
11 the center of Bakersfield, but more so looking
12 for -- going through the south end of town or around
13 the north end of the town. But there's less population
14 density where the train would have to slow down because
15 of noise reasons, population reasons and things such
16 like that.
17 That's all I have to say. Thank you.
18 THE FACILITATOR: Thank you, Devin.
19 Jose Gutierrez and then if Joey Lindburg could
20 get ready.
21 Jose, if you could state your name and which
22 section you're representing.
23 SPEAKER GUTIERREZ: My name is Jose Gutierrez.
24 I'm commenting on the Bakersfield to Fresno segment.
25 I don't know much about this project, but I do

Page 34

High Speed Rail Public Meeting
559-222-1200 888-346-5559

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 know that it threatens a part -- actually, two parts of
2 my school. It threatens Harvey, which is one of our
3 most historical buildings. A lot of traditions have
4 happened there. And it threatens IT. Demolitioning
5 these two buildings would affect countless students at
6 BHS.
7 There are currently over 2,500 students
8 enrolled at BHS and these two would affect every single
9 one of them. There are a lots of traditions at BHS and
10 lots of them happened in these two buildings. And you
11 can talk to any number of students at BHS, all of them
12 also, "I'm proud to be a Driller."
13 I'm proud to be at the school. I've only been
14 at the school for a year and I love it, everything
15 about it. Changing even one small portion of the
16 school would bring a great upset to the students, the
17 local populous, the teachers and every single person
18 who was graduated from BHS.
19 Bakersfield High School has been a historical
20 part of this town for over a hundred years. And it
21 stood proud for all those years. It stayed in the
22 exact same spot. There have been great memories from
23 every single student and there will be many more
24 memories to come. That's all I have to say.
25 THE FACILITATOR: Thank you.

Page 35

High Speed Rail Public Meeting
559-222-1200 888-346-5559

P031-1

Response to Submission P031 (Jose Gutierrez, September 22, 2011)

P031-1

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

Submission P032 (Harvey Hall, City of Bakersfield, September 22, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

P032-1

1 Thanks again for being here tonight.
2 MR. ABERCROMBIE: Thank you Melissa. I also
3 would like to take a minute to recognize and introduce
4 any of the elected officials or dignitaries that have
5 attended tonight's meeting. And first I'd like to
6 recognize Mayor Hall.
7 You want to say a few things?
8 MAYOR HALL: Thank you, very much. It
9 certainly is my pleasure to welcome all of you here for
10 coming to Bakersfield and making this an opportunity
11 for our residents to learn and to share their concerns
12 and thoughts. I'm happy that we have such a wonderful
13 audience today. That shows that our interest is
14 picking up. And anything that the High Speed Rail
15 Authority can add to helping our residents better
16 understand the process, we need to do that. And it's
17 good to have the interest of all of you here today and
18 we hope that this will be a very worth while process.
19 And a conclusion both sides will have had an
20 opportunity to learn more about High Speed Rail.
21 Thank you, very much.
22 MR. ABERCROMBIE: Thank you, Mayor. I'd also
23 like to acknowledge Kim Shafer from Congressman Jim
24 Costa.
25 MS. SHAFER: Good afternoon. I'm here on

Page 5

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P032 (Harvey Hall, City of Bakersfield, September 22, 2011)

P032-1

The Authority agrees with the comment from Mayor Hall and looks forward to continuing to work with the City of Bakersfield and its residents.

Submission P033 (Ashleigh Hernandez, September 22, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 Fresno. Like, I don't feel like that's right.
2 And I don't -- it's not fair at all. And I
3 know you can't always get what you want, but, I mean,
4 you have to consider the fact that BHS has been around
5 for so long and there's so many kids invested in it.
6 And there's just -- there's so much support and love
7 from our community that went to BHS, to stay around.
8 And they don't want them to destruct part of the
9 history and buildings.
10 There's so many programs in the buildings.
11 There's ROTC, there's the ag program that's been around
12 for so long. And it's such a big part of Bakersfield.
13 And I just want you guys to know that there -- it's
14 more than a school. It really is. It's a place that
15 kids wants to come back to Bakersfield to have their
16 kids go to. And having that taken away, it's just --
17 THE FACILITATOR: Thank you, Kelly.
18 SPEAKER MONGEON: -- it's not fair.
19 Thank you.
20 THE FACILITATOR: Next up we have Ashley
21 Hernandez, and we have Linda Morales and Frank
22 Oliveira.
23 SPEAKER HERNANDEZ: Hi, my name is Ashley
24 Hernandez and I'm speaking on behalf of Fresno to
25 Bakersfield route.

Page 115

High Speed Rail Public Meeting
559-222-1200 888-346-5559

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 I, too, am a senior at BHS. I'm an AP
2 student. I swim for BHS and senior class secretary.
3 I'm on the forensics team, virtual business, I'm the
4 COO. We have a great virtual business program. I am a
5 first generation Driller as well. And I have -- I have
6 a freshman sister who's at BHS with me this year. I
7 have four siblings, also, that are not in BHS yet. And
8 every single one of them, they all say "We bleed blue."
9 You know, like we're all Drillers.
10 BHS has been around for 118 years and we'd
11 like to stay around and 118 and more. "Once a Driller
12 always a Driller." Every single one of us current
13 Drillers, alumni BHS, every single one of us is still a
14 Driller. We consider each other to be a part of that
15 Driller family.
16 I'm graduating in -- at the end of May. And
17 I'm not ready to leave BHS yet, even though, like, BHS
18 has given me, as well my fellow students, like the
19 amazing foundations to build our futures on. And I
20 just want that possibility to remain open for other
21 future Drillers.
22 Like Kelly said, it's not fair to other kids,
23 younger generations, that want to come back and go to
24 BHS. My parents, and a lot of parents -- I went to
25 private catholic school here in Bakersfield. And a

Page 116

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Submission P033 (Ashleigh Hernandez, September 22, 2011) - Continued

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 large group of the kids in my small catholic school,
2 their parents moved into the BHS district to send their
3 children to BHS.

4 BHS is one of those really unique experiences
5 here in Bakersfield. It is the oldest school -- the
6 oldest high school in Bakersfield. And that tradition,
7 every single one of us -- every single student at
8 BHS -- I've never met another former BHS student,
9 current, that was not proud to say, "Yeah, I'm a
10 Driller. How are you doing?" Like, we find each
11 other. It's -- it's just a really cool connection that
12 every single one of us has to each other.

13 And I just -- I love BHS, I don't -- I can't
14 even imagine -- I strongly believe I'd be a completely
15 different person had I not gone to BHS and met the
16 teachers that I've had the privilege of getting to
17 know.

18 So since time is running out, I just really
19 urge that BHS gets to stay around. And it's
20 just -- it's a wonderful experience that -- I think if
21 somebody wants to have that experience, they should be
22 allowed to. "Once a Driller always a Driller."

23 Thank you, so much.

24 THE FACILITATOR: Thank you, Ashley.

25 SPEAKER MORALES: I'm Linda Morales. I'm

Page 117

P033-1

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P033 (Ashleigh Hernandez, September 22, 2011)

P033-1

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

Submission P034 (Jason Hill, September 22, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 importantly our buildings.

2 And also, by building this train it would

3 cause a lot of drama to the -- to our city and to the

4 families that attend BHS. Our school is a hospital, a

5 college and now a high school. We have a bomb shelter

6 that no other school has. All I'm saying is we are

7 family and taking down our school will hurt us all and

8 possibly break our family apart.

9 Also, my question is, where are you going to

10 relocate BHS and the students? Build a new school?

11 No. That will be taking more money away from your

12 train. You won't send us to other schools because that

13 will take more money from your train. All I'm saying

14 is take BHS out of your way to build this train. We

15 love our school and we don't want to move.

16 Thanks.

17 THE FACILITATOR: Thank you, Sydney.

18 Warren. Is Warren Minor still in the

19 audience? Okay. I'll set that one aside. Destiny

20 Reyes? No. Ryan Swan? Okay. Jason Hill.

21 SPEAKER HILL: My name is Jason Hill. I'm

22 here on behalf of Fresno to Bakersfield Railway. I'm a

23 local business owner.

24 My concerns are, I hear a lot of people

25 talking about employment. My concern is the employment

Page 57

P034-1

High Speed Rail Public Meeting
559-222-1200 888-346-5559

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 you're taking away already. The fund that they're

2 trying to allocate to this railway will be much better

3 suited to the schools that are already under funded, so

4 much so that teachers are becoming unemployed now.

5 To the roads that we currently have, so full

6 of pot holes most people cannot drive down them without

7 an SUV.

8 THE FACILITATOR: Jason, can you slow down

9 just a little bit?

10 SPEAKER HILL: And as it is -- I'm sorry, I

11 thought I was.

12 Why are we taking this money to build

13 something that's going to take many years? And it may

14 bring some jobs in the community for a short period of

15 time, but what happens when these jobs leave? We're

16 back in a worse state than which are now.

17 With this so called boom hit in Kern County

18 and other places, people have these jobs that pay --

19 paid well. They went and bought these expensive

20 houses. Under their own fault they can no longer

21 afford them because everything crashed. So what

22 happens when these well-paid jobs coming into Kern

23 County disappear? We're going to be in worse shape

24 than we are now.

25 Somebody mentioned it will help people get off

Page 58

P034-1

P034-2

P034-3

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Submission P034 (Jason Hill, September 22, 2011) - Continued

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

P034-3

1 of welfare. You won't. You'll bring more people into
2 it because people will go where it's easy access to.
3 You won't have people -- you won't have jobs come into
4 Bakersfield, because we have a railway. You'll have
5 people leave Bakersfield to go to other places for
6 employment that's already existing. It's not cost
7 effective to lose a million dollar business into
8 Bakersfield. It's more cost effective to have somebody
9 commute on a High Speed Rail.

10 It's -- it's a fantasy that people are seeing
11 when they hear these things. The Environmental Impact
12 Report shows a church that I'm a board member on it.
13 The impact report stops about two blocks away from
14 where our church is. We were not notified. It's
15 headed straight through the center of our sanctuary.
16 We're -- the only letter that I know we received, being
17 on the Board, is the one that told us of this meeting
18 tonight.

19 What kind of environmental impact is that?
20 That's not something -- that doesn't affect anything
21 else around there. It's also going to affect all the
22 other churches along that line, all the houses. And it
23 just stops, dead ends. Where's the report at? What's
24 the point of it?

25 I've heard people say -- back to the

Page 59

High Speed Rail Public Meeting
559-222-1200 888-346-5559

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

P034-4

1 jobs -- you're going to bring jobs. I heard somebody
2 else mention that there's 25 percent of jobs to be
3 localized here in California. I know how this works,
4 being a contractor. You take the lowest bid possible.
5 You'll bring someone in from New York if they got the
6 bid properly. You don't care. Not that that's a bad
7 thing. Everybody needs to work, but it's not going to
8 bring jobs from here. People bring in their own people
9 because they need employment.

10 This thing is not well -- it's not well put
11 together. I feel there have been a lot of sneaky
12 things done in this, in trying to get this taken care
13 of. A lot -- many about have not been informed. You
14 don't see them here today because they don't have a
15 letter saying their house is on site for demolition.

16 This thing needs to be rethought out. This
17 Environmental needs to be redone and done properly.
18 There's plenty of open land throughout Bakersfield. It
19 does not have to go through the center of town.

P034-5

20 THE FACILITATOR: Thank you, Jason.

21 Next up we have Anthony Amarante, then Daniel
22 Andrews and then Steve Townsend. Is Anthony still
23 here? Anthony Amarante? Daniel Andrews.

24 SPEAKER ANDREWS: Yes. Hi, thank you
25 Mr. Abercrombie and committee for having us. My name

Page 60

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P034 (Jason Hill, September 22, 2011)

P034-1

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

Section 3.12 of the EIR/EIS describes the jobs created by the project and the project's impact on employment. Project construction is estimated to create 22,000 one-year full-time job equivalents in the counties crossed by the Fresno to Bakersfield Section. These jobs would be spread over the 8-year project construction period and include direct, indirect, and induced jobs. Project operations would create 47,500 direct, indirect, and induced jobs by 2035 in the counties crossed by the Fresno to Bakersfield Section. It is estimated that the project would result in the loss of up to 454 agricultural jobs.

While funding education and road maintenance are important public issues, they are not part of the purpose and need for the proposed project. Therefore, these issues are not addressed in the EIR/EIS.

P034-2

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

See Section 5.1.2 in the Community Impact Assessment Technical Report (Authority and FRA 2012g), and refer to 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.

P034-3

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

See Section 5.1.2 in the Community Impact Assessment Technical Report (Authority and FRA 2012g), and refer to 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.

P034-4

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

P034-4

For information on local job training programs and contracting opportunities, please visit the California High-Speed Rail Authority's website.

P034-5

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

Submission P035 (Richard Holdcraft, September 22, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 Rich O'Neal.
2 My main concern is when HSR crosses the river.
3 And we know that you will mitigate with a replacement
4 of trees and shrubs and environmental negative impacts
5 in that area.
6 I'm in support of HSR and I'm here to comment
7 mainly about the Fresno to Bakersfield route. And we
8 are in support of the negative -- of the EIR. And if
9 you're opposed to it, you can nitpick a lot of
10 things.
11 But, basically, I think it's a pretty good
12 EIR. And I've had about 40 years experience on that as
13 an activist here in Bakersfield. So let's start here
14 and let's start now. The Central Valley needs
15 transportation for the future and we would like to
16 express our support of the HSR.
17 Thank you.
18 THE FACILITATOR: Thank you.
19 Richard. Richard Holdcraft, I think.
20 SPEAKER HOLDCRAFT: Good afternoon. Richard
21 Holdcraft. I'm talking about the overall project. And
22 first mainly are concerns.
23 I see in the document there are four trains
24 per hour. I don't believe we probably have the
25 population density to support that kind of volume.

Page 70

P035-1

High Speed Rail Public Meeting
559-222-1200 888-346-5559

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

P035-2
1 In terms of the routes, you're going to
2 dissect farmlands. In a lot of these instances you're
3 going to destroy their ability to farm in a sufficient
4 manner. That's going to drive up the cost of our food.
P035-3
5 We know what kind of financial situation
6 California is in. This project is going to worsen that
7 situation because it's going to be a burdon to the
8 taxpayers. A project like this classically doubles or
9 triples in cost. And have you weighed the benefit
10 versus those higher costs? That needs to be done.
P035-4
11 We have a train system now. It is not highly
12 used. Amtrak, it has to be subsidized. In all
13 likelihood, this project is going to have to be
14 subsidized by the taxpayer. The benefit of the project
15 to the local economy overall is probably going to be
16 included by half because of the capital assets you're
17 going to purchase. They're not going to come out of
18 this country. They're going to come out of China more
19 than likely.
20 That's all the comments I had.
21 THE FACILITATOR: Thank you, Richard.
22 UNIDENTIFIED SPEAKER: Sorry for taking your
23 time again. I had spoken once, but there were a few
24 important points I needed to mention. One is, the
25 EIR/EIS document is 30,000 pages long.

Page 71

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P035 (Richard Holdcraft, September 22, 2011)

P035-1

The service levels presented in the EIR/EIS are based on the forecasts of ridership for the year 2035 in the high ridership scenario for a full 800-mile system. The four trains per hour referenced appear to be those stopping in each direction at Fresno and Bakersfield. In earlier years, with less of the system built, fewer trains will operate and stop at these stations.

P035-2

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

See the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12, Impact SO #16, for impacts on agricultural businesses.

P035-3

Historically, federal funds have supported approximately 50 to 80 percent of many major transportation investments, including highway, transit, and aviation sector-related projects. Although California's HSR program is much larger than most transportation projects, there is precedent for substantial federal support for large and nationally significant transportation projects.

California has been extremely successful in winning federal high-speed rail grants, obtaining close to 40 percent of the money available for the country as whole. This initial federal funding allows California to move forward with the first step in the high-speed rail program. The Initial Construction Section in the Central Valley, which will be fully funded upon appropriation of state bond funds to match federal grants, becomes the platform for expansion into the Initial Operating Section—the first high-speed rail service in California and the nation—and can be used to greatly improve the Amtrak San Joaquin service that currently serves one million passengers per year.

The Passenger Rail Investment and Improvement Act of 2008 (PRIIA, www.fra.dot.gov/downloads/PRIIA%20Overview%20031009.pdf) established the framework for the national HSR and intercity passenger rail program. In February 2009, President Obama signed the American Recovery and Reinvestment Act of 2009 (Recovery Act or ARRA). Using PRIIA as a framework, Congress appropriated through ARRA an investment of \$8 billion for new high-speed and intercity passenger rail grants.

P035-3

Congress continued to build upon this ARRA funding by making available through annual appropriations in FY 2010 an additional \$2.1 billion, bringing the total program funding to \$10.1 billion. In 2011 Congress rescinded \$400 million from the funds that were declined by Florida. As a result, California's HSR program has received \$3.5 billion or 34 percent of these federal funding sources. Of this amount, slightly more than \$3.3 billion is committed to constructing the ICS. This, combined with funding from Proposition 1A would provide the estimated \$6 billion needed to build the Initial Construction Section (ICS).

The High-Speed Intercity Passenger Rail Program (HSIPR) has been the single largest source of federal grant funding for HSR. It provides project grants to deliver transportation, economic recovery, livable communities, and certain project success factors. The program typically requires a non-federal match of approximately 20 percent. Signed into law with bipartisan support on October 16, 2008, PRIIA included language creating the first grant mechanism for high-speed passenger rail. It authorized grants for high-speed rail corridor development to states or Amtrak to finance the construction and equipment for California and 10 other federally designated high-speed rail corridors. The federal share for these projects is capped at 80 percent. PRIIA's Section 501 represents the first federal grant program dedicated to high-speed rail funding. Both HSIPR and PRIIA are funded through the annual federal General Fund appropriations process, unlike other surface transportation funding programs, which come from dedicated trust fund revenues. The appropriations process makes the timing and amount of funding more uncertain at best.

P035-4

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

For information on local job training programs and contracting opportunities, please visit the California High-Speed Rail Authority's website.

For information on the HST operation-related sales tax revenue, see the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12, Impact SO #4 – Construction-Related Sales Tax Revenue Gains, and Impact SO #13 – Operation-Related Property

Response to Submission P035 (Richard Holdcraft, September 22, 2011) - Continued

P035-4

and Sales Tax Revenue Effects.

Submission P036 (Ken Hooper, Bakersfield High School (1); Kern County Historical Society (2),
September 22, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 the United States.
2 Thank you.
3 THE FACILITATOR: Thank you, Don.
4 I do want to say that there is kind of a high
5 step on these, and this second row seems to be a little
6 wobbly, so be careful.
7 Okay. Ken Hooper, if he's still in here.
8 Ken, if you could state your name and which section
9 you're commenting on.
10 SPEAKER HOOPER: My name is Ken Hooper and I'm
11 commenting on Bakersfield to Fresno section.
12 I'm here representing Bakersfield High School
13 as a teacher, and I'm also the President of the Kern
14 County Historical Society. My students and I, in 2010,
15 helped JRP Consulting put together the information on
16 Bakersfield High School and I would like to comment on
17 some of the things that were written in the report.
18 For 118 years we have been educating students,
19 and the business of education has been pretty good for
20 us so far. The history of Bakersfield High School is
21 not simply the history of the buildings, but students
22 who have entered the buildings to become the leaders of
23 our community, State, nation and world.
24 The High Speed Rail Project threatens the
25 traditions of the oldest high school in Kern County.

Page 29

High Speed Rail Public Meeting
559-222-1200 888-346-5559

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 Specifically, Bakersfield High School has been in the
2 same footprint since 1895. We were there three years
3 ahead of the Santa Fe Railway. The campus site plan
4 is a master plan created in 1921 and we are still in
5 that site plan as of 2011. BHS reserves the location
6 scale bulk footprint, height, square footage
7 organization departments. In other words, the science
8 department is still the science department; 1924 was
9 the science department and it is now.
10 In 1952 there was an earthquake in Kern County
11 and because of that earthquake the campus was altered
12 architecturally. The decision was made in 1952 to
13 remain at the current location. The current high
14 school district Board of Trustees and junior college
15 Board -- because we're talking about BHS, plus
16 Bakersfield College was there until 1956. And in 1917
17 the Bakersfield Adult School was there until the 1980s.
18 The decision was made to stay at that location. They
19 made an active decision they could have moved west of
20 Oak Street, but they said, "We've been here long
21 enough. The traditions have started. Let's say here."
22 Specifically regarding the buildings, the two
23 buildings that are threatened are the north IT building
24 and south IT building. Charles Pichard is the
25 architect of our school. Harvey Auditorium is now

Page 30

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Submission P036 (Ken Hooper, Bakersfield High School (1); Kern County Historical Society (2),
September 22, 2011) - Continued

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

P036-1

1 being considered for the national register of historic
2 places. You cannot take away Harvey and take away the
3 north IT building. The two are symbolic.
4 Charles Pichard built schools in Kern County
5 based on reinforced concrete to stop earthquake
6 destruction. You can see that they're related. That's
7 why we think that Bakersfield High School should be
8 reserved as a historic district, not just reserving the
9 one single Harvey Auditorium.
10 Thank you.
11 THE FACILITATOR: Thank you.
12 Amy Cochran, if you could state your name and
13 the section you're commenting on.
14 SPEAKER COCHRAN: I'm Amy Cochran and I am a
15 senior at Bakersfield High School.
16 And I just wanted to see if you could realize
17 that BHS is -- it really is a wonderful school to go
18 to. I mean, it's over a hundred years old. There are
19 at least three generations of people that have gone
20 there and they consider it their home as well. I
21 consider it my home. It's the place I grew up.
22 I mean, a long time ago there was, like, this
23 party, I think, like, a -- for graduation for some
24 Chinese people who were, like, at this camp. And they
25 were, like, in their 70s and beyond. They still love

Page 31

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P036 (Ken Hooper, Bakersfield High School (1); Kern County Historical Society (2), September 22, 2011)

P036-1

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

Submission P037 (Evan Hopson, September 22, 2011)



CALIFORNIA
High-Speed Rail Authority

Comment Card
Tarjeta de Comentarios

Fresno to Bakersfield High-Speed Train Section	La Sección de Fresno a Bakersfield del Tren de Alta
Draft Environmental Impact Report/ Environmental Impact Statement (EIR/EIS)	Velocidad Proyecto de Informe de Impacto Ambiental/ Declaración de Impacto Ambiental (EIR/EIS)
Public Hearings	Audiencias Públicas
September 2011	Septiembre del 2011

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

The comment period is from August 28, 2011. Comments must be received postmarked, on or before September 13, 2011.	Extended comment period for Fresno to Bakersfield High-Speed Train Draft EIR/EIS: August 15-October 13	Intero es del 15 de Agosto al 28 2011. Los comentarios tienen que ser omente, o matasellados, el o antes re del 2011.
--	--	---

Name/Nombre: Evan Hopson
 Organization/Organización: Geologist; personal interest
 Address/Domicilio: 4024 53rd St, Sacramento, CA 95820
 Phone Number/Número de Teléfono: (916) 201-3878
 City, State, Zip Code/Ciudad, Estado, Código Postal: _____
 E-mail Address/Correo Electrónico: _____
 (Use additional pages if needed/Usar paginas adicionales si es necesario)

P037-1

My biggest project flaw I see particularly to CA high speed rail authorities path around the city of Hanford. Although the City Council(s) does not care for having a station downtown, this would be a mistake to listen to this small minority who run a town of 60,000+. The projects about moving people, not having a small misgranted group have the right of way moved into ranchette country requiring more environ-mental review and purchase of more private property while eating up more agriculture land.



CALIFORNIA
High-Speed Rail Authority



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

Response to Submission P037 (Evan Hopson, September 22, 2011)

P037-1

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

Submission P038 (Evan Hopson, September 22, 2011)



CALIFORNIA
High-Speed Rail Authority

Comment Card
Tarjeta de Comentarios

Fresno to Bakersfield High-Speed Train Section Draft Environmental Impact Report/ Environmental Impact Statement (EIR/EIS) Public Hearings September 2011	La Sección de Fresno a Bakersfield del Tren de Alta Velocidad Proyecto de Informe de Impacto Ambiental/ Declaración de Impacto Ambiental (EIR/EIS) Audiencias Públicas Septiembre del 2011
Please submit your completed comment card at the end of the meeting, or mail to: Fresno to Bakersfield DEIR/EIS Comment, 770 L Street, Suite 800, Sacramento, CA 95814	Por favor entregue su tarjeta completada al final de la reunión, o envíela por correo a la siguiente dirección: Fresno to Bakersfield DEIR/EIS Comment, 770 L Street, Suite 800, Sacramento, CA 95814

The comment period is from August 28, 2011. Comments must be received postmarked, on or before September 15, 2011.	Extended comment period for Fresno to Bakersfield High-Speed Train Draft EIR/EIS: August 15-October 13	Comentarios recibidos del 15 de Agosto al 28 de Septiembre del 2011. Los comentarios tienen que ser recibidos, o matasellados, el o antes del 15 de Septiembre del 2011.
--	--	--

Name/Nombre: Evan Hopson

Organization/Organización: Geologist/Land Use planner

Address/Domicilio: 4024 53rd St

Phone Number/Número de Teléfono: (916) 201-3878

City, State, Zip Code/Ciudad, Estado, Código Postal: Sacramento, CA 95820

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

P038-1

Instead of the two alignments proposed in Bakersfield, why not follow the existing Union Pacific tracks out of town west then cross the valley, then straight across to the current existing alignment. Few structures would be impacted and land acquisition minimal.



CALIFORNIA
High-Speed Rail Authority



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

Response to Submission P038 (Evan Hopson, September 22, 2011)

P038-1

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

Submission P039 (Evan Hopson, September 22, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

P039-1

1 SPEAKER HOPSON: Hi, I'm Evan Hopson and I'm
2 interested in the High Speed Rail Project.
3 I've looked at both plans A and B -- or I
4 don't know their numbers exactly -- but I think they're
5 enormously expensive and cut up on the wrong track.
6 I'm not from Bakersfield, but I am familiar
7 with the layout of the rail country and everything.
8 I'm coming in from the east. The rail line splits at
9 Union Pacific and Burlington Santa Fe -- the Santa Fe
10 route. However, the Union Pacific route continues on
11 through town, unobstructed, going over Kern River over
12 to 7th Standard Road. And it could be used as a
13 right-of-way. Go straight out from there with minimal
14 impact on any of the residential areas or high school
15 or any downtown facilities. I just wanted to point
16 that out because no one seems to talk about that.
17 Thank you.
18 THE FACILITATOR: Evan Hopson -- oh, sorry.
19 Dan brown.
20 SPEAKER BROWN: Dan brown. Lived in
21 Bakersfield all my life, since '46. I've seen the town
22 grow. I also saw 99 Freeway go through and cut the
23 town about in half. And I'm afraid that's what this
24 High Speed Rail is going to try do to Bakersfield.
25 I'm also a Bakersfield High graduate. I live

Page 86

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P039 (Evan Hopson, September 22, 2011)

P039-1

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

Submission P040 (Ron James, Local 12 International, September 22, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 State, I'm looking so forward for this train. I spend
2 so much time in my car and many, many hours driving up
3 and down Highway 99. But beyond that, I don't know if
4 you noticed when you came into Bakersfield, but we have
5 some of the worse air quality, I think, in the nation,
6 but especially in the State. I hope you looked over
7 towards the mountains, if you can even have an idea of
8 where they were. I think this train would do much to
9 alleviate that problem.
10 But even beyond that, we have some of the
11 worse unemployment in the nation. In some cities here
12 we have 40 percent unemployment. That's outrageous.
13 This project would do much, much to alleviate that
14 problem. And I think I can speak for some of my
15 friends in the building trades when they say that we
16 have skilled tradesmen that are ready to go to work
17 tomorrow if necessary to build this train. That will
18 do so much to change the environment in Bakersfield.
19 So I hope you will build this train and bring us that
20 maintenance facility. That will be wonderful.
21 THE FACILITATOR: Thank you, Candi.
22 Ron James, state your name and the section
23 you're commenting on.
24 SPEAKER JAMES: My name is Ron James and I'm
25 the section from Bakersfield to Fresno -- actually,

Page 20

High Speed Rail Public Meeting
559-222-1200 888-346-5559

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 even south, but I'll state that for the record. I'm
2 the district representative for Local 12,
3 International; and we are a heavy equipment operators:
4 cranes, bulldozers, whatever -- surveys, inspection.
5 And not only the membership of over 12, the State of
6 California, people are out of work. They need jobs.
7 People are losing their houses, committing suicide,
8 losing their families, their cars. They're broke.
9 People have been out of work.
10 I had a member today say, "Hey, I'm running
11 out of unemployment next month. I have to go do
12 something. I can't wait anymore for work."
13 We need work in Kern County. This creates so
14 many jobs for the Local 12. And people who aren't
15 members are going to get work out of this, too. Get
16 cars off the road. And so I beg you guys, man, we need
17 this project to go through so we can have people get
18 off the streets, get off the welfare, get medical
19 insurance so they can have things done for their family
20 like dental or optical. They don't have insurance
21 because they have don't have a job.
22 Thank you.
23 THE FACILITATOR: Thank you, Ron.
24 John Spaulding. After that, Michael Kennedy
25 get ready to speak and Tony Lusich.

Page 21

High Speed Rail Public Meeting
559-222-1200 888-346-5559

P040-1

Response to Submission P040 (Ron James, Local 12 International, September 22, 2011)

P040-1

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

Submission P041 (Ralph Jennings, September 22, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 In 1936 the 95th Battalion Corp was formed.
2 Since 1936, the California cadet corp of has
3 trained thousands of young men and women. Many of them
4 onto serve in our armed forces. I know that 78
5 students and alumni served in World War I. I know that
6 Charles Busey, a graduate of 1939, was an airman during
7 the World War II. I know that several of our alumni
8 are still missing in action in Vietnam.
9 How do I know this information? Because this
10 is our culture of Bakersfield High School. We are
11 taught our own history. The threat of the High Speed
12 Rail and a threat it poses to my brothers and sisters
13 that came here before me. And the debt poses to future
14 Drillers. Our units are based in the south IT
15 building. By destroying this building you destroy our
16 culture.
17 Thank you.
18 THE FACILITATOR: Thank you.
19 Okay. We will do a couple more. Ralph
20 Jennings and then after that we have Jeff Taylor.
21 SPEAKER JENNINGS: My name is Ralph Jennings.
22 I'm an unemployed worker here in Bakersfield,
23 California. I wanted to discuss the High Speed Rail
24 system period from Bakersfield to Fresno.
25 I remember going online, looking for jobs.

Page 42

P041-1

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 And anybody who has been doing it for a while, you get
2 tired of doing it. You got to get up and take a break
3 for a second. Well, I remember when I ran across a
4 High Speed Rail job opportunity on line. And, I mean,
5 just the stars went up. Man, this is a good job and
6 it's going to be around for a while.
7 Coming here I've been able to learn a little
8 more about what's going on with the High Speed Rail
9 situation. And as hopeful that I am that an employment
10 opportunity would make itself available this way, I
11 am -- I am -- I do hear the concerns of my neighbors.
12 And me -- I always -- I don't see problems, I see
13 obstacles I have to overcome. And that's what I would
14 say to you.
15 This is just an obstacle and figure out how to
16 overcome. I know I was born and raised in Detroit, not
17 here. And there we have -- they had a rail problems as
18 well. And New York, they solved some of theirs with
19 the subway. They went subterranean to avoid a lot of
20 landmarks. And in Detroit they went, you know, in the
21 skies.
22 So I would say just, please, consider those
23 other options and opportunities if they're available.
24 I don't know. But I think that this is simply a -- I
25 don't hear Bakersfield saying that they're -- they're

Page 43

High Speed Rail Public Meeting
559-222-1200 888-346-5559

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Submission P041 (Ralph Jennings, September 22, 2011) - Continued

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 not -- that they're opposed totally to a High Speed
2 Rail program. I hear them saying that there's just
3 some tweaks, some adjustments that need to be made. We
4 have to figure out how to overcome.
5 Thank you.
6 THE FACILITATOR: Thank you.
7 Josh Taylor.
8 SPEAKER TAYLOR: My name is Jeff Taylor. And
9 I -- I have to comment on the fact that everybody is
10 talking about the job opportunities that this project
11 is going to make. And that may be truth to it, but as
12 a business owner who is going to be negatively impacted
13 by your project, I'm going to lose jobs. And I am also
14 going to lose a very nice home that I have saved for
15 many years and have built. It's going to economically
16 devastate me.
17 I'm opposed to the High Speed Rail Project for
18 many reasons, too numerous to go through right now.
19 But, specifically, I'm opposed to it as it is currently
20 planned because the footprint of the project will
21 negatively impact an unacceptable number of private
22 property owners, business owners, churches, schools and
23 farming operations. The project is -- as planned will
24 destroy the City of Bakersfield and surrounding
25 community infrastructure.

Page 44

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P041 (Ralph Jennings, September 22, 2011)

P041-1

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

Submission P042 (Sidney Johnson, September 22, 2011)



CALIFORNIA
High-Speed Rail Authority

Comment Card
Tarjeta de Comentarios

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

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

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

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

September 15, 2011, or later, or electronically, or matasellados, el o antes del 28 de Septiembre del 2011.

Name/Nombre: Sidney Johnson

Organization/Organización: Bakersfield High School

Address/Domicilio: _____

Phone Number/Número de Teléfono: _____

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

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

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

We already have a train that goes to Bakersfield from Fresno, people rarely use it, so what makes you think that building this train, it will help us in any way? It will just use your money, more money and waste your time. Think about it, you wouldn't make a profit at all. Thanks.

P042-1

Response to Submission P042 (Sidney Johnson, September 22, 2011)

P042-1

Refer to Standard Response FB-Response- 14.

The HST System will provide residents of the San Joaquin Valley a safe and reliable alternative mode of transportation, allowing people in Bakersfield to travel to Fresno in approximately 40 minutes, San Francisco in 1 hour and 51 minutes, and Los Angeles in 51 minutes.

Submission P043 (Sydney Johnson, September 22, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 benefits to the city. And I would urge everyone
2 considering this project to look at what those benefits
3 are to the city, and to alleviating it and creating a
4 better, brighter future for downtown Bakersfield and
5 the whole economy of this area.

6 Thank you.

7 THE FACILITATOR: Thank you, Brian.

8 Next up we have Sydney Johnson and then after
9 that Warren Minor and Destiny Reyes.

10 SPEAKER JOHNSON: My name is Sydney Johnson
11 and I'm going to be talking about the Fresno to
12 Bakersfield train.

13 I'm a junior at BHS, and I feel that the
14 Authority has no care for our school and the fellow for
15 students that attend our school. We have been here for
16 over a hundred years and Harvey Auditorium is one of
17 the historic lands marks to our school. All the
18 students that walk the school believe that you
19 shouldn't do this to us. We're a family.

20 And it's a waste of money and time. And we
21 will protest until you guys leave us alone about this.
22 My family has been to BHS and we have many traditions
23 at our school. The school is home to many students. I
24 have memories there. And I want my children to attend
25 BHS. You cannot ruin our family's traditions, and most

Page 56

High Speed Rail Public Meeting
559-222-1200 888-346-5559

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 importantly our buildings.

2 And also, by building this train it would
3 cause a lot of drama to the -- to our city and to the
4 families that attend BHS. Our school is a hospital, a
5 college and now a high school. We have a bomb shelter
6 that no other school has. All I'm saying is we are
7 family and taking down our school will hurt us all and
8 possibly break our family apart.

9 Also, my question is, where are you going to
10 relocate BHS and the students? Build a new school?
11 No. That will be taking more money away from your
12 train. You won't send us to other schools because that
13 will take more money from your train. All I'm saying
14 is take BHS out of your way to build this train. We
15 love our school and we don't want to move.

16 Thanks.

17 THE FACILITATOR: Thank you, Sydney.

18 Warren. Is Warren Minor still in the
19 audience? Okay. I'll set that one aside. Destiny
20 Reyes? No. Ryan Swan? Okay. Jason Hill.

21 SPEAKER HILL: My name is Jason Hill. I'm
22 here on behalf of Fresno to Bakersfield Railway. I'm a
23 local business owner.

24 My concerns are, I hear a lot of people
25 talking about employment. My concern is the employment

Page 57

High Speed Rail Public Meeting
559-222-1200 888-346-5559

P043-1

Response to Submission P043 (Sydney Johnson, September 22, 2011)

P043-1

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

Submission P044 (Brandyn Kelley, September 22, 2011)



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

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

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

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

The comment period is from August 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.**

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

Name/Nombre: Brandyn Kelley

Organization/Organización: _____

Address/Domicilio: 1014 21st Street

Phone Number/Número de Teléfono: 661-431-9235

City, State, Zip Code/Ciudad, Estado, Código Postal: Bakersfield CA 93301

E-mail Address/Correo Electrónico: gmmerdude42591@gmail.com
(Use additional pages if needed/Usar paginas adicionales si es necesario)

We want the one that doesn't hit BHS

P044-1

Response to Submission P044 (Brandyn Kelley, September 22, 2011)

P044-1

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

Submission P045 (Michael Kennedy, Bethel Christian School, September 22, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

P045-1

1 whether it will be in the rail industry or a different
2 project.
3 So the opinion of the Building Construction
4 Trade Council, whether it be all the way from Merced
5 down to Bakersfield, is let's build this project.
6 Let's build this area, this test track. And we're
7 ready to go to work.
8 Thank you.
9 THE FACILITATOR: Thank you, John.
10 Michael Kennedy.
11 SPEAKER KENNEDY: My name is Michael Kennedy.
12 I'm the principle of Bethel Christian School here in
13 Bakersfield. I'm also an employee of the Baptist
14 church. I'll be speaking tonight about the Fresno to
15 Bakersfield section.
16 I'm reading my comments that I have already
17 submitted to your Panel. These comments dated
18 September 22nd, 2011:
19 "The draft of the EIR/EIS released by the
20 California High Speed Rail Authority on August the 9th,
21 2011 had been reviewed by our staff and school. After
22 careful review, we find that -- the EIR and EIS to be
23 poorly constructed as it fails to adequately address
24 mitigation issues in our region.
25 In addition, the EIS and EIR has failed to

Page 23

P045-2

1 include our school during the initial phase. This is
2 disturbing as according to the United States
3 Environmental Law. There is documentation required for
4 such actions significantly affecting the wallet of the
5 human environment. For this reason, mitigation for our
6 school and surrounding areas must be incorporated into
7 the EIR, as our protection of assets value several
8 million dollars is at risk.
9 Based on U.S. Environmental Law, makes no
10 sense that a project of this size has not had to
11 undergo a thorough assessment of potential impacts to
12 our school and school community. This document is
13 intended to cover the major points that are accumulated
14 by our school staff as presented before the existing
15 DEIS and EIR places at risk millions of dollars in our
16 school and our affiliate church. With little or no
17 mitigation being offered by the California High Speed
18 Rail Authority.
19 These are our concerns and questions. First
20 of all, both alignments impact our school. Secondly,
21 the California High Speed Rail Authority has provided a
22 map showing the footprint of the rail in our area
23 continuing eastbound to Oswell Street. However, the
24 EIR only shows those routes ending near Bakers Street.
25 Furthermore, some maps in Volume 3, and portions of the

Page 24

High Speed Rail Public Meeting
559-222-1200 888-346-5559

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Submission P045 (Michael Kennedy, Bethel Christian School, September 22, 2011) - Continued

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

P045-2

1 EIR in the socioeconomics, generally discuss the
2 impacts to east Bakersfield, but our school is not
3 included in that.
4 And I'm going to say that is very significant
5 that our school has not been included in that. In
6 addition, the parcel information was available to fully
7 evaluate the potential impacts to our facility. We
8 understand that the updated information on east
9 Bakersfield is forthcoming; however, we will receive
10 this information regarding impacts after the deadline
11 for comments on the DEIS and EIR has closed.

P045-3

12 We, as our city, also question why the
13 California High Speed Rail Authority, established in
14 1996 as a State entity, is not following a more
15 detailed and higher standard for the California
16 Environmental Quality Act the CEQA and related CEQA
17 guidelines. Both NPA and CEQA states that as
18 EIS -- and that an EIS and EIR shall be written in
19 plain language and use appropriate maps and graphics
20 rapidly under the document."

21 THE FACILITATOR: Michael, your time is up.

22 SPEAKER KENNEDY: The rest of my comments are
23 in the letter. Thank you.

24 THE FACILITATOR: Thank you.

25 I'm sorry if I'm not pronouncing your last

Page 25

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P045 (Michael Kennedy, Bethel Christian School, September 22, 2011)

P045-1

Refer to Standard Response FB-Response-GENERAL-01, FB-Response-GENERAL-27.

P045-2

Refer to Standard Response FB-Response-GENERAL-27, FB-Response-SO-01, FB-Response-SO-06.

The EIR/EIS has been updated to describe the potential impacts on the First Free Will Baptist Church and associated Bethel Christian School. The church and school are described in Volume I, Section 3.12, Impact SO #7 (Disruption to Community Cohesion or Division of Existing Communities from Project Operation), and addressed in Mitigation Measure SO-4: Implement measures to reduce impacts associated with the relocation of important facilities. Also, see Section 5.2.5, Community Facilities, of the Community Impact Assessment Technical Report, for the impacts to the church and school, as well as Section 5.2.6, Potential Mitigations for Property Displacements and Relocations, where the mitigation measures related to the potential relocation of the facilities are detailed. The school would be displaced under the Bakersfield South Alternative but would not be displaced under the BNSF Alternative or Bakersfield Hybrid Alternative.

P045-3

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

Submission P046 (Michael (1), Mark (2) Kennedy (1), Harrison (2), Bethel Christian High School & Free Will Baptist Church, September 22, 2011)

BETHEL CHRISTIAN HIGH SCHOOL

BCS

2236 EAST CALIFORNIA AVE.
BAKERSFIELD, CALIFORNIA 93307

MARK HARRISON, PASTOR (661) 325-6532 MICHAEL A. KENNEDY, PRINCIPAL (661) 325-2661

September 22, 2011

To the Attention of California High-Speed Rail Authority:

P046-1 | The draft of the EIR/EIS released by the California High-Speed Rail Authority on August 9, 2011, has been reviewed by our staff. After careful review of the 3,300 pages, we find the EIR/DEIS to be poorly constructed as it fails to adequately address mitigation issues in our area/ region. In addition the EIS/EIR has failed to include our school during this initial phase. This is disturbing as according to United States Environmental Law there is documentation required for actions
 ...Significantly affecting the quality of the human environment." For this reason, mitigation for our school and surrounding area must be incorporated into the EIR, as our protection of assets (valued/ appraised at 1.4 million, per 1988 report) is at risk. Based on US Environmental Law it makes no sense that a project of this size has not had to undergo a thorough assessment of potential impact on our school.

This document is intended to cover the major points thus far accumulated by our staff. As presented before, the existing DEIS/EIR places at risk millions of dollars in school and affiliated church assets, with little or NO mitigation being offered by the CHSR Authority.

Concerns and Questions:

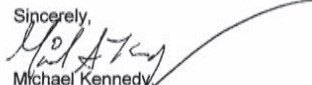
- P046-2 | *Both alignments (Red line, BS, Bakersfield South and Blue line, BSNF Alternate route, BSN/BLUE) impact our school.
- P046-3 | *The CHSR Authority has (in an early meeting) provided a map showing the footprint of the rail (Red line and Blue line) in our area and continuing east bound to Oswell Street. However, the EIR only shows the routes ending near Baker Street. Furthermore, some maps in Volume III and the portions of the EIR (Socioeconomics) generally discuss impact to East Bakersfield, but our school is not included and that is SIGNIFICANT. In addition no parcel information is available to fully evaluate potential impacts to our facility.
- P046-4 | * We understand that updated information on East Bakersfield is forth coming; however, we will receive this information regarding impacts after the deadline for comments on the DEIS/EIR has closed.

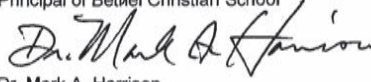
P046-5 | *We also question why the CHSR Authority (established in 1996) as a state entity is not following a more detailed and higher standards of the California Environmental Quality ACT (CEQA) and related CEQA Guidelines.

P046-6 | *Both NEPA and CEQA state that "... an EIS/ EIR shall be written in plain language and use appropriate maps and graphics... so the public can rapidly understand the document." In addition, the draft documents, "...should be less than 105 pages, and for proposals of unusual complexity (like the High Speed Rail)...300 pages." However, the EIR draft is five times the maximum and the HSR drawings are undecipherable to our school and church community.

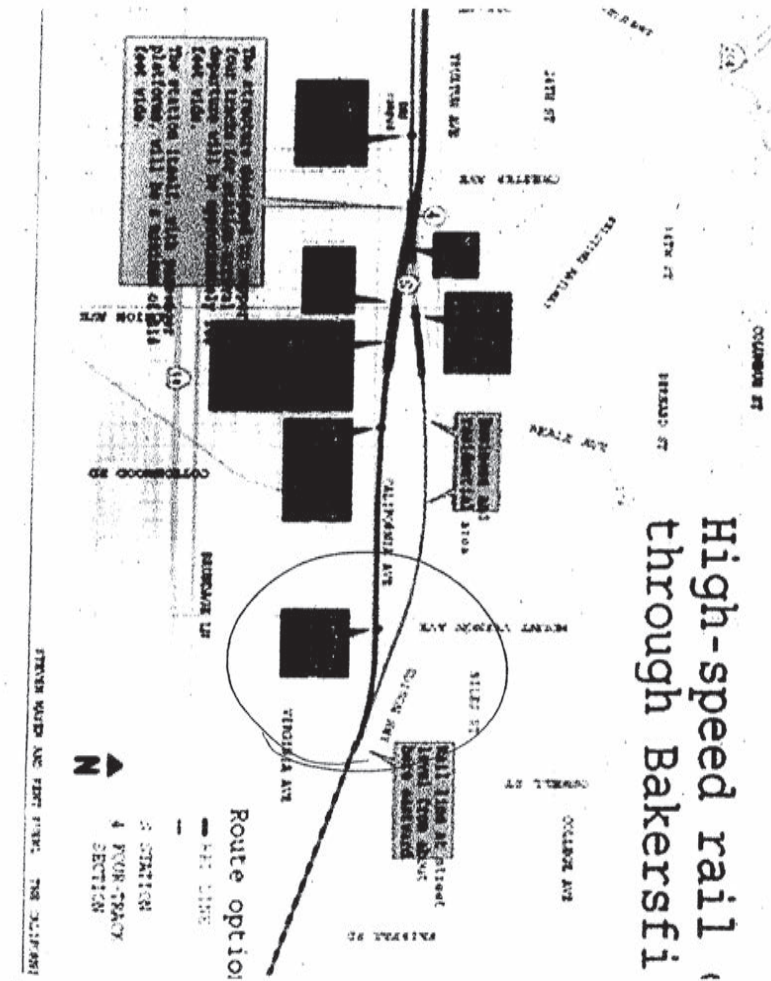
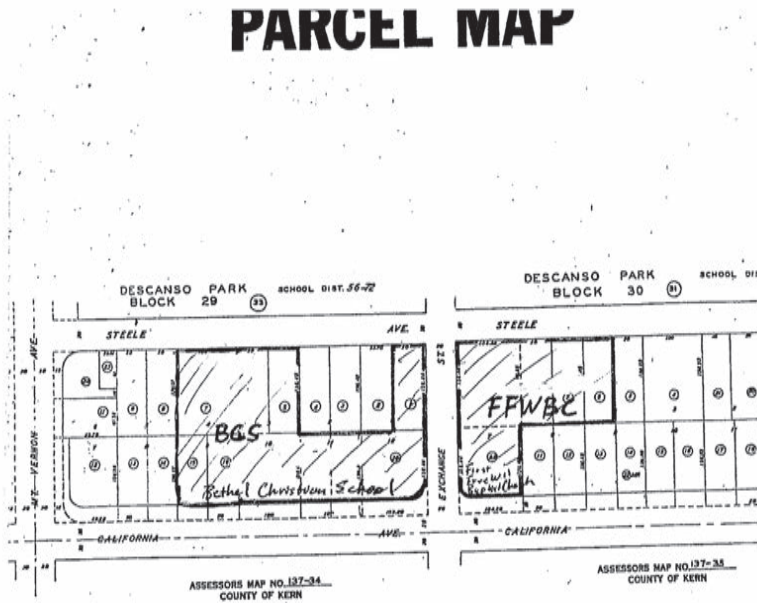
- P046-7 | **Potential Impacts in Relation to Bethel Christian School**
- *Traffic Circulation
 - *Land affected
 - *Student safety has not been mitigated
 - *Visual impacts
 - *Mitigation/ Relocation
 - *HSR are required (under visual impacts) to consider local (school community) input.
 - *Effects of operational noise
 - *Effects of construction activities

P046-8 | **Conclusion:**
 The eventual adoption of the environmental documents will potentially create a significant impact on Bethel Christian School and the First Free Will Baptist Church and we request that our property be included in the EIR.

Sincerely,

 Michael Kennedy
 Principal of Bethel Christian School


 Dr. Mark A. Harrison,
 Pastor of the First Free Will Baptist Church

Submission P046 (Michael (1), Mark (2) Kennedy (1), Harrison (2), Bethel Christian High School & Free Will Baptist Church, September 22, 2011) - Continued



Response to Submission P046 (Michael (1), Mark (2) Kennedy (1), Harrison (2), Bethel Christian High School & Free Will Baptist Church, September 22, 2011)

P046-1

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

The Final EIR/EIS includes specific information on Bethel Christian School and the potential impacts. See Volume I, Section 3.12.4.4, for a community description; Section 5.2.5 of the Community Impact Assessment Technical Report for the impacts on the school; and Section 5.2.6 of the Community Impact Assessment Technical Report for mitigation measures related to the potential property displacement and relocation (Authority and FRA 2012g).

P046-2

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

The Final EIR/EIS includes specific information on Bethel Christian School and the potential impacts. See Volume I, Section 3.12.4.4, for a community description; Section 5.2.5 of the Community Impact Assessment Technical Report for the impacts to the school; and Section 5.2.6 of the Community Impact Assessment Technical Report for mitigation measures related to the potential property displacement and relocation (Authority and FRA 2012g).

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.

P046-3

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

The Final EIR/EIS includes specific information on Bethel Christian School and the potential impacts. See Volume I, Section 3.12.4.4, for a community description; Section 5.2.5 of the Community Impact Assessment Technical Report for the impacts on the school; and Section 5.2.6 of the Community Impact Assessment Technical Report for mitigation measures related to the potential property displacement and relocation (Authority and FRA 2012g).

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.

P046-4

Refer to Standard Response FB-Response-SO-01, FB-Response-SO-06.

The Final EIR/EIS includes specific information on Bethel Christian School and the potential impacts on the school. See Volume I, Section 3.12.4.4, Communities and Neighborhoods, for a community description; Section 5.2.5, Community Facilities, of the Community Impact Assessment Technical Report for the impacts on the school; and Section 5.2.6, Potential Mitigations for Property Displacements and Relocations, of the Community Impact Assessment Technical Report for mitigation measures related to the potential property displacement and relocation (Authority and FRA 2012g).

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

P046-5

The Authority has followed all requirements of CEQA and the CEQA Guidelines. As provided under Section 15222 of the CEQA Guidelines (14 California Code of Regulations [CCR] 15222), this EIR/EIS is a joint CEQA-NEPA document that fulfills the requirements of both laws.

P046-6

The size of the project requires a substantially larger document than 300 pages to describe the analysis of project effects on the physical environment. Both NEPA and CEQA recommend maximum page limits, but they are not required limits and in many cases are insufficient to adequately describe a project, its potential impacts, a range of reasonable alternatives, and mitigation measures. The recommended page limit in the CEQA Guidelines dates to the 1970s and does not reflect the realities and complexities of current CEQA practice. In reality, few if any EIRs prepared for complex projects are less than 300 pages in length.

Response to Submission P046 (Michael (1), Mark (2) Kennedy (1), Harrison (2), Bethel Christian High School & Free Will Baptist Church, September 22, 2011) - Continued

P046-7

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

The Final EIR/EIS includes specific information on Bethel Christian School and the potential impacts. See Volume I, Section 3.12.4.4, for a community description; Section 5.2.5 of the Community Impact Assessment Technical Report for the impacts on the school; and Section 5.2.6 of the Community Impact Assessment Technical Report for mitigation measures related to the potential property displacement and relocation (Authority and FRA 2012g).

Detailed analysis on the impacts on schools and children are found in Appendix 3.12-B, Effects on School District Funding and Transportation Routes, and Appendix 3.12-C, Children's Health and Safety Risk Assessment. These appendices describe the breadth of potential impacts on schools, as well as environmental health and safety risks to children.

P046-8

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

The Final EIR/EIS has been updated to describe specific information about the potential impacts on the First Free Will Baptist Church and associated Bethel Christian School. The church and school are described in the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12, Impact SO #7 – Disruption to Community Cohesion or Division of Existing Communities from Project Operation. The church and school are further addressed in Mitigation Measure SO-4: Implement measures to reduce impacts associated with the relocation of important facilities. See also Section 5.2.5, Community Facilities, of the Community Impact Assessment Technical Report, for the impacts on the church and school. Section 5.2.6, Potential Mitigations for Property Displacements and Relocations, details mitigation measures related to the potential relocation of the facilities (Authority and FRA 2012g).

Submission P047 (Susan Lee, September 22, 2011)



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

Public Hearings **Audiencias Públicas**
September 2011 **Septiembre del 2011**

Please submit your completed comment card at the end of the meeting, or mail to: Par 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. Periodo es del 15 de Agosto al 28 de Septiembre del 2011. Los comentarios tienen que ser recibidos, o matasellados, el o antes del 28 de Septiembre del 2011.

Name/Nombre: Susan Lee
Organization/Organización: Bakersfield High School
Address/Domicilio: _____
Phone Number/Número de Teléfono: _____
City, State, Zip Code/Ciudad, Estado, Código Postal: Bakersfield, CA
E-mail Address/Correo Electrónico: susan.lee1211@gmail.com
(Use additional pages if needed/Usar paginas adicionales si es necesario)

P047-1

I'm against building this high speed rail because it cuts through our school, which means tearing down one or more buildings at this school. That means the students of those buildings taking classes in those buildings will have to move somewhere else to take these classes which is inconvenient to the students and teachers. These buildings have been here longer than everyone in this town have been here. They have been a part of many people's lives. Please do not have the railroad go through BHS or other property.

Response to Submission P047 (Susan Lee, September 22, 2011)

P047-1

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

Submission P048 (Haley Light, September 22, 2011)



CALIFORNIA
High-Speed Rail Authority

Comment Card
Tarjeta de Comentarios

Fresno to Bakersfield High-Speed Train Section Draft Environmental Impact Report/ Environmental Impact Statement (EIR/EIS)	La Sección de Fresno a Bakersfield del Tren de Alta Velocidad Proyecto de Informe de Impacto Ambiental/ Declaración de Impacto Ambiental (EIR/EIS)
Public Hearings September 2011	Audiencias Públicas Septiembre del 2011

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

The comment period is from August 28, 2011. Comments must be received postmarked, on or before September 15, 2011.	Extended comment period for Fresno to Bakersfield High-Speed Train Draft EIR/EIS: August 15-October 13	ario es del 15 de Agosto al 28 del 2011. Los comentarios tienen que ser nente, o matasellados, el o antes del 2011.
--	--	---

Name/Nombre: Haley Light
 Organization/Organización: Student from B.H.S
 Address/Domicilio: 7705 Eastlorne Ct.
 Phone Number/Número de Teléfono: 916-747-8637
 City, State, Zip Code/Ciudad, Estado, Código Postal: Bakersfield CA, 93309
 E-mail Address/Correo Electrónico: haleylight3@yahoo.com
(Use additional pages if needed/Usar paginas adicionales si es necesario)

P048-1

It's more than a school. It has history to all students alumni staff, everyone has some kind of connect to BHS why go through our school. If you put a railway through the building it's so close to our school & other buildings it would make our school unatendable. you can't just rebuild an auditorium with about 10 million dollars get it the best oldest auditoriums in the United States.

Response to Submission P048 (Haley Light, September 22, 2011)

P048-1

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

Submission P049 (Bill Lind, September 22, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 So I think all of that needs to be clarified
2 in more detail, so if you are an affected property
3 owner you have some readily, accessible document you
4 can refer to.

5 Thank you.

6 THE FACILITATOR: Thank you.

7 Mitchell Bill. Is Mitchell in the room? Bill
8 Lind.

9 SPEAKER LIND: My name is Bill Lind.

10 I strongly oppose High Speed Rail. This
11 project costs too much. We can't afford this. The
12 project plan was poorly done. This is evident in the
13 cost overruns to take the final total cost to \$100
14 billion, which we don't have and will not have for many
15 years in the future.

16 This project will destroy valuable farmland
17 and will empower government agencies to steal land away
18 from hard working and law abiding citizens.

19 So what does the Authority hope to give
20 Californians for their nearly 3 billion in proposition
21 money bond funds, and more than \$3 million in federal
22 grants when construction begins in 2012? Nothing,
23 according to Van Winkle.

24 The initial construction segment of a 115
25 miles will not be sufficient to test, according to Van

Page 81

High Speed Rail Public Meeting
559-222-1200 888-346-5559

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 Winkle. On the extended initial construction segment
2 of a 170 miles, it will become an essence of future
3 test track.

4 However, Californians will get plenty of
5 problems for their money. The first 115 miles of track
6 will require land takings involving 1100 parcels of
7 land, as the Authority deviates from existing
8 transportation corridors and builds it's 220 mile per
9 hour path of destruction over homes, businesses, and
10 across prime farmland that can never be recovered once
11 it's lost. All of this without a promise of a single
12 passenger riding a High Speed train.

13 Where is the normal outrage about leftwing
14 environmental groups right now? It is absent because
15 there's a political agenda behind this project. Very
16 hypocritical if you ask me.

17 It is time to put a stop to this project
18 before the Authority starts wasting billions, rather
19 than million dollars millions of dollars they have
20 already wasted. I believe in free markets, limited
21 government and fiscal responsibility. High Speed Rail
22 does not represent any of these principles.

23 I heard Vice Mayor David Couch saying this is
24 a done deal and we should not try to antagonize the
25 Rail Committee. This shows total lack of courage and

Page 82

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Submission P049 (Bill Lind, September 22, 2011) - Continued

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 leadership. I say the citizens of Kern County need to
2 antagonize in this corrupt project that only benefits a
3 few special interest and union groups at the expense of
4 many needs to be cancelled immediately.

5 THE FACILITATOR: Thank you, Bill.

6 Next up we have Jim Eccert. Is Jim in the
7 room? Oh, thank you. And then after that we have Evan
8 Hopson and Don Brown -- Dan brown, yeah.

9 SPEAKER ECCERT: Good evening. My name is
10 Jim. I'm the planning director of the City of
11 Bakersfield. So thank you, very much for the
12 opportunity to speak here this evening. I'm here to
13 comment on the Draft EIR for the Fresno/Bakersfield
14 section.

15 The city of Bakersfield finds that the Draft
16 EIR/EIS is inadequate and does not mitigate a number of
17 significant impacts in the metropolitan area. Our goal
18 is to insure that the final EIS is complete and
19 accurate as possible for the decision makers, and that
20 it identifies and appropriately mitigates all
21 significant environmental effects.

22 We believe that as a lead agency, the
23 California High Speed Rail Authority -- that is a State
24 agency -- should be following the high standards of
25 CEQA guidelines. The EIR is inconsistent with

Page 83

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P049 (Bill Lind, September 22, 2011)

P049-1

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

Submission P050 (Joey Lindburg, September 22, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 Joey Lindburg. And if Adam De Lisle could get
2 ready, make his way down and Jerry Ludeke.
3 SPEAKER LINDBURG: I'm Joey Lindburg and I
4 attend BHS right now. I'm addressing Fresno to
5 Bakersfield.

6 I am one of many speakers for BHS who know
7 much -- who don't know much about this project. All I
8 know is it might be more cost efficient to buy out
9 small businesses than replace a hundred year old school
10 with more tradition in one building than any other
11 school in the city. It may be bring jobs to this city,
12 but it does not replace tradition. Tradition is
13 important to the people who live here, the students who
14 attend this school and the administrators who on a
15 day-to-day basis fight to keep the students in school
16 and get education.

17 I believe that this school is important not
18 only to me, but to future generations who plan on going
19 to this school, including my little sisters. They want
20 to go to this school because I go home and tell them
21 day to day how cool it is to go to BHS and be a
22 Driller.

23 Many students transfer to BHS to go and see
24 the tradition that we get to see everyday. And if you
25 tear out Harvey Auditorium or the IT building it takes

Page 36

High Speed Rail Public Meeting
559-222-1200 888-346-5559

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 that away from many generations to come. And that's
2 really not fair. And that's all I have to say.

3 THE FACILITATOR: Thank you.

4 Adam. Adam, if you could state your first and
5 last name and which section you're commenting on.

6 SPEAKER DE LISLE: Hello, my name is Adam and
7 I'm commenting on Fresno to Bakersfield section.

8 I'm a junior attending BHS, and ever since my
9 freshman year this High Speed Railway has been
10 threatening to tear down our school and move it. I say
11 no. BHS is one of the greatest schools in Bakersfield
12 and maybe even California.

13 I've had some of the best memories there. I
14 met great people, great teachers. Some of the best
15 people in the world go to BHS. Generations have gone
16 to BHS, my parents, my grandparents went there; and
17 they've all told me since I was a little you kid that
18 it's one of the best schools in the world. Ever since
19 I was a little kid and we drove by BHS, I was like, "I
20 want to go to that school." And here I am now at BHS.

21 Happiest -- happiest student -- one of the
22 happiest students at BHS. I would love for future
23 students to attend BHS and keep it there at the very
24 place it's at, because history there -- you can't just
25 move history like that. It's just not right. I mean,

Page 37

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P050 (Joey Lindburg, September 22, 2011)

P050-1

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

Submission P051 (Austin Lindsey, September 22, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 an Amtrak rider I would be very happy to have a place
2 where I can park my car in town, check my baggage, and
3 have a dedicated bus that takes me out to a High Speed
4 Rail that's coming down the edge of town.
5 Thank you.
6 THE FACILITATOR: Thank you.
7 Take a couple more comments, then take a
8 break. Next up we have Austin Lindsey and -- I'm going
9 to butcher this -- Manny Tigerina. I'm sorry.
10 Austin.
11 SPEAKER LINDSEY: My name is Austin. I'm
12 speaking on behalf of Bakersfield High School. From
13 the Fresno to Bakersfield.
14 I'd like to say that our school is over a
15 hundred years old and all of our history is held in the
16 international arts building, IT building. And if you
17 were to tear that building down, we would lose
18 all -- well, we wouldn't lose it, we would move it to
19 another location. But all of what we do there is
20 important.
21 And if you look at how much money this is
22 going to cost the State, we don't have that kind of
23 money. And where are we even getting this money?
24 We're getting this money from the people's taxes. And
25 we shouldn't be spending money on a railway, we should

Page 40

High Speed Rail Public Meeting
559-222-1200 888-346-5559

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 be saving that money and getting ourselves out of debt.
2 We, our country, is already, like, in a debt. We need
3 to save money, not keep spending.
4 And BHS is really -- should be a historic
5 landmark because of all the tradition and how long the
6 school has been there. And it's one of the best
7 schools here to go to. And if you ask anyone from
8 Bakersfield, they know Bakersfield High
9 School -- excuse me -- is a really great school to go
10 to.
11 And when you take a building away or, like,
12 two buildings away, you are taking away a lot from the
13 school. And people who have gone to the school before
14 I have are going to want to go back when their reunion
15 comes and look at the buildings that they went into and
16 they had classes into. And if they don't see that
17 there anymore they're going to be very disappointed
18 that their history, their memories are gone. And
19 that's all I have to say.
20 THE FACILITATOR: Thank you, Austin.
21 Manny, if you could state your name and which
22 section you're commenting on.
23 SPEAKER TIJERINA: I'm Manny Tijerina and I'm
24 commenting on the Bakersfield to Fresno. I am a cadet
25 corp leader of the Bakersfield Air Force Jr. Officer.

Page 41

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P051 (Austin Lindsey, September 22, 2011)

P051-1

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

Submission P052 (Jerry Ludeke, September 22, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 one day I would love for my son to attend BHS. I would
2 be one of my happiest people to see my student cross
3 that stage and graduate from BHS.
4 Thank you.
5 THE FACILITATOR: Thank you, Adam.
6 Jerry Ludeke. I'm sorry if I didn't say that
7 right. If you could state your name and which section
8 you're commenting on.
9 SPEAKER LUDEKE: Jerry Ludeke and I'm speaking
10 not just on the Merced to Bakersfield, but specifically
11 Bakersfield and the one proposed route that hits BHS.
12 I didn't know I was going to come in the middle of BHS,
13 but it's very appropriate.
14 I am an archivist. I'm wearing two hats
15 today, I'm an archivist at Bakersfield College and we
16 are in our 98th year coming up on our centennial. And
17 many people don't realize that the first 43 years of
18 Bakersfield College's existence was on the BHS campus.
19 Our students went to the classes and the international
20 arts building. Our students were there. Warren Hall
21 was originally the junior college building.
22 It is history that is so much a part of
23 Bakersfield that it's rather remarkable. In fact, I
24 would be curious to have everybody in the audience who
25 has ever attended BHS, Bakersfield college or been to a

Page 38

High Speed Rail Public Meeting
559-222-1200 888-346-5559

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 performance in Harvey Auditorium hold your hands up.
2 Does that give you an idea? Thank you. I knew that
3 would happen.
4 I have great faith in this part of the
5 community. And I was interested in the July 2010
6 evaluator's report. That sort of copied the fact that
7 Baker didn't do anything important there. Warren
8 didn't reach his prominence when he was at the high
9 school. Frank Gifford didn't reach it when he was in
10 the high school. My goodness, but they still came
11 back. Warren came back for his graduations, because
12 the high school BHS Kern County Union High School and
13 junior college district -- he came back Frank Gifford
14 came back. Others. There's a whole list of prominent
15 people.
16 When you talk about the heart of a community,
17 it isn't just the buildings. The buildings at BHS are
18 important, yes, but it's that whole layout that Ken was
19 talking about that is a nostalgic part of Bakersfield
20 and Kern County, and we'd hate to see that messed with.
21 Now, my other hat is I am a loyal and frequent
22 Amtrak traveler from here to San Francisco. So I am a
23 good perspective rider for a High Speed Rail. When I
24 think about an overhead rail going through the center
25 of town, that is not visually attractive to me. And as

Page 39

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Submission P052 (Jerry Ludeke, September 22, 2011) - Continued

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

P052-1

1 an Amtrak rider I would be very happy to have a place
2 where I can park my car in town, check my baggage, and
3 have a dedicated bus that takes me out to a High Speed
4 Rail that's coming down the edge of town.
5 Thank you.
6 THE FACILITATOR: Thank you.
7 Take a couple more comments, then take a
8 break. Next up we have Austin Lindsey and -- I'm going
9 to butcher this -- Manny Tigerina. I'm sorry.
10 Austin.
11 SPEAKER LINDSEY: My name is Austin. I'm
12 speaking on behalf of Bakersfield High School. From
13 the Fresno to Bakersfield.
14 I'd like to say that our school is over a
15 hundred years old and all of our history is held in the
16 international arts building, IT building. And if you
17 were to tear that building down, we would lose
18 all -- well, we wouldn't lose it, we would move it to
19 another location. But all of what we do there is
20 important.
21 And if you look at how much money this is
22 going to cost the State, we don't have that kind of
23 money. And where are we even getting this money?
24 We're getting this money from the people's taxes. And
25 we shouldn't be spending money on a railway, we should

Page 40

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P052 (Jerry Ludeke, September 22, 2011)

P052-1

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

Submission P053 (Frank Maccioli, September 22, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 still standing. And it's also had times where -- one
2 time where they were going to move the location and the
3 city of Bakersfield didn't allow that. And they
4 thanked -- and the ASB President wrote a letter
5 thanking the city of Bakersfield for allowing them to
6 stay in that position.

7 It's just by taking it from there, it will
8 just -- it's breaking hearts. It's breaking
9 traditions. It's breaking just a lot of -- a lot of
10 tradition that we have had at BHS. By moving us and
11 relocating us it wouldn't be the same. Not the at all
12 the same. The traditions will be different. Just
13 being in elk grove is one of the traditions. Just
14 having to sit on the bomb shelter our rallies. It
15 wouldn't be the same. It would no longer be BHS,
16 because BHS is not only a name, it's a tradition. It's
17 a family. And that's about all I have to say.

18 Thank you.

19 THE FACILITATOR: Thank you.

20 Frank. Is Frank not here? Frank Maccioli?
21 Then we have Mitchell Bill after that and then Bill
22 Lind.

23 SPEAKER MACCIOLI: My name is Frank Maccioli.
24 I'm a resident of Bakersfield in the northwest area.
25 Although my home isn't going to be impacted by

Page 78

High Speed Rail Public Meeting
559-222-1200 888-346-5559

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

P053-1

1 any of the proposed alignment, I regularly drive along
2 Palm Avenue and Calloway, and your Draft EIR shows some
3 interesting before and after pictures of the
4 neighborhood there that will be disrupted if the
5 proposed route goes through.

6 This and my question -- comment, the rail
7 revolves around the issue that was raised by some
8 previous commenters. What is fair market value if you
9 do have a property that will be taken? I'm sure in the
10 area of eminent domain, my comments and questions have
11 been answered before.

12 Some of the handout materials you've provided
13 here today and at previous workshops, you've tried to
14 address what will happen if your property will be
15 taken, and I think it's liable that you've done that.
16 But I don't think it's clear enough. I don't think
17 it's detailed enough. And I don't think it's
18 transparent enough for those homeowners whose property
19 will be taken, and just as importantly, those
20 homeowners and businessmen like one of the speakers
21 over there today. There are those people whose
22 property won't be taken, but will be negatively
23 impacted.

24 In the summary of the Draft EIR today and the
25 table S-3, you list several impacts, noise, there's

Page 79

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Submission P053 (Frank Maccioli, September 22, 2011) - Continued

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

P053-2

1 other kinds of impacts, et cetera, that will be
2 significant after mitigation. And so my question is,
3 if I'm a homeowner and I currently enjoy a view of the
4 mountains, the Sierras, perhaps my neighbor's fruit
5 trees and landscaping, what compensation will be given
6 to me when -- if a train is built and I'm looking at an
7 elevated High Speed train track and having to listen to
8 the noise several times a day?

P053-3

9 In your handout, you refer to a website for
10 filing a claim with the State of California if you
11 think your property value as been negatively impacted,
12 even though your property is not being taken. I went
13 to that website and they required that you make the
14 claim within one year. And this brings me back to,
15 what's fair market value? When does that one-year
16 clock start? Did it start when the train tracks
17 construction first started or did it start a few years
18 ago when rumors that a train was going to be coming
19 through the neighborhood started?

P053-4

20 Similarly, for a property owner who's property
21 will be taken, what is fair market value? Is it the
22 value it was before anybody started talking about a
23 train? Or is it the value when the rumors started? Or
24 is it value when the train construction actually
25 starts?

Page 80

High Speed Rail Public Meeting
559-222-1200 888-346-5559

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 So I think all of that needs to be clarified
2 in more detail, so if you are an affected property
3 owner you have some readily, accessible document you
4 can refer to.

5 Thank you.

6 THE FACILITATOR: Thank you.

7 Mitchell Bill. Is Mitchell in the room? Bill
8 Lind.

9 SPEAKER LIND: My name is Bill Lind.

10 I strongly oppose High Speed Rail. This
11 project costs too much. We can't afford this. The
12 project plan was poorly done. This is evident in the
13 cost overruns to take the final total cost to \$100
14 billion, which we don't have and will not have for many
15 years in the future.

16 This project will destroy valuable farmland
17 and will empower government agencies to steal land away
18 from hard working and law abiding citizens.

19 So what does the Authority hope to give
20 Californians for their nearly 3 billion in proposition
21 money bond funds, and more than \$3 million in federal
22 grants when construction begins in 2012? Nothing,
23 according to Van Winkle.

24 The initial construction segment of a 115
25 miles will not be sufficient to test, according to Van

Page 81

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P053 (Frank Maccioli, September 22, 2011)

P053-1

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

Please refer to the Executive Summary S.11, Next Steps in the Environmental Process, for information on 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 the start of construction. The property acquisition and compensation process will only begin once all necessary legal processes have been completed, funding has been secured, and construction is ready to begin. This is scheduled to begin in 2013 and last through 2015. Funding secured for the HST project includes the amount required for all of the land acquisition and compensation.

P053-2

Refer to Standard Response FB-Response-SO-02, FB-Response-N&V-05, FB-Response-AVR-01, FB-Response-AVR-02, FB-Response-SO-04.

For information on the potential long-term impacts on property values, see Section 5.4.4.3 in the *Community Impact Assessment Technical Report*. Section 5.4.5 of the Community Impact Assessment Technical Report analyzes the potential for physical deterioration to occur and considers how the impacts of noise, dust, visual changes, and changes in traffic patterns could affect the quality of life in the affected communities.

P053-3

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

The real estate market is dynamic and changes based on a number of influences. The appraiser estimates the value of a subject property as of a certain date in time termed the "date of value." The value estimated at this date in time will reflect the most comparable and current indicators available (i.e. sales, publications, trends, lease information, etc.).

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:

P053-3

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 GCP claims process. The website states that claims for damage to personal property must be filed within six (6) months after the incident occurred. The incident in this case would be when you perceive the negative effects of construction or operation of the HST begin to negatively impact the value of your property.

Unfortunately, the 'temporary limbo' of potentially impacted properties is an effect of any major public works project that evaluates alternatives, including new roadway construction projects. Once a preferred alternative has been selected, this uncertainty will be resolved and there will not be a lasting impact on properties not acquired for the project. Please refer to the Executive Summary S.11 Next Steps in the Environmental Process for information on 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 (ROD) and the Authority's Notice of Determination (NOD), property acquisition and start of construction. The property acquisition and compensation process will only begin once all necessary legal processes have been completed, funding has been secured and construction is ready to begin. This is scheduled to begin in 2013 and last through 2015.

P053-4

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

Submission P054 (Ginger Malone, September 22, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

P054-1

1 SPEAKER MALONE: Hi, my name is Ginger Malone
2 and I'm commenting on the Fresno to Bakersfield
3 section.

4 I appreciate your time. And just thinking
5 about the High Speed Rail, yes, it is possible in the
6 future. But something you got to look at, downtown
7 doesn't have any room for anymore parking structures,
8 things like that without taking out more buildings.

P054-2

9 The other thing is, all the different car
10 rental places are out near the airport. Why can't it
11 go out there? Why can't the High Speed Rail go near
12 the airport where we can bring in people transporting
13 from our airport to various different towns? And it
14 might bring more interest in flying from Bakersfield,
15 revenue for flying and things like that. You'd have
16 rental cars. You'd have room for parking. You'd be
17 able to have the space without taking part of our town.

18 Bakersfield High School is the first high
19 school in Bakersfield. It is also the first college
20 that was in Bakersfield. Yes, I am graduated from
21 there. I'm a Driller and I'm proud of that. But I'm
22 also proud of Bakersfield having the heritage and
23 having a high school that they keep up, that they
24 continue to benefit from, that hasn't been run down.

25 But the thing is to me, mainly -- which I've

Page 106

High Speed Rail Public Meeting
559-222-1200 888-346-5559

P054-3

1 used public transportation -- my thoughts are mainly,
2 you get a lot of people coming into this town. Where
3 are they going to go? Okay. If they come to Amtrak,
4 how are they going to get to vehicles? How are they
5 going to rent vehicles to get to where they need to go
6 next? How are they going to -- if we're having people
7 commute to L.A. that work here, where are they going to
8 park? Where are the structures going to be, to be able
9 to allow them to park to commute? Are their families
10 going to have to drop them off and come and pick them
11 up in the evening time?

P054-4

12 So you're affecting us with a rail on many
13 aspects. You're taking part of our downtown, but
14 you're also not giving to us the means to be able to
15 have it work really well, and work with things that are
16 already set up.

17 So I -- I feel that it is something that may
18 come about in the future. And I think it would be nice
19 to have it. It would be beneficial. You could also
20 help people come where they could park near the airport
21 and they could take it to L.A., and possibly go to the
22 L.A. airport for flights that way. We could have
23 people come here and fly from Bakersfield. You want to
24 increase our airport and transportation that way. You
25 can combine them and have them benefit each other so

Page 107

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Submission P054 (Ginger Malone, September 22, 2011) - Continued

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 that it benefits the town. Plus, our town has grown so
2 far in 30 years, who's to say that it's not going to be
3 parts of our town, which it is.
4 So thank you, so much for your time.
5 THE FACILITATOR: Thank you, Ginger.
6 Marvin Dean, and we have Allen Scott and Kelly
7 Mongeon. Sorry if I'm saying that wrong.
8 SPEAKER DEAN: Okay. First of all, I want to
9 welcome you to Bakersfield. I'm here representing
10 myself. I'm representing my small businesses that
11 may be affected by this High Speed Rail. I live in the
12 south part of the town and one of the right-of-ways may
13 take out my property. I also represent the
14 small -- the EJ community.
15 I served on the San Joaquin Valley Air
16 District Environmental Justice Task Force. I also
17 represented the San Joaquin Valley Contractors
18 Association and also A-Pec.
19 I want to start by saying, I am a big
20 advocate. I support this project. And I don't want to
21 see any delays. I think we need address the concerns,
22 because if we do delay the project those federal
23 dollars may be in jeopardy. I also disagree with
24 someone that said the project shouldn't start here.
25 I'm a very strong supporter. The project should start

Page 108

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P054 (Ginger Malone, September 22, 2011)

P054-1

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

Also refer to Section 3.2, Transportation.

P054-2

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

P054-3

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

As described in Section 2.2.3, the design of the station areas would provide intermodal connectivity, drop-off facilities, an entry plaza, a station house area for ticketing and support services, an indoor station room where passengers wait and access the HST, and parking facilities. A new intermodal facility, not a part of this proposed undertaking, would be located near by the Fresno Stations, on the parcel bordered by Fresno Street to the north, Mariposa Street to the south, Broadway Street to the east, and H Street to the west. The Kings/Tulare Regional Station and Bakersfield Station would include bus bays, short-term parking, and kiss-and-ride areas on the site. All stations would include parking provided either in structures or in surface lots.

P054-4

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

Submission P055 (Ron Marney, September 22, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 Thank you guys, very much.
2 THE FACILITATOR: Thank you, Carl.
3 Time is 7:45 and I don't have any additional
4 comments at this time, so we will take a ten minute
5 break.
6 (Whereupon, a brief recess was taken off
7 the record.)
8 MR. ABERCROMBIE: Okay. We have a couple of
9 cards. We are going to resume the public hearing to
10 receive your comments on the Environmental Analysis
11 Alternative Impact and Mitigated Measures presented in
12 the Fresno to Bakersfield Draft Environmental Impact
13 Statements and Reports, or if you like to mail us a
14 comment on the Merced to Fresno.
15 THE FACILITATOR: Okay.
16 Next up we have Ron Money. Ron, if you could
17 state your name and which section you're commenting on.
18 SPEAKER MARNEE: That's Ron Marnee, not Money.
19 I wish I did have the money. But my name is Ron
20 Marnee, retired railroad engineer and I'm a legislative
21 represent for BLE Union.
22 About eight years ago I ran a study I sent to
23 the RFA and PUC, State of California here. A study
24 between Pagen and Corcoran about all the crossings,
25 that crossover, the BNSF. Well, you have a Highway 43

Page 141

High Speed Rail Public Meeting
559-222-1200 888-346-5559

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 parallel to that railroad lot. Well, it's in such a
2 close proximity that it's all in an agricultural area
3 out there. And when a truck with two trailers crosses
4 over the tracks, the stop bar that stops at the stop
5 sign for the parallel roads on 43, Central Valley
6 Highway, it's not enough distance between the final
7 point of the tracks to the stop bar to allow a truck
8 with two trailers to clear the tracks. If you have a
9 car in there, it just complicates things. You either
10 have a truck or both a truck and a car in jeopardy.
11 And during the California winters we have Tule
12 fog in here. Well, that only complicates it a lot
13 more. And there's a history of a lot of accidents
14 between Pagen and Corcoran during that period of time
15 because people just can't see the trains coming. We
16 have Amtrak running and freight trains and everything
17 else.
18 I better hurry you up, my wife says I talk too
19 long sometimes.
20 But the idea is when I saw this layout here,
21 it came to me, why don't we do things a little cheaper
22 and smarter? Like, could you run the High Speed Rail
23 down 43. Take your highway and just move it over to
24 the other parallel roads, which is probably a half mile
25 or a quarter of a mile away, make a four-lane highway

Page 142

High Speed Rail Public Meeting
559-222-1200 888-346-5559

P055-1

Submission P055 (Ron Marney, September 22, 2011) - Continued

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

P055-1

1 out of it. Federal -- I don't know if federal funds
2 could help you out or not on that. But it's a matter
3 of safety. But it's already -- it's already laid down.
4 Your road parallels your track, but the problem is you
5 share track with the railroad. They're going to milk
6 you -- milk you for every dime you've got if you're
7 running on their tracks or on their property.

8 Let's see, I ran out of time. Well, last
9 thing I have to say is, if you run your line from, say,
10 Cherokee Road or through the northeast of Bakersfield
11 down below the bluffs to the airport -- that was my
12 second thing. I think it would make a lot more sense,
13 you have a transportation center already there.

14 THE FACILITATOR: Thank you, Ron.

15 SPEAKER MARNEE: It's not -- the expense of
16 downtown of taking the school out, running it through
17 the BNSF and going by a hospital doesn't make sense to
18 me.

19 THE FACILITATOR: Ron, your time is up. Thank
20 you.

21 Frank.

22 SPEAKER OLIVEIRA: Frank Oliveira, citizen for
23 California High Speed Rail Accountability.

24 I just wanted to wrap up tonight and thank
25 Mr. Leavitt, Mr. Richards, Mr. Abercrombie, Ms. Dumond

Page 143

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P055 (Ron Marney, September 22, 2011)

P055-1

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

Submission P056 (Vic Martinov, Southland Properties (on behalf of Lazy H Mobile Ranch),
September 22, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 industry.

2 I manage 40 mobile home parks around the

3 State. And Golita, California, we have a park that's

4 adjacent to the flight path for the airport and it's

5 about a quarter mile away from the Southern California

6 Gas underground facility where the pumps operate 24

7 hours a day -- compressors. There are vibrations from

8 the compressors that have not been able to suppress, to

9 be corrected so that it doesn't bother the residence of

10 the park. They put in new support system underneath

11 the homes and it really hasn't totally stopped the

12 problem. And that's a quarter mile away. We're going

13 to have a train going by 45 to 50 feet away from a lot

14 of these homes.

15 The other issue is noise with the airport

16 pathway there. The FAA did a study, they retrofitted

17 mobile homes more insulation, double glaze windows,

18 different roofs, et cetera; and they abandoned the

19 project because they couldn't get signature savings in

20 terms of decimals on noise.

21 THE FACILITATOR: Jim, your time is up. Thank

22 you. Jim Martinov.

23 SPEAKER MARTINOV: Good evening. My name is

24 Vic. I'm one of the owners of the property at 2500

25 Jewetta Avenue. I would just like to read this letter

Page 12

High Speed Rail Public Meeting
559-222-1200 888-346-5559

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 quickly into the record:

2 "Please be advised that the proposed project

3 routing of the High Speed Rail indicates a potential

4 conflict with our 87-lock manufactured home community.

5 We're requesting that the High Speed Rail Authority

6 consider our property and the impact that could be

7 avoided by timely planning and adjustments that may

8 serve to avoid unnecessary hardships for the home

9 owners and hardships for the land owners.

10 Our property is the Lazy H Mobile Ranch. That

11 consists of 87 individually owned homes on leased lots.

12 To condemn all or part of this community would require

13 not only the relocation of these families, but also the

14 relocation of the individuals who own homes.

15 The Lazy H Ranch has been in existence for

16 over 40 years. And it's -- it serves as a unique and

17 wholesome lifestyle and environment for the people that

18 live there. From the standpoint of the landowners, to

19 remove a portion of this development would ruin the

20 economic viability of the entire business venture; and

21 therefore, would require the taking of the entire

22 development."

23 And just consider the land owners and the home

24 owners in your planning and in your final decisions.

25 We really appreciate that.

Page 13

P056-1

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Submission P056 (Vic Martinov, Southland Properties (on behalf of Lazy H Mobile Ranch),
September 22, 2011) - Continued

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

P056-2

1 I have a petition that was signed by 114 of
2 the family members that live in those 87 homes, and it
3 says at the top, "We the undersigned are home owners
4 and residents of the Lazy H Ranch, a manufactured home
5 community located at 2500 Jewetta Avenue, Bakersfield.
6 Our community consists of 87 mobile home spaces. It
7 would be an extreme hardship for us to have to be
8 relocated of our individually owned homes. This could
9 be due to the selection of the route, which otherwise
10 might be slightly adjusted to avoid this conflict.
11 Please consider the final selection of the High Speed
12 Rail Line and please align it so as not to approach
13 upon our community and disrupt our lives."

14 And that's signed by the people that live
15 there that own the homes there.

16 Thank you. I'd like to -- what do they say?
17 I'd like to seat my time to the Senator.

18 THE FACILITATOR: Thank you.

19 I want to remind folks that we will be taking
20 periodic breaks, so if the media could conduct their
21 interviews out in the hall or during the breaks, that
22 would be great.

23 Next up we have Paul Charon, and after that we
24 have Kim Ran Ja -- and I'm sorry if I didn't say that
25 right -- and Anil Menta.

Page 14

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P056 (Vic Martinov, Southland Properties (on behalf of Lazy H Mobile Ranch), September 22, 2011)

P056-1

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

None of the project alternatives would result in the acquisition of homes in the Lazy H Mobile Home Park. The HST right-of-way would be situated in the existing BNSF Railway right-of-way at this location. Please refer to Appendix 3.1-A of the EIR/ EIS for parcel impacts by the project footprint.

P056-2

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

None of the project alternatives would result in the acquisition of homes in the Lazy H Mobile Home Park. The HST right-of-way would be situated in the existing BNSF Railway right-of-way at this location. Please refer to Appendix 3.1-A of the EIR/ EIS for parcel impacts by the project footprint.

Submission P057 (Anil Mehta, Chinmaya Mission Bakersfield, September 22, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

P057-1

1 could also state that when you state your name that
2 would be helpful.
3 Anil Menta, I'm sorry if I'm not saying that
4 right.
5 SPEAKER MENTA: My name is Anil Menta. I
6 represent the Chinmaya Mission Bakersfield, which is a
7 church that will be taken over by the Authority.
8 More than an individual building, I'm
9 concerned that this project is a total waste of
10 taxpayer money. Originally \$9.1 billion was funded in
11 the bond with the idea that not a penny more will be
12 spent. The estimates keep rising, \$46 billion, 66
13 billion; we do not have the money to build this
14 project.
15 The State is broke. The Federal Government is
16 in deficit and we are starting this white elephant.
17 This train to nowhere will never be built. The money
18 they have right now can only put up tracks for a short
19 portion of the San Joaquin Valley. They have no money
20 for trains. They have no money for electricity and
21 they're going to sacrifice the citizens of California
22 with this debt for our grandchildren. They will laugh
23 at us. Why did we build this white elephant?
24 We do not have the money, but they're going to
25 go ahead and just take people's homes, take people's

Page 17

P057-1

1 businesses, destroy people's churches. And in my
2 opinion, this train is a train to nowhere. Just as
3 Senator Stevens built a bridge to nowhere in Alaska,
4 this is going to be an equal project. And people
5 throughout the country are going to laugh at us.
6 The environmental report is very poorly
7 written. If it had been written by a City of
8 Bakersfield it would have been thrown out. It doesn't
9 address noise issues. It does not talk about the
10 eastside of town where the curve will be taken. And
11 the EIR is completely incomplete and needs to be
12 brought up again.
13 Also, the whole notification was done in
14 secret. The letters that were sent to us were very
15 vague. They did not say that the property is going to
16 be taken over. It was done in such a way in legal
17 language, like an average citizen would not understand
18 and would not have time to respond. I think the whole
19 process has been very underhanded, very illegal and we
20 are planning to submit an opposition to this project.
21 It's not only for our building, but it is a
22 bad project for Bakersfield, for the San Joaquin
23 Valley, for the State of California and for the United
24 States. The city of Bakersfield -- that is so much
25 property going to be taken over. And how about the

Page 18

P057-2

P057-3

P057-4

High Speed Rail Public Meeting
559-222-1200 888-346-5559

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Submission P057 (Anil Mehta, Chinmaya Mission Bakersfield, September 22, 2011) - Continued

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 people whose projects, whose property is not taken over
2 and they are neighbors. And they have all the noise,
3 all the disturbance.

P057-5

4 Will the Authority compensate us? No. They
5 are not planning to do that. The EIR does not address
6 it. And I personally, and our church and our community
7 are strongly opposed. I feel that the attitude of the
8 Authority has been highhanded. They have not listened
9 to the elected officials when they had made suggestions
10 about changing the route, if it could have been done
11 along 99 or I-5. It's less disturbing and I feel that
12 this project should be stopped.

P057-6

13 Thank you.

14 THE FACILITATOR: Thank you.

15 Next up we have Candi Easter, then Ron James
16 and John Spaulding.

17 Candi, if you could state your name and which
18 section of the alignment you're making your comments
19 on.

20 SPEAKER EASTER: My name is Candi Easter. I'm
21 chairman of the Kern County Democratic Party; I'm also
22 regional director for the California State Party. I'm
23 here to talk about the alignment of the train from
24 Fresno to Bakersfield.

25 As a person that travels frequently around the

Page 19

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P057 (Anil Mehta, Chinmaya Mission Bakersfield, September 22, 2011)

P057-1

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

The Revised 2012 Business Plan (Authority 2012a) discusses a blended approach to phasing that would build the Statewide HST System as envisioned for California over time. Consistent with its statutory mission, the Authority has been planning for the long-term implementation of the entire 800+ miles of the statewide HST System. In response to feedback on the *Revised 2012 Business Plan*, the Authority will prioritize early investments between San Francisco and Los Angeles and Anaheim. The *Revised 2012 Business Plan for the California HST System* describes in more detail how Phase 1 of the HST System will be implemented.

Phase 1 will start in the Central Valley (the Merced to Fresno Section and the Fresno to Bakersfield Section), build incrementally toward the Los Angeles Basin (the Bakersfield to Palmdale Section, the Palmdale to Los Angeles Section, and the Los Angeles to Anaheim Section), and then connect to the San Francisco Bay Area (the San Jose to Merced Section and the San Francisco to San Jose Section). This more detailed discussion of the implementation of Phase 1 recognizes current budgetary and funding realities, which will result in both Phase 1 and Phase 2 (Phase 2 includes Los Angeles to San Diego and Merced to Sacramento as well as the Altamont Corridor being pursued in collaboration with regional agencies) being constructed over a longer period of time than originally anticipated. The details of the schedule for the phased implementation or blended approach for each project section are documented in the project-level EIR/EIS documents.

P057-2

Noise issues are addressed in Section 3.4, Noise and Vibration, of the EIR.

P057-3

The analysis of project alternatives was expanded in the Revised DEIR/Supplemental DEIS to address impacts on the east of the Bakersfield station alternative sites out to Oswell Street where the alternatives through Bakersfield merge.

P057-4

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

P057-5

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

For information about the potential impacts on the Chinmaya Mission, see the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12, Impact SO #7, and Section 5.2 and Section 5.1.1 in the Community Impact Assessment Technical Report. Also see Volume I, Section 3.12.7, Mitigation Measure SO-4, which is related to the relocation of important community facilities.

P057-6

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

Submission P058 (Anil Mehta, Chinmaya Mission, September 22, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 In terms of the routes, you're going to
2 dissect farmlands. In a lot of these instances you're
3 going to destroy their ability to farm in a sufficient
4 manner. That's going to drive up the cost of our food.
5 We know what kind of financial situation
6 California is in. This project is going to worsen that
7 situation because it's going to be a burdon to the
8 taxpayers. A project like this classically doubles or
9 triples in cost. And have you weighed the benefit
10 versus those higher costs? That needs to be done.
11 We have a train system now. It is not highly
12 used. Amtrak, it has to be subsidized. In all
13 likelihood, this project is going to have to be
14 subsidized by the taxpayer. The benefit of the project
15 to the local economy overall is probably going to be
16 included by half because of the capital assets you're
17 going to purchase. They're not going to come out of
18 this country. They're going to come out of China more
19 than likely.
20 That's all the comments I had.
21 THE FACILITATOR: Thank you, Richard.
22 UNIDENTIFIED SPEAKER: Sorry for taking your
23 time again. I had spoken once, but there were a few
24 important points I needed to mention. One is, the
25 EIR/EIS document is 30,000 pages long.

Page 71

High Speed Rail Public Meeting
559-222-1200 888-346-5559

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

P058-1

1 THE FACILITATOR: Can you state your name?
2 Sorry.
3 UNIDENTIFIED SPEAKER: The document is 30,000
4 pages long. If I need to read it between now and
5 October 13th, I have to read 500 pages a day and
6 understand them. I'm not a technical person. This
7 document is not layman friendly. It is totally
8 technical. It is very difficult to understand. There
9 was an engineer here who may have been able to
10 understand it. And so I think a six-month period
11 should be given to us so that we can properly
12 digest -- understand this document and comment on it.
13 The second point I would like to make is that,
14 the past president -- when HSR originally gave us the
15 document in 2005, the EIRS was much shorter, and at
16 that time a six-month period was given. And right now
17 we have been given only 45 days, plus a 15-day
18 extension. So I think the time is inadequate.
19 As far as the jobs, yes, it will create jobs,
20 but it is not a jobs program. What we are looking at
21 is a transportation program. A transportation program
22 only helps if the transportation project is completed.
23 Until that rail is completed all the way from San Diego
24 to San Francisco, it is not going to create any
25 benefits. Yes, some temporary jobs will be created,

Page 72

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Submission P058 (Anil Mehta, Chinmaya Mission, September 22, 2011) - Continued

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 but when you talk about the jobs benefit, when you talk
2 about the pollution benefit, the only benefits accrue
3 when the project is completed from L.A. to San
4 Francisco; until then it will be just sitting there as
5 we said, maybe with not or two passengers riding the
6 train.
7 It is going to be a drain on the State
8 Treasury. And then they are talking about private
9 money. They have some phantom private investors.
10 Believe me, if anybody here is a private investor and
11 wants to invest, I have a bridge in Brooklyn I can sell
12 you and that will be worth much more.
13 So in my opinion, the air pollution benefits
14 have been overstated. The job benefits, yes, there
15 will be temporary jobs, but when the construction is
16 over and the train is not running, it is not going
17 anywhere. It is just a bunch of concrete lined. In
18 Fresno, what kinds of jobs are you talking about? It
19 is a few temporary jobs. And let us not be misled by
20 these fantasy projections, which have no basis in
21 reality.
22 This project is going to cost 100 billion; not
23 6 billion, not 9 billion. And where is the State of
24 California going to come up with the money? Who is
25 going to pay the interest on that money? Who is going

Page 73

High Speed Rail Public Meeting
559-222-1200 888-346-5559

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 to subsidize it? It is going to be you and me, ladies
2 and gentlemen. Your children, our grandchildren will
3 be paying for this project that will have no benefit to
4 the State of California.
5 Thank you, very much.
6 THE FACILITATOR: Thank you.
7 Next up we have Ross Browning, then we have
8 Franklin Davis and after that Nathan Banks. So Ross
9 Browning.
10 SPEAKER BROWNING: Good afternoon -- still
11 afternoon. My name is Ross Browning, from Laton,
12 California. And I -- I'll talk about Fresno to
13 Bakersfield or whatever.
14 As I came down here just to see what would
15 happen down here, and meet some of the folks
16 here -- and what I've heard in the lobby there and
17 people talking in the gallery here, I've come up with
18 the fact that, unfortunately, these people are
19 broadsided. I mean, I didn't know. I didn't have that
20 much notice this was coming through, but I had like a
21 month and a half. These people have two weeks. One
22 guy out there, he did just find out about it.
23 It's not that the people don't want to know.
24 They were just never informed. And I think that it
25 is -- it borders almost on criminal not to give them

Page 74

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P058 (Anil Mehta, Chinmaya Mission, September 22, 2011)

P058-1

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

Submission P059 (Brenton Miller, September 22, 2011)



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

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

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

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

The comment period is from August 28, 2011. Comments must be received postmarked, on or before September 11, 2011.
Extended comment period for Fresno to Bakersfield High-Speed Train Draft EIR/EIS: August 15-October 13
The comment period is from August 15, 2011. Los comentarios tienen que ser entregados, o matasellados, el o antes del 2011.

Name/Nombre: Brenton Miller
Organization/Organización: BHS
Address/Domicilio: 2524 Elm St
Phone Number/Número de Teléfono: 661-496-2421
City, State, Zip Code/Ciudad, Estado, Código Postal: Bakersfield CA 93301
E-mail Address/Correo Electrónico: mllexhibitor@aol.com
(Use additional pages if needed/Usar paginas adicionales si es necesario)

P059-1

Because Bakersfield is a tradition and running the high speed rail through it would ruin the tradition.

Response to Submission P059 (Brenton Miller, September 22, 2011)

P059-1

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

Submission P060 (Kelly Mongeon, September 22, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 construction-related jobs. I'm a retired human
2 resource manager. I laid off enough people to make me
3 sick. But I know one thing, don't lie to the worker.
4 450,000 permanent jobs, major lie. American jobs
5 cannot be outsourced also.
6 Bottom line is, logic is failing. You need to
7 be redo this whole thing. This is unacceptable. The
8 city of Bakersfield needs 180 days.
9 Thank you.
10 THE FACILITATOR: Thank you, Allen.
11 Can you state your name for the record,
12 please.
13 SPEAKER MONGEON: Kelly Mongeon. I'm speaking
14 on the Fresno to Bakersfield section.
15 I'm a student at Bakersfield High School. I'm
16 a senior. I'm in A.S.B. I'm going to start crying.
17 I'm a varsity cheer captain, varsity swim captain. I'm
18 really invested in BHS and I have a lot of school
19 spirit. And the fact that they're even considering,
20 like, taking away part of our school, and tradition,
21 and history that has been taught for so long, it
22 just -- it makes me really sad.
23 And I'm sorry I'm crying. But I know that I,
24 for one, am speaking on behalf of all the students of
25 Bakersfield High School, the alumni, the kids that

Page 113

P060-1

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 weren't able to get out of speak today.
2 You know, I just -- the High Speed Rail, yeah,
3 it's a good idea. It's not a good idea to destroy and
4 take away Bakersfield's tradition. BHS is more than a
5 school. It's been around for 118 years. Like, I'm
6 involved in programs that have been around for longer
7 than most schools have been.
8 And I'm a first generation BHS student. And I
9 know that I want my kids to come back to Bakersfield,
10 and I want my kids to go to BHS. And I want them to
11 graduate from BHS. And I want them to be able to walk
12 the same halls and campus that I did. And I just feel
13 like the High Speed Rail is taking that away from us.
14 If they -- I feel like there's other
15 alternatives that can be taken besides making students
16 really upset and cry. And, like, I don't know. I
17 just -- I know that being, like, so involved in
18 Bakersfield High School and knowing that there is even
19 a possibility of part of it going away or being taken
20 away from the town -- and all the kids that look
21 forward to going to BHS, and transferring to BHS
22 districts when they're little just so they can go and
23 be a part of that history and tradition. And just
24 knowing there's a possibility of taking that away
25 because of High Speed Rail, like, from Bakersfield to

Page 114

High Speed Rail Public Meeting
559-222-1200 888-346-5559

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Submission P060 (Kelly Mongeon, September 22, 2011) - Continued

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 Fresno. Like, I don't feel like that's right.
2 And I don't -- it's not fair at all. And I
3 know you can't always get what you want, but, I mean,
4 you have to consider the fact that BHS has been around
5 for so long and there's so many kids invested in it.
6 And there's just -- there's so much support and love
7 from our community that went to BHS, to stay around.
8 And they don't want them to destruct part of the
9 history and buildings.
10 There's so many programs in the buildings.
11 There's ROTC, there's the ag program that's been around
12 for so long. And it's such a big part of Bakersfield.
13 And I just want you guys to know that there -- it's
14 more than a school. It really is. It's a place that
15 kids wants to come back to Bakersfield to have their
16 kids go to. And having that taken away, it's just --
17 THE FACILITATOR: Thank you, Kelly.
18 SPEAKER MONGEON: -- it's not fair.
19 Thank you.
20 THE FACILITATOR: Next up we have Ashley
21 Hernandez, and we have Linda Morales and Frank
22 Oliveira.
23 SPEAKER HERNANDEZ: Hi, my name is Ashley
24 Hernandez and I'm speaking on behalf of Fresno to
25 Bakersfield route.

Page 115

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P060 (Kelly Mongeon, September 22, 2011)

P060-1

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

Submission P061 (Linda Morales, September 22, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 large group of the kids in my small catholic school,
2 their parents moved into the BHS district to send their
3 children to BHS.
4 BHS is one of those really unique experiences
5 here in Bakersfield. It is the oldest school -- the
6 oldest high school in Bakersfield. And that tradition,
7 every single one of us -- every single student at
8 BHS -- I've never met another former BHS student,
9 current, that was not proud to say, "Yeah, I'm a
10 Driller. How are you doing?" Like, we find each
11 other. It's -- it's just a really cool connection that
12 every single one of us has to each other.
13 And I just -- I love BHS, I don't -- I can't
14 even imagine -- I strongly believe I'd be a completely
15 different person had I not gone to BHS and met the
16 teachers that I've had the privilege of getting to
17 know.
18 So since time is running out, I just really
19 urge that BHS gets to stay around. And it's
20 just -- it's a wonderful experience that -- I think if
21 somebody wants to have that experience, they should be
22 allowed to. "Once a Driller always a Driller."
23 Thank you, so much.
24 THE FACILITATOR: Thank you, Ashley.
25 SPEAKER MORALES: I'm Linda Morales. I'm

Page 117

High Speed Rail Public Meeting
559-222-1200 888-346-5559

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 actually a teacher at Arvin High, independent studies
2 teacher. And I am kind of on the fence about the whole
3 thing.
4 And what I really want to talk about is the
5 Edison Highway route. Because if you live in central
6 Bakersfield and you live in Edison or Arvin, you drive
7 out that way all the time.
8 But I'm pretty impressed with this Driller
9 pride. East High has been around since 1938 and
10 Arvin's been around since 1948. So there's a lot of
11 other people that go back and forth from this part of
12 town, central Bakersfield to the eastside.
13 And the part I'm worried about is that Edison
14 highway area. It's very poor, low income. I realize
15 people get the money they deserve for their property
16 and businesses and both houses in there. That's a big
17 outfit that's going to be interesting. And they can
18 live in these better houses, nicer apartments. There
19 could be nice low-income housing that people can
20 possibly get into.
21 So my concern is, why I'm on the fence about
22 it is, it's a lot of money. You know, correctional
23 officers are getting paid more than teachers. We put a
24 lot of money into stuff and I'm not sure what comes out
25 of it. And this will be nice.

Page 118

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Submission P061 (Linda Morales, September 22, 2011) - Continued

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 And Bakersfield is an old railroad town. And
2 you really see that when you're in old Kern and when
3 you go east along the highway. This is the Grapes of
4 Wrath zone. The railroad has been coming through the
5 Tehachapi loop for -- I don't know -- a hundred and
6 something years or something. I'm not really sure. So
7 I'm concerned about that old culture getting completely
8 displaced.
9 At the same time, I don't want to be against
10 something that's futuristic and good technology.
11 Although it is very expensive, I kind of like the idea
12 of maybe hooking up with the airport. But I'm not so
13 sure that on the north parts -- but I'm not so sure
14 that that's -- I mean, all of that just takes a lot of
15 land. But there's a lot of space out that way too.
16 So -- and I also heard it's mostly for
17 passengers and some, like, cargo. And that's okay, so
18 is the old railroad tracks that does the tankers. I
19 mean, the other day I was on Camache(phonetic) and
20 Edison Highway. There was, like, a 50-car train with
21 Desert Storm stuff on them coming from -- I don't know
22 where, going to Oakland, probably.
23 So there's major trucking industry and
24 railroad industry that's still -- that's there and is
25 still -- is it still going to work. And I -- probably

Page 119

High Speed Rail Public Meeting
559-222-1200 888-346-5559

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 because that's all trucking and cargo and the Amtrak
2 and this is people.
3 So I think those two things are going
4 to -- you're going to have to pay attention to that.
5 Like, I really agreed with what Marvin was saying,
6 Mr. Dean.
7 I'm also worried that it's just temporary
8 jobs. You know, it's -- it's like when they build a
9 school. These construction guys come in, they're
10 getting paid a lot of money, we vote for the bond, the
11 school gets billed and they're laying off the security
12 guard that gets \$10 an hour and the cafeteria worker
13 that gets \$10 an hour. There's definitely some
14 concerns on what the rail and what the rail will do for
15 the area.
16 THE FACILITATOR: Thank you.
17 Frank.
18 SPEAKER OLIVEIRA: Hello. Frank Oliveira,
19 again, from citizens for California High Speed Rail
20 Accountability. I'm here to speak about the Fresno to
21 Bakersfield route.
22 What I was trying to say earlier is quite
23 simply Proposition 1-A promised something and set out
24 some rule, some guidelines.
25 It's kind of like -- I bought a car a few

Page 120

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P061 (Linda Morales, September 22, 2011)

P061-1

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

The environmental justice population of Fresno's Edison District is identified in the Revised DEIR/Supplemental DEIS, Section 3.12.4.5, Affected Environment. Executive Order 12898 requires that federal agencies ensure effective public participation and access to information. Consequently, a key component of compliance with Executive Order 12898 is outreach to potentially affected minority and/or low-income populations to discover issues of importance that may not otherwise be apparent. Outreach to affected communities has been and will continue to be conducted as part of the Authority and FRA's decision-making process. The outreach conducted to date is fully documented in Chapter 7 (Public and Agency Involvement) of the EIR/EIS. Mitigation Measure SO-6 ensures that the Authority will continue to conduct substantial environmental justice outreach activities in adversely affected neighborhoods.

Submission P062 (Vanessa Morales, September 22, 2011)



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

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

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

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

The comment period is from August 15, 2011 to August 28, 2011. Comments must be received postmarked, on or before September 13, 2011.
Extended comment period for Fresno to Bakersfield High-Speed Train Draft EIR/EIS: August 15-October 13, 2011.
El periodo de comentarios es del 15 de Agosto al 28 de Septiembre del 2011. Los comentarios tienen que ser recibidos, o matasellados, el o antes del 13 de Septiembre del 2011.

Name/Nombre: Vanessa Morales
Organization/Organización: Bakersfield High School Student
Address/Domicilio: 5714 Stacey Palmer Court
Phone Number/Número de Teléfono: (661) 428-0388
City, State, Zip Code/Ciudad, Estado, Código Postal: Bakersfield, California 93309
E-mail Address/Correo Electrónico: vanessa123@yahoo.com

Bakersfield High School is more than a school to its students, teachers, staff, and alumni. It has 100+ years to its tradition. If you tear down one building to our school to put a "railway" BHS will be unattainable.

P062-1

Response to Submission P062 (Vanessa Moralez, September 22, 2011)

P062-1

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

Submission P063 (Jim Murdoch, Lazy H Mobile Ranch, September 22, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 interrupt you or ask you to repeat a word or slow down,
2 just heads up, we will do that, mostly so we can
3 capture your comments accurately.
4 Okay. So with that -- just one final note, we
5 do have Evelyn Escalera here tonight. She's our
6 Spanish translator. If there's anyone in the crowd who
7 needs to have their comments translated, she can do
8 that for you.
9 So first up tonight we have Jim Murdoch.
10 After that we have Vic Martinov and Paul Charon.
11 SPEAKER MURDOCH: Where would you like my
12 written comment?
13 THE FACILITATOR: You can hand them to me.
14 SPEAKER MURDOCH: I guess I have to clear my
15 ten minute presentation down to three, so here we go.
16 Comments about the process -- and some of the
17 speakers already made some comments -- I do call to
18 Sacramento and got a call back. Nobody up there knew
19 anything about, I guess. The procedure is you have
20 somebody call back and they did within the timeframe
21 they said. Sent me the DVD, which is very difficult to
22 go through and find out, you know, the information you
23 need.
24 I went to the office in Sacramento, the 8th
25 floor of 700 "L" Street, and nobody was there that

Page 10

High Speed Rail Public Meeting
559-222-1200 888-346-5559

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 could help me, in spite of the fact that you have half
2 the floor there. I guess they were away in meetings.
3 I asked for a copy a hard copy of the EIR. They said,
4 "Oh, no. We can't give you a hard copy." Of course it
5 was about five inches thick for the main report and
6 five appendices or something.
7 So he asked if I had questions, somebody would
8 get back to me. My response was, "I don't know what
9 questions to ask at this point," but I left my name and
10 no one has called me yet. That was two weeks ago,
11 today, that I was actually in the office.
12 So, you know, it seems like you go through the
13 motions and hear all the information. What does it
14 mean?
15 I'm here representing the owner of Lazy L
16 Mobile Home Park, here in Bakersfield. It's located on
17 Jewetta Avenue, kind of northwest of town. The
18 rail -- it's a train by the property. The railroad
19 currently covers about the hypotenuse of that triangle,
20 20 -- 27 spaces are affected along that corridor. So
21 with the proposed alignment, 16 those spaces would have
22 to be moved. I'm not sure if all 27 would be impacted,
23 but with respect to mobile homes or manufactured
24 housing, I would like to just point out that there is
25 some considerations that I think are specific to that

Page 11

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Submission P063 (Jim Murdoch, Lazy H Mobile Ranch, September 22, 2011) - Continued

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

P063-1

1 industry.
2 I manage 40 mobile home parks around the
3 State. And Golita, California, we have a park that's
4 adjacent to the flight path for the airport and it's
5 about a quarter mile away from the Southern California
6 Gas underground facility where the pumps operate 24
7 hours a day -- compressors. There are vibrations from
8 the compressors that have not been able to suppress, to
9 be corrected so that it doesn't bother the residence of
10 the park. They put in new support system underneath
11 the homes and it really hasn't totally stopped the
12 problem. And that's a quarter mile away. We're going
13 to have a train going by 45 to 50 feet away from a lot
14 of these homes.

P063-2

15 The other issue is noise with the airport
16 pathway there. The FAA did a study, they retrofitted
17 mobile homes more insulation, double glaze windows,
18 different roofs, et cetera; and they abandoned the
19 project because they couldn't get signature savings in
20 terms of decimals on noise.

21 THE FACILITATOR: Jim, your time is up. Thank
22 you. Jim Martinov.

23 SPEAKER MARTINOV: Good evening. My name is
24 Vic. I'm one of the owners of the property at 2500
25 Jewetta Avenue. I would just like to read this letter

Page 12

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P063 (Jim Murdoch, Lazy H Mobile Ranch, September 22, 2011)

P063-1

Mitigation Measure N&V-MM#8 provides that vibration mitigation measures are to be installed to reduce operational vibration levels to acceptable levels at adjoining properties. The types of vibration mitigation that may be applied are listed in Table 3.4-32. The specific type of mitigation will be selected during final design, and before operations begin.

P063-2

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

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 N&V-MM#8 provides that vibration mitigation measures be installed to reduce operational vibration levels to acceptable levels at adjoining properties. The types of vibration mitigation that may be applied are listed in Table 3.4-32. The specific type of mitigation will be selected during final design, and before operations begin.

Submission P064 (James Murdock, La Cumbre Management (on behalf of the owners of Lazy H Mobile Ranch), September 22, 2011)



La Cumbre Management

September 22, 2011

100 N. Hope Avenue, Suite 1
Santa Barbara, CA 93110-1606
(805) 569-0048
FAX (805) 569-7099

California High Speed Rail Authority
Fresno to Bakersfield Draft EIR/EIS Comment
770 L. Street, Suite 800
Sacramento, CA 95814

Re: Draft EIR/EIS Comment

To Whom It May Concern,

I represent the owners of Lazy H Ranch Mobilehome Park located at 2600 Jewetta Avenue in Bakersfield. The subject property is adjacent to the proposed route of the high speed train. The planned route involves the removal of a number of spaces in the park due to encroachment. The residents of the park are very concerned about the prospect of having a high speed train pass in close proximity to the park. In response, they have submitted a petition expressing their views.

P064-1 | While health and safety concerns are paramount, the two issues which also have significant impact on the residents are noise and vibration. As a general rule, older manufactured housing has minimal insulation and is installed utilizing a system of supporting piers underneath. This lack of insulation would make it extremely difficult to minimize the noise impact on the homes. Also, based on experience in other manufactured housing communities, any source of vibration seems to be magnified by the manner in which the homes are "set" on the piers. Efforts to reduce extraneous vibration have met with only minimal success.

P064-2 | While the draft report indicates that mitigation efforts may be utilized, those efforts are not guaranteed to take place based on the cost effectiveness. Unfortunately, the report does not address specific means by which noise and vibration issues for manufactured housing will be addressed. In fact, it is not clear that this specific issue has been addressed or will be addressed. This lack of detail renders it impossible to effectively address the issue by the property owners.

P064-3 | While the Authority may find it acceptable to "take" a small portion of the property, any such taking will destroy the economic viability of the community. Having fewer spaces will result in less income. At the same time, there will not be a corresponding reduction in expenses. This is further complicated by the nature of manufactured housing communities. There is a symbiotic relationship between the home owners and the property owner. If the homeowners are adversely affected, or even if there is a perceived adverse effect in the community, there is a probability that, over time, the community will gradually lose homes, further destroying the economic viability of the property.

P064-4 | The bottom line is that the combination of a high speed train and a contiguous manufactured housing community will result in, at the very least, a significant diminution in value of the property. There is a high degree of probability that, over the long term, it would result in the cessation of use as a manufactured housing community.

P064-5 | This project should not be located adjacent to this property. If, in fact, that is the only (or most viable) alternative, then the entire property should be considered for condemnation, not just a small portion.

Respectively submitted,

James M. Murdock
President

Response to Submission P064 (James Murdock, La Cumbre Management (on behalf of the owners of Lazy H Mobile Ranch), September 22, 2011)

P064-1

Mitigation Measure N&V-MM#8 states that vibration mitigation measures may be installed to reduce operational vibration levels to acceptable levels at adjoining properties. The types of vibration mitigation that may be applied are listed in Table 3.4-32. The specific type of mitigation will be selected during final design, and before operations begin.

P064-2

Mitigation Measure N&V-MM#3 states 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 N&V-MM#8 states that vibration mitigation measures may be installed to reduce operational vibration levels to acceptable levels at adjoining properties. The types of vibration mitigation that may be applied are listed in Table 3.4-32. The specific type of mitigation will be selected during final design, and before operations begin.

P064-3

None of the project alternatives would result in the acquisition of homes in the Lazy H Mobile Home Park. The HST right-of-way would be situated in the existing BNSF Railway right-of-way at this location. Please refer to Appendix 3.1-A of the Revised DEIR/Supplemental DEIS for parcel impacts by the project footprint.

P064-4

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

A comprehensive literature review in section 5.4.4.3 of the Community Impact Assessment Technical Report presents research studies conducted on the effect of constructing new commuter rail lines on residential and commercial real estate values. The research was conducted on the property value impacts of different types of rail

P064-4

transit and the majority of the studies found that rail transit access had a positive influence on residential property values, due to a presumed relationship between property values and improved accessibility (both of residents to regional jobs and of employers to a larger labor pool). In a study of the property value impacts associated with a variety of disamenities, such as environmental contamination or proximity to linear features like roadways and railroads, Simons (2006) reviewed several rigorous studies (conducted in Ohio, Georgia, and Norway) of the relationship between residential property values and proximity to rail lines, and concluded that there were negative property value impacts in the single digits (e.g. 2 or 3%) for residential properties within 750 feet of an active railroad track. Although considerable research has been conducted on the property value impacts of rail transit, especially on residential property values near transit stations, no studies were found that examine the specific question of high-speed rail impacts on real estate property values. Therefore, it is not clear how these findings would apply to high-speed rail projects and it is unclear whether the property value impacts would be similar. As a result, a calculation of loss of value of property adjacent to the project would be speculative.

P064-5

None of the project alternatives would result in the acquisition of homes in the Lazy H Mobile Home Park. The HST right-of-way would be situated in the existing BNSF Railway right-of-way at this location. Please refer to Appendix 3.1-A of the EIR/ EIS for parcel impacts by the project footprint.

The project alignment in the area adjacent to the Lazy H Community has been moved to run along the east side of the BNSF right-of-way. The location of this updated alignment will put the centerline at a distance of at least 78 feet from the eastern property line of the Lazy H Community. As a result, the noise barrier for this alignment would also be located on the east side of the BNSF alignment as opposed to running along the east side of the Lazy H Community.

As stated in Section 3.4.7 of the Revised DEIR/Supplemental DEIS, there are a number of mitigation measures proposed to reduce noise impacts to severely affected receivers. If these measures are found to be infeasible, as could be the case with some manufactured housing, then the Authority would acquire easements in which the

Response to Submission P064 (James Murdock, La Cumbre Management (on behalf of the owners of Lazy H Mobile Ranch), September 22, 2011) - Continued

P064-5

homeowners would accept the future noise conditions. This approach is usually taken only in isolated cases where other mitigation options are infeasible, impractical, or too costly.

Submission P065 (Gregory Murray, September 22, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 With this going in it would be a good thing.
2 You can get rid of a lot of cars. And if you don't put
3 it in, you're going to have to build more road and
4 you're going to have more cars. And on the bad side of
5 that, you're going to have to take property to build
6 the roads.
7 So I'm definitely for it and it's going to
8 create jobs. And long term, it will have more jobs
9 here, which we need.
10 So, thank you.
11 THE FACILITATOR: Thank you, Rick.
12 Gregory Murray and then we have Ginger Malone
13 and Marvin Dean.
14 SPEAKER MURRAY: Ladies and gentlemen, I'm
15 Gregory Murray. I was a graduate of Bakersfield High
16 School in '74. I was just going over to the swimming
17 pool to swim, but I saw my teammates outside so I
18 stopped.
19 I live mostly in Philadelphia. There's nobody
20 in this room, supports public transportation more than
21 I do. I take -- you ever saw the movie "Planes, Trains
22 and Automobiles"? That's my life. That's my life
23 everyday in Philadelphia. I take the train. I take
24 the buses. I walk. I take trolley cars from
25 Philadelphia to Wilmington.

Page 103

High Speed Rail Public Meeting
559-222-1200 888-346-5559

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 Our Vice President spent \$35 million to change
2 our train station in Delaware, which wasn't necessary.
3 Air quality, Fresno to Bakersfield/Bakersfield
4 to Fresno. All of you sitting right
5 here -- absolutely, it's not going to change our air
6 quality. Does anybody from Boston to New York to
7 Philadelphia to Baltimore and to Washington -- yes, I
8 take Amtrak. I think with the high-powered players to
9 Washington to New York to Boston -- to go to Fresno,
10 there's no high-powered players in here. That's a
11 waste.
12 It's a self-interest group determined for
13 self-interest, lobbying for this project. Completely
14 against it, any changes of my high school -- and not
15 against my high school.
16 But if you think the air quality -- and I
17 booed this gentleman and I -- I know I was criticized
18 for that. Their quality is going to change. Los
19 Angeles, California, the west coast has terrible public
20 transportation. And if you think Fresno to Bakersfield
21 or Bakersfield to Fresno is going to make a change of
22 our air quality, and it's going to make a change of our
23 lives, and anybody really cares to get there a little
24 bit quicker -- all of you on Panel, let me tell you,
25 I'd have you all removed. Absolutely.

Page 104

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Submission P065 (Gregory Murray, September 22, 2011) - Continued

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 Go on the east coast. Live in Chicago. Live
2 on the east coast, Boston, New York, Philadelphia and
3 Washington. I live it everyday. I was grown up, I
4 went is to Bakersfield High School. I mostly live on
5 the east coast. I mostly live in Philadelphia. I take
6 public transportation. And I'm a strong advocate of
7 public transportation. California is terrible about
8 that.

9 And this is only for self-interest for a few
10 groups -- for a few companies to make money on this.
11 Absolutely. It's not in our interest. And the change
12 in our high school -- and I want to better things for
13 California or the west coast. This is not.

14 So this is my opinion. I'm going next door to
15 swim, which I -- I am half a fish for two hours. I
16 just wanted to give you my opinion.

17 Everybody on this Board, if this ever passes,
18 you will never ever -- taken really massive
19 transportation and been part of a program that helps
20 environmentally. And for air quality -- but Fresno to
21 Bakersfield is not the right decision.

22 THE FACILITATOR: Thank you, very much.

23 Ginger Malone, Marvin Dean and then Allen
24 Scott. State your name and which section you're
25 commenting on.

Page 105

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P065 (Gregory Murray, September 22, 2011)

P065-1

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

Submission P066 (Greg Murray, September 22, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 to fix it up. And if you tear that down, that's pretty
2 much taking away all the hard work that people are
3 putting into that right now.
4 And I have friends that even moved to BHS just
5 for certain clubs and everything. It has a really
6 great education and sports program. Everything like
7 that, like the forensics team. It's really amazing.
8 And well, that's pretty much it. Thank you.
9 THE FACILITATOR: Thank you.
10 SPEAKER MURRAY: Greg Murray. I spoke
11 earlier. An hour of doing back strokes, you have a lot
12 of time to think about a lot of things.
13 Joe Biden, our Vice President, spent \$35
14 million to make the Wilmington Train Station better.
15 It was a waste of money. And this train station was
16 fine. There's not going to be anymore traffic going
17 into Wilmington and they spent \$35 million.
18 This group here, this goes through -- it's a
19 self interest. It's for certain political reasons.
20 Completely against it. Went to BHS.
21 And just wanted to express on the east coast
22 fast train, you have to pay more money. It's an excel.
23 So you take the regional train or excel train, you pay
24 more money. Who wants to pay more money to go to
25 Fresno and Bakersfield? It's not Washington to New

Page 152

High Speed Rail Public Meeting
559-222-1200 888-346-5559

P066-1

1 York or Boston or Philadelphia. It's not a good idea.
2 The Board should rule against it and that's what I
3 would like to express.
4 Thank you.
5 THE FACILITATOR: Thank you, Gregory.
6 Jeff, that's the end of our comments.
7 MR. ABERCROMBIE: Okay. It's 8:16 and with no
8 more cards -- thank you, again, for participating in
9 this public hearing. The hearing is officially closed.
10 Please be safe driving home. Thank you.
11 (Whereupon, the meeting concluded at
12 approximately 8:16 p.m.)
13
14
15
16
17
18
19
20
21
22
23
24
25

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P066 (Greg Murray, September 22, 2011)

P066-1

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

Submission P067 (Jason No Name, September 22, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 them. And I invite you guys, if you're in town, to
2 come to our game tomorrow and sit on the home side. I
3 mean, you'll feel the spirit. You'll feel the pride of
4 BHS. I mean, it's just a minute away from here. If
5 you're going to destroy school you might as well see
6 what you're destroying before you take it and take it
7 away from all of us. Feel the spirit. Feel the pride.
8 Feel the people bleeding blue and then make your
9 decision.
10 Thank you.
11 THE FACILITATOR: Thank you, very much.
12 Jason -- no, I'm sorry. Jason with "Once a
13 Driller, Always a Driller."
14 SPEAKER JASON: Good evening. I'll make this
15 short and sweet.
16 I am a third generation Driller.
17 1995 -- class of 1985. I'm here to represent Ken
18 Hooper and half of the Driller nation. I recently
19 registered a domain, "Once a Driller, Always a Driller"
20 and created a Facebook account at 5,000 Drillers and
21 going strong.
22 And I'm here to say I will do what it takes to
23 support and save BHS. And I will do what it takes to
24 save BHS, and do anything possible to make sure that we
25 save our school.

Page 128

High Speed Rail Public Meeting
559-222-1200 888-346-5559

P067-1

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 Obviously, you heard all -- everybody else
2 talk about how important the school is to everybody,
3 and that, of course, change is inevitable. But the
4 factors that be, you're going to run right through a
5 historic school, a landmark. It could be.
6 And so I'm here to represent, like I said, the
7 entire Driller nation. And I will do what it takes.
8 Every click, every fundraiser, anybody who joined me,
9 to take this initiative. And I want to make sure that
10 hopefully we will save BHS.
11 Thank you, very much.
12 THE FACILITATOR: Thank you.
13 Okay. Next we have Aaron Fukoda, then Blair
14 Pruettt and Hannah Yanez. Aaron.
15 SPEAKER FUKODA: I wasn't going to talk
16 because I've talked to you guys in Hanford. I did
17 recognize something. There were three CHP officers and
18 there's only one in Bakersfield, so you guys are pretty
19 good people. We must have been pretty rowdy down
20 there. I thought it was funny.
21 I have to commend these students up here. I
22 wasn't going to speak, but I have to tell you people, I
23 think these kids are on the way to things that should
24 have been done and I believe that FRA should go back.
25 There's nothing in -- you have funds and you

Page 129

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P067 (Jason No Name, September 22, 2011)

P067-1

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

Submission P068 (Frank Oliveira, Citizens for California High-Speed Rail Accountability
(CCHSRA), September 22, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 very important to us. The comments will become part of
2 the official record for either Fresno to Bakersfield or
3 Merced to Fresno Environmental Draft Statements; or
4 both, depending on how you've addressed your questions.
5 We are here to listen to your comments, though
6 we're not here to respond tonight. These will be
7 recorded. And they will be responded to in the final
8 EIR/EIS document. So this is a formal process. And we
9 ask you to respect people's time, so that not to
10 interrupt them. And this would also help our court
11 reporter because we want her to be able to accurately
12 record your testimony.
13 THE FACILITATOR: Okay. I'm just going to
14 call a few names of folks that weren't here earlier and
15 see if they've entered the room again. Warren Minor or
16 Minyard, Destiny Reyes, Ryan Snow, Sillas Masita and
17 Mitchell bail. Okay. Frank Oliveira.
18 SPEAKER OLIVEIRA: Hello, my name is Frank
19 Oliveira. I'm with the citizens for California High
20 Speed Rail Accountability. I spoke before you before.
21 I've actually watched you folks for the last three
22 days. We started in Fresno and I didn't speak there,
23 but I wanted to see what was going on. I did speak
24 yesterday. You had a much different crowd in Kings
25 county, but I'm not here to represent Kings County

Page 97

High Speed Rail Public Meeting
559-222-1200 888-346-5559

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 issues.
2 What I'm trying to see is a pattern. If
3 we -- when I go out there and listen to people in the
4 hallway, I hear them say, "I found out three weeks ago.
5 I found out two weeks ago." And I ask, "Where did you
6 find out?" "Well, somebody from the Bay Area called
7 me."
8 We have an environmental impact report
9 timeline ticking off with, I believe, 30,000 pages if
10 you look at everything. And it's ticking off and we've
11 been given a whole 60 days, starting middle of August,
12 which will complete it's run on time in the middle of
13 October, which is just a few weeks away.
14 People here in Bakersfield are just finding
15 out. I hear things that, which are good politically
16 correct things to say, and they're the right things to
17 say if they mean something that your interested in.
18 Not you individually, but the Board and the process is
19 interested in our input, interested in our comments,
20 interested in us talking about the project. So these
21 things can be entered into an official record.
22 How can you really be interested in a project
23 that you don't know where it's going? Because you have
24 maps on the line, that you're in communication with
25 county, that can tell you who owns those properties.

Page 98

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Submission P068 (Frank Oliveira, Citizens for California High-Speed Rail Accountability (CCHSRA), September 22, 2011) - Continued

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

P068-1

1 And you have not really asked or advised those people
2 that they are in the line of destruction.
3 Now, I'm talking about due process. And I'm
4 going to go kind of quick because I used most of my
5 time up. And I'm going to go somewhere way out right
6 now. I'm for High Speed Rail. I'm for Proposition
7 1-A. The State was promised for \$33 billion, 800 miles
8 of electrified track and High Speed Rail transit. If
9 this project cannot deliver that, which it cannot, why
10 are we still doing this under the banner of Prop 1-A?

11 This project is something different. It is
12 not Proposition 1-A. This is not following the tenants
13 of 1-A. It's not following the pricing of 1-A. It's
14 not going to be even near 1-A. There is not 800 miles
15 of track being talked about in the Environmental Impact
16 Report.

17 And my time is up.

18 THE FACILITATOR: Thank you, Frank.

19 SPEAKER OLIVEIRA: Okay.

20 THE FACILITATOR: Okay. Karen Stout and Wyatt
21 and then Ron Marnee. Karen, if you could state your
22 name and which section you're commenting on.

23 SPEAKER STOUT: My name is Karen Stout; and I
24 am here for Citizens of California High Speed Rail
25 Accountability. And I'm going to talk about the Fresno

Page 99

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P068 (Frank Oliveira, Citizens for California High-Speed Rail Accountability (CCHSRA), September 22, 2011)

P068-1

The Authority continues to work toward the goal of the system that was described in Proposition 1A that includes 800 miles of electrified track and connects the major metropolitan areas of the state. A program of this size has to be implemented incrementally over time and each operating segment will be in compliance with Proposition 1A. While the understanding of the system and the program has increased over time, the underlying characteristics, as described in Prop 1A, have remained the same.

Submission P069 (Frank Oliveira, Citizens for California High-Speed Rail Accountability
(CCHSRA), September 22, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 because that's all trucking and cargo and the Amtrak
2 and this is people.
3 So I think those two things are going
4 to -- you're going to have to pay attention to that.
5 Like, I really agreed with what Marvin was saying,
6 Mr. Dean.
7 I'm also worried that it's just temporary
8 jobs. You know, it's -- it's like when they build a
9 school. These construction guys come in, they're
10 getting paid a lot of money, we vote for the bond, the
11 school gets billed and they're laying off the security
12 guard that gets \$10 an hour and the cafeteria worker
13 that gets \$10 an hour. There's definitely some
14 concerns on what the rail and what the rail will do for
15 the area.
16 THE FACILITATOR: Thank you.
17 Frank.
18 SPEAKER OLIVEIRA: Hello. Frank Oliveira,
19 again, from citizens for California High Speed Rail
20 Accountability. I'm here to speak about the Fresno to
21 Bakersfield route.
22 What I was trying to say earlier is quite
23 simply Proposition 1-A promised something and set out
24 some rule, some guidelines.
25 It's kind of like -- I bought a car a few

Page 120

High Speed Rail Public Meeting
559-222-1200 888-346-5559

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

P069-1

1 weeks ago. It was a Ford Focus, a 6-cylinder. I went
2 in and I picked the options and I bought it. I agreed
3 on a price. I'm making payments on it. That doesn't
4 sound too much different than Proposition 1-A, does it?
5 I went out and bought something. I borrowed money to
6 do it. I expected to get the car that I priced out.
7 And that's not what's happening in Proposition 1-A.
8 This project will cost more than \$33 billion.
9 Everybody's talking about this is going to be \$67
10 billion. You can look at other documentation, it will
11 probably take us up to \$100 billion. As I understand
12 it, the State has an opportunity to sell almost \$10
13 billion in bonds, borrow \$10 billion. Pay back the \$10
14 billion in interest.
15 That's what the State's working with. That's
16 the money the State has. There's less than \$5 billion
17 of federal money in the mix in funds. That's it. And
18 there's strings attached to that. I'm going to go on
19 the high side. \$15 billion, you can't even build a \$33
20 billion project.
21 And you're not even talking about that
22 anymore. You're talking about all the benefits that
23 this completed 800 mile track will bring. All the jobs
24 are factored into those numbers. The air pollution is
25 factored into those numbers. The reduced vehicle miles

Page 121

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Submission P069 (Frank Oliveira, Citizens for California High-Speed Rail Accountability (CCHSRA), September 22, 2011) - Continued

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

P069-2

1 are factored into those numbers to complete the
2 project. You might not even meet part of the project
3 because you can't afford the original number.
4 So why are you here in Bakersfield with an
5 Environmental Impact Report that just stops right in
6 front of neighborhoods of people that haven't even been
7 told about this. Why are people here finding out now,
8 halfway through the 60-day Environmental Impact period?
9 I don't find that suspicious because that is
10 our experience in dealing with the Board. The High
11 Speed Rail Authority has not been transparent. I read
12 it all the time, they're transparent. I've looked at
13 videos that says they're transparent.
14 But how many places do people have to tell you
15 that? I don't know. It's not just me, people all over
16 the State, or at least in this part of the Valley, tell
17 you that they don't know. This is new to them. And
18 now they're going to give up their properties. Lay it
19 at the alter of Prop 1-A, which is not what's being
20 built anymore. I do not believe this project will be
21 completed because there's not enough money for that.
22 So why tear everything up?
23 THE FACILITATOR: Thank you.
24 Next up we have Mr. Buddy Graham, then we have
25 Shelby Russ and Brenna Ardon.

Page 122

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P069 (Frank Oliveira, Citizens for California High-Speed Rail
Accountability (CCHSRA), September 22, 2011)

P069-1

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

P069-2

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

Submission P070 (Frank Oliveira, Citizens for California High-Speed Rail Accountability
(CCHSRA), September 22, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 out of it. Federal -- I don't know if federal funds
2 could help you out or not on that. But it's a matter
3 of safety. But it's already -- it's already laid down.
4 Your road parallels your track, but the problem is you
5 share track with the railroad. They're going to milk
6 you -- milk you for every dime you've got if you're
7 running on their tracks or on their property.
8 Let's see, I ran out of time. Well, last
9 thing I have to say is, if you run your line from, say,
10 Cherokee Road or through the northeast of Bakersfield
11 down below the bluffs to the airport -- that was my
12 second thing. I think it would make a lot more sense,
13 you have a transportation center already there.
14 THE FACILITATOR: Thank you, Ron.
15 SPEAKER MARNEE: It's not -- the expense of
16 downtown of taking the school out, running it through
17 the BNSF and going by a hospital doesn't make sense to
18 me.
19 THE FACILITATOR: Ron, your time is up. Thank
20 you.
21 Frank.
22 SPEAKER OLIVEIRA: Frank Oliveira, citizen for
23 California High Speed Rail Accountability.
24 I just wanted to wrap up tonight and thank
25 Mr. Leavitt, Mr. Richards, Mr. Abercrombie, Ms. Dumond

Page 143

High Speed Rail Public Meeting
559-222-1200 888-346-5559

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 and Mr. Van Nostrand for coming here and listening to
2 people for the last three days. I don't know if
3 you've -- you were all involved in the same hearings
4 north of there listening to people.
5 And I can't stress anymore -- anymore
6 seriously what I've been trying to say here today.
7 People don't know. The Rail Authority knows where
8 they've drawn their lines. They've known that since,
9 kind of like, October of last year. They can be
10 notifying people. They don't have to blind side
11 people.
12 It's time to put the pens down. Slow this
13 process down and do people right. If you're going to
14 destroy businesses and homes and schools and
15 traditions -- especially since there is not enough
16 money to construct the promised project and what you're
17 environmental impact report talks about is something
18 that's non-operable and you're going to run out of
19 money then -- it's time to slow this down and do it
20 right.
21 The no-build option, which I see in
22 Environmental Impact report, bases thoughts,
23 statements, that this project will be completed
24 someday. But it does not have the means to be
25 completed. So we can do away with all those issues

Page 144

High Speed Rail Public Meeting
559-222-1200 888-346-5559

P070-1

Submission P070 (Frank Oliveira, Citizens for California High-Speed Rail Accountability (CCHSRA), September 22, 2011) - Continued

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

P070-1

1 about what it's going to do to the environment as far
2 as saving it or making it a better place for air
3 pollution. We can talk about jobs too, but this is a
4 transportation project. The purpose here is to build a
5 transportation project. The jobs are byproducts of
6 that, important byproducts.

7 But if you're going to build something that
8 doesn't complete the mission, why are you putting other
9 people out of business and chasing them out of their
10 home and killing their traditions and destroying their
11 schools, if you're not going to complete the mission?
12 And the mission is to build 800 miles of track for \$33
13 billion, which cannot be done.

14 So we need to slow this process down. And if
15 we're going to do this process we need to do it right.
16 And I implore you to take that message back. That
17 people will not allow this project to continue if it's
18 not done right. It must be done right. And to do that
19 we need to stop and at least extend this Environmental
20 Impact Report the six months we've been discussing,
21 because it's reasonable. It's very reasonable. And it
22 was done in previous reports, which was less
23 complicated.

24 So thank you, very much for allowing me to
25 speak tonight. Take these thoughts back with you.

Page 145

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P070 (Frank Oliveira, Citizens for California High-Speed Rail Accountability (CCHSRA), September 22, 2011)

P070-1

The No-Project Alternative does not assume that the HST System will be built in the future. Instead, it reflects projections of what is reasonably expected to occur in the absence of an HST system.

The purpose and need for the HST System is detailed in Section 1.2 of the EIR/EIS. The key statement of purpose is "to provide a reliable high-speed electric-powered train system that links the major metropolitan areas of the state, and that delivers predictable and consistent travel times." The purpose does not include "to build 800 miles of track for \$33 billion," as stated in the comment. The HST System's purpose and need is a fundamental part of the design of the Fresno to Bakersfield Section.

The Revised 2012 Business Plan describes the HST System's place in California's transportation network and its estimated cost, including updated interest and contingency costs. Chapter 2 of the Revised 2012 Business Plan (Authority 2012) describes a reasonable, phased approach to long-term financing of the HST System. Funding is now available for the Fresno to Bakersfield Section through a combination of state and federal money.

The HST System was approved by the California High-Speed Rail Authority in 2005 pursuant to its statutory authority under California Public Utilities Code § 185000. That decision was based on the 2005 Program EIR/EIS for the system as a whole. The Fresno to Bakersfield Section is a component of the larger system and the present EIR/EIS examines the potential impacts of that section. The Authority will weigh the costs and benefits of the project alternatives when selecting the Fresno to Bakersfield alternative alignment that is to be constructed. This will include the environmental and economic costs of the project, as well as its environmental benefits (i.e., reduction in traffic, long-term air quality improvement, and others).

Submission P071 (Donald Olsson, American Association for Professional Lineman, September 22, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 you go.
2 Thank you, very much.
3 THE FACILITATOR: Thank you.
4 Don Olson and Ken Hooper and Amy Cochran.
5 Don, if you could state your name and which section
6 you're commenting on.
7 SPEAKER OLSON: Donald Justice Olson. I'm a
8 lineman, member of the American Association for
9 Professional Lineman in the Bakersfield Association of
10 Professional Lineman.
11 I drive to Fresno usually once a week,
12 sometimes three times a week. I search title to the
13 ownership of rights in Kern County and other counties
14 of California. The logbooks that contain the records
15 of title ownership in Kern County were moved to Fresno
16 in 1991. They've actually been scanned and are
17 available on computers up there, but we still have to
18 go to Fresno.
19 So, you know, it's fine going this time of
20 year, but usually in the spring, if there's
21 any -- November/December there's a lot of fog. In
22 fact, the worse fog is the Tule fog in the Central
23 Valley in between Selma and Goshen, along where the
24 King River flows through the Valley. So there's a lot
25 of accidents, I've been involved in some. Been delayed

Page 27

High Speed Rail Public Meeting
559-222-1200 888-346-5559

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

P071-1

1 many times because of the fog.
2 So because of the routine trips to Fresno I'm
3 anxious to see the bullet train built. And I think
4 it's a real advance for the economy in California. And
5 I think the choice of the flat land in the Valley is
6 probably a good way to do it first, especially with the
7 weather constrains that we have.
8 I'm also a property owner close by at Jewetta
9 and Palm Avenue. And they'll be some minimal impact,
10 but the benefits of more rapid transportation and safer
11 transportation. And it was mentioned earlier all the
12 jobs that will be created. I tell it's a good thing.
13 I think it's -- you know, there are a lot of
14 impacts. What you're doing is important on how it
15 affects people's homes and businesses to be moved.
16 Providing the transportation for the rest of us, I
17 think, is probably -- as long as the people get their
18 moneys worth for the properties that are being
19 relocated. It's going to be good for everybody.
20 So I don't know if we can afford it, but we
21 have had to do things with the Transcontinental Rail
22 that was across the continent in the United States with
23 the help of President Lincoln. It was probably more
24 difficult than doing this now. So I think it will make
25 a big positive change for California and this part of

Page 28

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Submission P071 (Donald Olsson, American Association for Professional Lineman, September 22, 2011) - Continued

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 the United States.
2 Thank you.
3 THE FACILITATOR: Thank you, Don.
4 I do want to say that there is kind of a high
5 step on these, and this second row seems to be a little
6 wobbly, so be careful.
7 Okay. Ken Hooper, if he's still in here.
8 Ken, if you could state your name and which section
9 you're commenting on.
10 SPEAKER HOOPER: My name is Ken Hooper and I'm
11 commenting on Bakersfield to Fresno section.
12 I'm here representing Bakersfield High School
13 as a teacher, and I'm also the President of the Kern
14 County Historical Society. My students and I, in 2010,
15 helped JRP Consulting put together the information on
16 Bakersfield High School and I would like to comment on
17 some of the things that were written in the report.
18 For 118 years we have been educating students,
19 and the business of education has been pretty good for
20 us so far. The history of Bakersfield High School is
21 not simply the history of the buildings, but students
22 who have entered the buildings to become the leaders of
23 our community, State, nation and world.
24 The High Speed Rail Project threatens the
25 traditions of the oldest high school in Kern County.

Page 29

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P071 (Donald Olsson, American Association for Professional Lineman,
September 22, 2011)

P071-1

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

Submission P072 (Richard O'Neil, Kern River Parkway, September 22, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 the E-tech, maybe it's appropriate to businesses,
2 Disneyland. But seriously, more than once.
3 In order to get this thing to pay I think you
4 should have like they have in Japan. That is what I
5 would like to see. And with the high value crops that
6 we have here, not just our meth and marijuana that
7 we're known for, but we do have some very high crops
8 and everything.
9 And if that moves it might make it more viable
10 and pay. And the best benefit is, we have some of the
11 worse air in the country this could move a lot of the
12 smoggy semis off the road. And that's the way I think.
13 I think it would help the employment that way too.
14 It's kind of a sad commentary that looking at this as a
15 pie in the sky thing for our massive unemployment that
16 is constant here, which was my choice.
17 But I would like to thank you. And I think it
18 needs some definite looks at and hopefully we get the
19 kinks out.
20 Thank you.
21 THE FACILITATOR: Thank you, Dennis.
22 Salias. Salias? Salias? Not here. We will
23 come back to that. Richard O'Neal, then we have
24 Richard Holdcraft and Anil Menta.
25 SPEAKER O'NEAL: Good afternoon. My name is

Page 69

High Speed Rail Public Meeting
559-222-1200 888-346-5559

P072-1

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 Rich O'Neal.
2 My main concern is when HSR crosses the river.
3 And we know that you will mitigate with a replacement
4 of trees and shrubs and environmental negative impacts
5 in that area.
6 I'm in support of HSR and I'm here to comment
7 mainly about the Fresno to Bakersfield route. And we
8 are in support of the negative -- of the EIR. And if
9 you're opposed to it, you can nitpick a lot of
10 things.
11 But, basically, I think it's a pretty good
12 EIR. And I've had about 40 years experience on that as
13 an activist here in Bakersfield. So let's start here
14 and let's start now. The Central Valley needs
15 transportation for the future and we would like to
16 express our support of the HSR.
17 Thank you.
18 THE FACILITATOR: Thank you.
19 Richard. Richard Holdcraft, I think.
20 SPEAKER HOLDCRAFT: Good afternoon. Richard
21 Holdcraft. I'm talking about the overall project. And
22 first mainly are concerns.
23 I see in the document there are four trains
24 per hour. I don't believe we probably have the
25 population density to support that kind of volume.

Page 70

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P072 (Richard O'Neil, Kern River Parkway, September 22, 2011)

P072-1

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

Submission P073 (Gruti Patel, September 22, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 California is already in a budget crisis. Why add more
2 to that? California is going to be closing down
3 prisons and everything.
4 And if you go -- if you ever rode Amtrak, you
5 will see guys or inmates riding the Amtrak. The
6 Highway Speed Rail will just give criminals an easier
7 way to go back and forth.
8 And -- I don't know. I just don't feel that
9 this is the proper way to go through BHS. Maybe if you
10 guys -- you've already heard about the airport. That's
11 a good idea, but then again, not everybody is going to
12 agree. But to take away BHS, that's not a very good
13 ideas, I believe.
14 So yeah, thank you.
15 THE FACILITATOR: Okay.
16 Gruti Patel and then Ann Marie Perez.
17 SPEAKER PATEL: My name is Gruti Patel and I
18 am talking about the Fresno to Bakersfield section.
19 I probably don't seem like it, but I am a
20 sophomore at Bakersfield High School. I am the
21 sophomore class representative at -- for school. And I
22 am also in forensics team and I also play softball and
23 I'm also in various clubs. Without -- this feeling
24 that having our railway go through our school is
25 completely surreal for me right now because, honestly,

Page 148

High Speed Rail Public Meeting
559-222-1200 888-346-5559

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 I cannot imagine a part of your school just being
2 teared down like that.
3 There's so many other ways we could have this
4 railway go through without having to -- having students
5 like us go through this. Because it's really not --
6 it's really not -- I don't know how to say it. I'm
7 completely freaking out right now. Like, without
8 those -- without the IT building, the school is going
9 to be completely crowded.
10 My -- my dad went to BHS, my aunt went to BHS.
11 She had the same chemistry teacher that I did. And, I
12 mean, it's a really old school. And the clubs, like
13 Valkyries Club has been around since 1983. And I'm a
14 part of that club right now.
15 And just -- there's so much connection between
16 BHS back in the day and right now. And knowing that in
17 a few years BHS won't be there is -- it's just the
18 scary feeling. And so many people have talked about
19 how much BHS meant to them, but really words can't
20 convey how much it means to us. It's more than how we
21 can put it in words. It really is. We can't express
22 how much it means to us. It's not just a school, it's
23 part of who we are. And it means a lot to us.
24 Harvey Auditorium is also possibly going to be
25 torn down. And that is not only used for school, it's

Page 149

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Submission P073 (Gruti Patel, September 22, 2011) - Continued

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

P073-1

1 also used for public events as well.
2 And besides that, there -- building it through
3 the airport would make a lot more sense because
4 transportation means -- I mean, the airport and
5 railway, wouldn't they go hand in hand? Why go through
6 a school when you can go through there? It only makes
7 more sense.
8 I really don't know what else to say. That's
9 basically it. I just don't think this is the right way
10 to do this particular thing.
11 Thank you.
12 THE FACILITATOR: Thank you.
13 Ann Marie Perez, if you could state your name.
14 SPEAKER PEREZ: Hi, I'm Ann Marie Perez. I'm
15 talking about the Fresno to Bakersfield route.
16 So I'm here on behalf of BHS, as a lot of
17 people here are. I mean, it -- you have so many people
18 coming up here talking about BHS. It's a big deal to
19 them. You have so many people here, like the teachers
20 here. A lot of them went to BHS. Like, I have my
21 teacher, Mr. Ranier, he talks about how he went there
22 and his teachers that were still there, that are gone
23 now, and how you took the classes just because he
24 wanted to.
25 We should probably -- you guys should probably

Page 150

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P073 (Gruti Patel, September 22, 2011)

P073-1

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

Submission P074 (Alfredo Perez, September 22, 2011)



CALIFORNIA
High-Speed Rail Authority

Comment Card
Tarjeta de Comentarios

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

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

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

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

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

Name/Nombre: Alfredo Perez
Organization/Organización: Student of BHS
Address/Domicilio: 2800 Hand Ln Apt A
Phone Number/Número de Teléfono: (661) 746-7236
City, State, Zip Code/Ciudad, Estado, Código Postal: Bakersfield, CA, 93309
E-mail Address/Correo Electrónico: mffmf@yahoo.com
(Use additional pages if needed/Usar paginas adicionales si es necesario)

P074-1

Save Bakersfield High School. This school has been open for more than ahundred years now and has brought tradition to this city. Whether it's the football games or other sports activities, to the academic decathlon and Earl Warren cups, this school of history and tradition is the inspiration to all Bakersfield High school students, teachers and Alumni's. This school should be considered a historical landmark and should not be destroyed to build another way of transportation. This school is far worth more than anything to us students and people. Do not destroy this magnificent tradition for some Cheap!! Method to get to another place!!



CALIFORNIA
High-Speed Rail Authority



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

Response to Submission P074 (Alfredo Perez, September 22, 2011)

P074-1

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

Submission P075 (AnnMarie Perez, September 22, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 also used for public events as well.
2 And besides that, there -- building it through
3 the airport would make a lot more sense because
4 transportation means -- I mean, the airport and
5 railway, wouldn't they go hand in hand? Why go through
6 a school when you can go through there? It only makes
7 more sense.
8 I really don't know what else to say. That's
9 basically it. I just don't think this is the right way
10 to do this particular thing.
11 Thank you.
12 THE FACILITATOR: Thank you.
13 Ann Marie Perez, if you could state your name.
14 SPEAKER PEREZ: Hi, I'm Ann Marie Perez. I'm
15 talking about the Fresno to Bakersfield route.
16 So I'm here on behalf of BHS, as a lot of
17 people here are. I mean, it -- you have so many people
18 coming up here talking about BHS. It's a big deal to
19 them. You have so many people here, like the teachers
20 here. A lot of them went to BHS. Like, I have my
21 teacher, Mr. Ranier, he talks about how he went there
22 and his teachers that were still there, that are gone
23 now, and how you took the classes just because he
24 wanted to.
25 We should probably -- you guys should probably

Page 150

High Speed Rail Public Meeting
559-222-1200 888-346-5559

P075-1

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 think of maybe a different route that we can take.
2 High Speed Rail would be pretty cool to have, but you
3 don't want to tear down all these places, buildings or
4 anything like that. The IT building is somewhere I go
5 for FFA. I'm part of the FFA. It's where I go to
6 learn even more things. It's part of our education.
7 You don't want to take away our education from the
8 future of America.
9 So I'm only a sophomore. I'm only 15. So you
10 may think it's, like, don't -- you don't really need
11 to listen to this 15-year-old, she does not know what
12 she's talking about, but I know what's going on right
13 now.
14 So I -- I'm the first -- I'm the oldest of my
15 clan of four kids. I want my brother, my other brother
16 and my sister all to go to BHS. I had a teacher in 7th
17 grade. I told him I was going to BHS. And he told me
18 "Once a Driller, Always a Driller." And I said wow,
19 that's a really cool motto. And so I really want to go
20 to BHS and have that whole place together when I
21 graduate.
22 I was talking about the maps room and how it's
23 going to go through the IT building, and how everyone
24 is talking about they don't want that gone. I've gone
25 through there and they're still doing some construction

Page 151

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Submission P075 (AnnMarie Perez, September 22, 2011) - Continued

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 to fix it up. And if you tear that down, that's pretty
2 much taking away all the hard work that people are
3 putting into that right now.
4 And I have friends that even moved to BHS just
5 for certain clubs and everything. It has a really
6 great education and sports program. Everything like
7 that, like the forensics team. It's really amazing.
8 And well, that's pretty much it. Thank you.
9 THE FACILITATOR: Thank you.
10 SPEAKER MURRAY: Greg Murray. I spoke
11 earlier. An hour of doing back strokes, you have a lot
12 of time to think about a lot of things.
13 Joe Biden, our Vice President, spent \$35
14 million to make the Wilmington Train Station better.
15 It was a waste of money. And this train station was
16 fine. There's not going to be anymore traffic going
17 into Wilmington and they spent \$35 million.
18 This group here, this goes through -- it's a
19 self interest. It's for certain political reasons.
20 Completely against it. Went to BHS.
21 And just wanted to express on the east coast
22 fast train, you have to pay more money. It's an excel.
23 So you take the regional train or excel train, you pay
24 more money. Who wants to pay more money to go to
25 Fresno and Bakersfield? It's not Washington to New

Page 152

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P075 (AnnMarie Perez, September 22, 2011)

P075-1

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

Submission P076 (Vincent Petracchione, September 22, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 replaced.

2 I ask each of you to seriously consider not

3 destroying something that cannot be replaced.

4 Thank you.

5 THE FACILITATOR: Thank you.

6 Vincent Petracchione. I'm sorry if I'm not

7 saying that right. Is Vincent here? Great. If you

8 could state your name for the record and which

9 alignment -- excuse me -- which section you're

10 commenting on.

11 SPEAKER PETRACCHIONE: I didn't expect to

12 speak in front of a whole bunch of people today. I

13 didn't know about this meeting. Vincent Petracchione,

14 out of Tehachapi.

15 Okay. Let's see, I'll get right to it. They

16 didn't have all the money when they built the

17 interstates, nor were they going to figure out how they

18 were going to get all the money, but they just did it

19 section at a time and they got it done. It's still a

20 work in progress.

21 This project's never going to be perfect. I

22 want to go directly to the school. I also do believe

23 that school should not be touched. I never went there,

24 but I drive by it all the time. And anything of that

25 kind of historical significance should not be touched.

Page 91

High Speed Rail Public Meeting
559-222-1200 888-346-5559

P076-1

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 But if you guys don't even plan to route the rail

2 through there, you people should let these people know

3 that. Because there's lots of our kids out there that

4 are under the impression that it's going to destroy

5 their school. And if you do plan to go through their

6 school, which I was told out there that you don't, then

7 that is a shame.

8 But I am a supporter of this High Speed Rail,

9 other than that. And I will be one that rides it. So

10 there's at least one you can count on. Let's see, I

11 believe it will create jobs. I believe that, like, in

12 the Great Depression, some of these massive public

13 works projects actually brought people out of poverty

14 and believe me, I'm in it.

15 So a lot of construction workers are out of a

16 job. A lot of the people are out of a job. And the

17 ones that still have a job, even if they don't like

18 their job, they know that at least they have one. So

19 it is a very good project.

20 And the money issue is the main thing. It's

21 like you have enough money to build the first segment.

22 I do believe it may take a couple of years if you have

23 a stubborn congress, but work with what you got. Build

24 it as you go, like the interstates.

25 And I got 30 seconds. Let's see, gas prices.

Page 92

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Submission P076 (Vincent Petracchione, September 22, 2011) - Continued

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

P076-2

1 I lived quite a few years in the L.A. basin and we had
2 public transportation. We had light rail trains. The
3 train through the 105 Freeway, I'd ride my bicycle to
4 the train all the time, to the bike trail. I'd ride
5 right down to work and never touch a light, never spend
6 a dollar on gas. And believe me, with gas prices these
7 days, we need other things than just cars.

8 I do want to make a quick thing. Let's see,
9 the route should be fully disclosed. People should be
10 paid their property values a little bit more than just
11 taking it and saying, "Okay. This is what fair market
12 value is now." Because fair market value now is down
13 from what it used to be. People spent a lot of money
14 to buy their houses and now the market just
15 plummeted.

16 THE FACILITATOR: Thank you, Vincent.

17 SPEAKER PETRACCHIONE: Okay. Thank you.

18 THE FACILITATOR: All right. Our last speaker
19 before we take a break is Christy Coows.

20 SPEAKER COOWS: Hi, I am Christy Coows. I'm a
21 lifelong resident of Bakersfield. And I want to tell
22 you that I am an advocate of High Speed Rail.

23 When we embarked on the interstate highway
24 system we basically did that to the sacrifice of much
25 of our public transport, train systems, our trolley

Page 93

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P076 (Vincent Petracchione, September 22, 2011)

P076-1

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

P076-2

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

Submission P077 (Michael Procopio, September 22, 2011)



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

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

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

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

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

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

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

Name/Nombre: Michael Procopio

Organization/Organización: Student of B.H.S.

Address/Domicilio: 420 L St.

Phone Number/Número de Teléfono: 0

City, State, Zip Code/Ciudad, Estado, Código Postal: Bakersfield, Ca 93321

E-mail Address/Correo Electrónico: 0
(Use additional pages if needed/Usar paginas adicionales si es necesario)

B.H.S. is a home to the sane and it is home to alot of
a lot of peple

P077-1

Response to Submission P077 (Michael Procopio, September 22, 2011)

P077-1

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

Submission P078 (Michael Procopio, September 22, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 hope it does.
2 So that's why we need the six months to work
3 on the EIR. This time I think people are really paying
4 attention. I'm wondering if you're going to harm
5 endangered species? Will there be enough underpasses?
6 Can areas containing habitat be avoided without
7 increasing travel time and electricity use? And where
8 will you get the electricity? Will you be putting
9 cells on top of every canal? Every aqueduct? Every
10 roof? Every parking lot?
11 THE FACILITATOR: Thank you. Your time is up.
12 SPEAKER UNGER: Thank you.
13 THE FACILITATOR: Michael Procopio. I'm not
14 sure if I'm saying that right.
15 SPEAKER PROCOPIO: Hello, my name is Mike
16 Procopio. I'm representing BHS High School.
17 If you take down the IT building or Harvey
18 Hall, you take away two of my best classes, welding and
19 ROTC. Welding is in my blood. My grandpa, he owns a
20 farm. I go out there every summer. I weld fences.
21 ROTC, I won't be able to be a marine. It's going to
22 help me get my career. All I need to say, please,
23 don't take down the IT Building or Harvey Hall. That's
24 part of the BHS history.
25 Thank you.

Page 136

P078-1

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P078 (Michael Procopio, September 22, 2011)

P078-1

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

Submission P079 (Blair Pruett, September 22, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 things. You're guaranteeing failing. You're
2 guaranteeing resistance. You're guaranteeing wiping
3 out cultural important things.

4 So I beg you to, please, just put the pens
5 down for a little bit, listen to some of these people,
6 get back out into the communities where this is meant
7 to be. You supposedly benefit these people, get back
8 outs there with some of these people. Understand them
9 and their impacts and concerns, then get back to the
10 drawing board and put something together we can all buy
11 into.

12 Thank you.

13 THE FACILITATOR: Thank you, Aaron.

14 Blair.

15 SPEAKER PRUETT: Thank you. My name is Blair
16 Pruett. Talking about Bakersfield.

17 You know, I came here because I got notified
18 of this less than a week ago. And I'm -- I really
19 didn't want to talk about Bakersfield High, but it
20 turns out that it's so well represented I've got to say
21 something about it. My dad was senior class president
22 of Bakersfield High 1945. I'm a graduate of
23 Bakersfield High 1973. I taught at Bakersfield High in
24 1980, '81, in the industrial arts building you're going
25 to tear down. So kudos, "Once a Driller, always a

Page 131

High Speed Rail Public Meeting
559-222-1200 888-346-5559

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

P079-1
P079-2

1 Driller." So thank you guys, all the kids who came and
2 spoke were magnificent.

3 Turns out my home is about a hundred yards
4 away from this. And right now you've given my home a
5 value of zero. It's not going to be torn down, but
6 it's going to be a hundred yards away from this rail
7 coming into town. On the other end of town, my
8 business, Kern Steel Fabrication, the railroad goes
9 either through the north side or south side of the
10 property. So I'm impacted not only my home, the school
11 that I love and taught at, and the business.

12 I'm a structural steel fabricator, built many,
13 many large plants in California, did a lot of military
14 work. And I can tell you one thing -- and the audience
15 needs to understand, if you think this job -- these
16 jobs are going to be created here and hiring California
17 people and jobs and companies -- California is a
18 difficult place to do work, to do business in.

19 There's a \$400 million plant here and all the
20 structures are being fabricated in Oklahoma. If you
21 want to look at Cal-Trans -- as an example, the new Bay
22 Bridge; you read an article in the newspaper, it's
23 being built in China. So if you think these jobs are
24 going to be created here and using California employees
25 and businesses, it's a difficult place to do work.

Page 132

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Submission P079 (Blair Pruett, September 22, 2011) - Continued

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 It's the most expensive. And most of that work has a
2 great chance of coming in from out of State or out of
3 the country.

4 Basically, as a bureaucratic board, you're
5 culturally devastating our community. You're tearing
6 down homes, churches, tearing down schools. There's
7 different alignments that would mitigate that. It
8 would be much easier -- make much more sense in
9 Bakersfield. But you've got to understand as a group
10 of bureaucrats, to come in here and try to spend money
11 that we don't have does not make any sense at all. A
12 bullet train would be really cool, but that's the end
13 of it. Let's get real. We can't afford it.

14 THE FACILITATOR: Thank you.

15 And then we have Art Unger.

16 SPEAKER YANEZ: Hi, my name is Hannah Yanez.
17 I'm representing Fresno to Bakersfield.

18 This is my senior year at Bakersfield High
19 School and I am very dedicated. I'm a part of the
20 theater program and technical theater. And we are one
21 of the last schools that actually have most of our arts
22 programs. We are the last school.

23 And my 6th period is archiving. We research a
24 school. I've learned more about the school in a class
25 period than my almost four years there. Right now one

Page 133

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P079 (Blair Pruett, September 22, 2011)

P079-1

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

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

P079-2

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

Please refer to the Revised DEIR/Supplemental DEIS, Section 3.12, 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 to relocate affected facilities, as necessary, to minimize the disruption to 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 parties in the process of identifying new locations for their operations.

For businesses, the property acquisition and compensation plan includes provisions to ensure that relocated businesses remain fully operational at their new location, and includes as well the potential for renovating existing structures to fit the needs of the business if no comparable properties exist in the surrounding area.

Submission P080 (Kim Ran Ja, Korean Church of USA, September 22, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 value of my home.
2 My request is that the Authority answer the
3 following concerns as to what may be a very serious
4 lifetime change to my plan for the future. How will
5 the Authority compensate me for the losses and value of
6 my estate? How will the Authority make a determination
7 of how much to compensate me? And finally, at my age
8 time is not on my side. When will the Authority
9 compensate my losses?
10 If you have a question at this time I would be
11 glad to answer them, but in the event that you don't, I
12 would thank you for your time.
13 THE FACILITATOR: Thank you, Paul.
14 Kim, if you could state your name.
15 SPEAKER RAN JA: I am a member of the Korean
16 Church of USA. We are 1601 "R" Street. This is very
17 best kept secret. Our church did not get this letter
18 of notice but three weeks ago. Only one hearing
19 notice. That's all we have. And we were very shaky,
20 very upset. Our members are praying.
21 Thank you.
22 THE FACILITATOR: Thank you, very much.
23 I'd like to remind folks that your speaker
24 card indicates whether or not you're making your
25 comment for the Fresno to Merced section, so if you

Page 16

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P080 (Kim Ran Ja, Korean Church of USA, September 22, 2011)

P080-1

Refer to Standard Response FB-Response-GENERAL-07, FB-Response-GENERAL-14.

Submission P081 (Cooper Rey, September 22, 2011)



Comment Card
Tarjeta de Comentarios

Fresno to Bakersfield High-Speed Train Section	La Sección de Fresno a Bakersfield del Tren de Alta Velocidad
Draft Environmental Impact Report/ Environmental Impact Statement (EIR/EIS)	Proyecto de Informe de Impacto Ambiental/ Declaración de Impacto Ambiental (EIR/EIS)
Public Hearings	Audiencias Públicas
September 2011	Septiembre del 2011

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

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

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

Name/Nombre: Cooper Rey

Organization/Organización: Bakersfield High School

Address/Domicilio: 2511 Palm Street

Phone Number/Número de Teléfono: 661-444-6421

City, State, Zip Code/Ciudad, Estado, Código Postal: Bakersfield, CA, 93320

E-mail Address/Correo Electrónico: heycooper33@yahoo.com

P081-1

Bits has a lot of facilities and taking it down would be near breaking for a lot of people. Because so many people have went there. And as a student I want my kids to go there when there able to.

Response to Submission P081 (Cooper Rey, September 22, 2011)

P081-1

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

Submission P082 (Michael Rubio, California State Assembly, 16th Assembly District, September 22, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 changer for the Valley and your participation today
2 will make that a reality.
3 Thank you."
4 MR. ABERCROMBIE: Thank you.
5 Are there any other elected officials that are
6 here tonight that I haven't been able to recognize?
7 Thank you.
8 MS. PEREZ: Hello. Good afternoon. My name
9 is Leticia Perez. I'm here representing Senator
10 Michael Rubio, who has implored me to ask you to please
11 continue working on a route through the Central Valley.
12 It is no secret, we urgently need the job creation, the
13 overall economic benefits and the unquantifiable
14 benefits that High Speed Rail promises to the Central
15 Valley.
16 So we thank you so much for being here. We
17 welcome you with open arms and ask you to please bring
18 this -- bring High Speed Rail to the Central Valley.
19 Thank you so much for being here.
20 MR. ABERCROMBIE: Thank you Leticia. I
21 apologize.
22 Is there anyone else? Okay. Then, what we
23 will do is get into terms of the purpose of this
24 meeting, to get to public comment. And that is, as I
25 said, what the purpose is.

Page 7

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P082 (Michael Rubio, California State Assembly, 16th Assembly District,
September 22, 2011)

P082-1

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

Submission P083 (Shelby Russ, September 22, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 if it went in the outskirt area of Bakersfield it would
2 keep more of it's speeds, rather than going into the
3 city. That's all I have.
4 Thank you.
5 THE FACILITATOR: Thank you.
6 Shelby Russ.
7 SPEAKER RUSS: Hi, I'm another BHS student,
8 but --
9 THE FACILITATOR: Would you state your name.
10 SPEAKER RUSS: Shelby Russ. I'm here on
11 Fresno/Bakersfield.
12 Okay. So I am here more to talk about, like,
13 the jobs that they said were going to be permanent
14 aren't going to be permanent. And you guys aren't even
15 going to be earning money until 2020. And you guys
16 aren't even going to be able to build it until you get
17 enough money to continue on with the next project. So
18 the people that are having permanent jobs like, yep, we
19 can't keep working until next year because, you know,
20 there's not enough money for this.
21 There's people -- I was talking to some girl
22 outside. She's about to lose her house. Her home.
23 Everything she believed in. Everything that's happened
24 to her. All of her memories, all of her hard work into
25 that home, gone. And she doesn't live in a good part

Page 124

High Speed Rail Public Meeting
559-222-1200 888-346-5559

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 of the neighborhood, so she's not even going to get
2 paid that much for how much she put into it.
3 And BHS is a very historic building. And like
4 everyone else said, it's not just a high school. It
5 helped us with World War II. It is -- should be
6 considered a historical landmark. It's the most
7 amazing place I've ever been. My entire family has
8 gone there. My brother was in ROTC and now he's a
9 marine. And he's going to Afghanistan this next month
10 and completely objects this whole idea.
11 BHS is going to lose buildings and that's
12 going to make the school overcrowded. There's going to
13 be people late for school because of the traffic
14 getting to those trains. There's going to be people
15 still affected. There's people I know in the mile
16 radius that haven't even gotten their letters yet. How
17 do you think they feel? They don't even know. Arts
18 programs are going to be wiped out. My favorite
19 elective, ROTC, is going to be gone. My pride is going
20 to be gone.
21 Because BHS isn't letting you guys stomp all
22 over us and virtually, like, delete part of our
23 history. It's not. We stand for what we believe in
24 and we believe that you guys shouldn't really be doing
25 this at all. That's all I have to say.

Page 125

High Speed Rail Public Meeting
559-222-1200 888-346-5559

P083-1

Response to Submission P083 (Shelby Russ, September 22, 2011)

P083-1

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

Submission P084 (Paul Scaron, September 22, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

P084-1

1 SPEAKER CHARON: Board members of the High
2 Speed Rail Authority, thank you for allowing me to
3 speak before you today. You certainly have a difficult
4 task ahead of you.
5 I'm speaking for myself, Paul Scaron,
6 S-C-A-R-O-N, and my wife, Mary. We reside at 1415 East
7 Lerdo Highway, Shafter, California, 93263.
8 I'm not here to stand in the way of progress
9 of such an important and ambitious project. However,
10 this project may pass within a few hundred feet of my
11 four-acre estate. The purchase of this estate was part
12 of my lifetime plan to provide for my retirement years.
13 And my estate was purchased with the lifetime of
14 earnings, lots of hard work and planning.
15 Since the High Speed Rail Project possible
16 routes have been publicized, the sale and value of my
17 property has been potentially compromised. Since this
18 project became public, I have continued to ask experts
19 in the fields of real estate investments how I can
20 recover from the possibility of a great loss to my
21 investment. Each time the comments and opinions have
22 confirmed my belief and fears that this project has,
23 and will, greatly diminish the number of interested
24 parties that would have been interested in purchasing
25 my home. This would create a significant loss to the

Page 15

High Speed Rail Public Meeting
559-222-1200 888-346-5559

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

P084-1

1 value of my home.
2 My request is that the Authority answer the
3 following concerns as to what may be a very serious
4 lifetime change to my plan for the future. How will
5 the Authority compensate me for the losses and value of
6 my estate? How will the Authority make a determination
7 of how much to compensate me? And finally, at my age
8 time is not on my side. When will the Authority
9 compensate my losses?
10 If you have a question at this time I would be
11 glad to answer them, but in the event that you don't, I
12 would thank you for your time.
13 THE FACILITATOR: Thank you, Paul.
14 Kim, if you could state your name.
15 SPEAKER RAN JA: I am a member of the Korean
16 Church of USA. We are 1601 "R" Street. This is very
17 best kept secret. Our church did not get this letter
18 of notice but three weeks ago. Only one hearing
19 notice. That's all we have. And we were very shaky,
20 very upset. Our members are praying.
21 Thank you.
22 THE FACILITATOR: Thank you, very much.
23 I'd like to remind folks that your speaker
24 card indicates whether or not you're making your
25 comment for the Fresno to Merced section, so if you

Page 16

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P084 (Paul Scaron, September 22, 2011)

P084-1

Refer to Standard Response FB-Response-SO-01, FB-Response-SO-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, are provided in Volume III of the Revised DEIR/Supplemental DEIS.

Please refer to the Executive Summary S.11, Next Steps in the Environmental Process, for information on 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 the start of construction. The property acquisition and compensation process will only begin after all necessary legal processes have been completed, funding has been secured, and construction is ready to begin. This is scheduled to begin in 2013 and last through 2015. Funding secured for the HST project includes the amount required for all of the land acquisition and compensation.

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 P085 (Rick Schowengardt, September 22, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 SPEAKER WYATT: Good evening. I'm Carl Wyatt.
2 I'm apprenticeship coordinator for engineers, trained
3 for construction. I'm an over 60-year resident of
4 Bakersfield in Kern County. I've been in construction
5 for over 40 years. And two things that this project
6 will help is our air control, our air quality in the
7 Valley, which is horrible, and also work. We have had
8 people that's been out of work for two and three years
9 in our trade. And that's all you hear on the politics
10 and everything else. It's something that will create
11 jobs. This will create jobs.
12 Thank you, very much.
13 THE FACILITATOR: Thank you.
14 Ron Marnee. Please, don't heckle people who
15 are making comments. Be respectful. Ron Marnee? No.
16 Okay. Carl Bozarth. Carl. Rick Showergerdt.
17 SPEAKER SCHOWERGERDT: My name is Rick
18 Schowergerdt and I'm for the section of Bakersfield to
19 Fresno.
20 I live out in the Rosedale area. And I got
21 grandkids. And we see this air quality that we get.
22 The worse in the nation. It just keeps going up every
23 year. If it gets too bad, then they charge us on our
24 tags. And it seems like every year you're getting hit
25 more and more.

Page 102

High Speed Rail Public Meeting
559-222-1200 888-346-5559

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 With this going in it would be a good thing.
2 You can get rid of a lot of cars. And if you don't put
3 it in, you're going to have to build more road and
4 you're going to have more cars. And on the bad side of
5 that, you're going to have to take property to build
6 the roads.
7 So I'm definitely for it and it's going to
8 create jobs. And long term, it will have more jobs
9 here, which we need.
10 So, thank you.
11 THE FACILITATOR: Thank you, Rick.
12 Gregory Murray and then we have Ginger Malone
13 and Marvin Dean.
14 SPEAKER MURRAY: Ladies and gentlemen, I'm
15 Gregory Murray. I was a graduate of Bakersfield High
16 School in '74. I was just going over to the swimming
17 pool to swim, but I saw my teammates outside so I
18 stopped.
19 I live mostly in Philadelphia. There's nobody
20 in this room, supports public transportation more than
21 I do. I take -- you ever saw the movie "Planes, Trains
22 and Automobiles"? That's my life. That's my life
23 everyday in Philadelphia. I take the train. I take
24 the buses. I walk. I take trolley cars from
25 Philadelphia to Wilmington.

Page 103

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P085 (Rick Schowengardt, September 22, 2011)

P085-1

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

Submission P086 (Allen Scott, Citizens for California High-Speed Rail Accountability (CCHSRA),
September 22, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 THE FACILITATOR: Thank you, Marvin.
2 Allen Scott.
3 SPEAKER SCOTT: Hi, my name is Allen Scott.
4 I'm with the concerned citizens of High Speed Rail for
5 Accountability in Hanford.
6 A couple of things, I also have been to the
7 last three hearings. And in two of the hearings, which
8 being Hanford and Fresno, I know there was some
9 positive things and some other things said, but in
10 Hanford there was a discussion about the need to do it
11 right and using logic and common sense. And down here
12 I've heard it put the same.
13 And I need to mirror what Frank said. Bottom
14 line, I came down and spoke to the City Council, I
15 think a week ago Wednesday -- or two weeks ago
16 Wednesday -- and discovered that they had just heard
17 and got the EIR. And then hearing the comments of
18 what's going on out here in the hall, it's the same
19 thing with some of the people up in our area, they're
20 just getting the word.
21 And we have -- let's see, today is the 22nd.
22 So 8 and 13 is -- what's that? Twenty-one days left.
23 And we knew about it back in July, so we have the 60
24 days. They have 21 days. There has been numerous
25 requests for 180 days because of precedence. And I'm

Page 111

High Speed Rail Public Meeting
559-222-1200 888-346-5559

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 not going to go into what that is because you know what
2 it is.
3 Additionally, two things happened last night
4 and tonight. And that is, the youth of our community
5 rose to the occasion. I think we're in good shape.
6 And I'm confident that situations like what we are
7 doing, you guys are doing, are going to be stopped in
8 the future.
9 But I was given something yesterday, and these
10 are promises made by Fran Florez. I'm sorry, it's a
11 tough name to pronounce. But back in 2008, Proposition
12 A-1 -- and this concurs with be Frank's
13 statement -- \$9.5 billion budget for 800 miles. That's
14 a flat statement. Without raising taxes. That's a
15 flat statement. Along existing rail cars. That's a
16 flat statement.
17 Nearly a billion dollars to beef up commuter
18 rail systems that connect the High Speed trains.
19 That's a flat statement. L.A. to San Francisco in
20 about two and a half hours at about 50 bucks a person.
21 That's wrong. Matching private and federal funding,
22 not identified. That's correct.
23 Because the private guys aren't doing anything
24 and the federal hasn't got any money, so that takes
25 care of that. Bottom line is, it says 160,000

Page 112

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Submission P086 (Allen Scott, Citizens for California High-Speed Rail Accountability (CCHSRA),
September 22, 2011) - Continued

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

P086-1

1 construction-related jobs. I'm a retired human
2 resource manager. I laid off enough people to make me
3 sick. But I know one thing, don't lie to the worker.
4 450,000 permanent jobs, major lie. American jobs
5 cannot be outsourced also.
6 Bottom line is, logic is failing. You need to
7 be redo this whole thing. This is unacceptable. The
8 city of Bakersfield needs 180 days.
9 Thank you.
10 THE FACILITATOR: Thank you, Allen.
11 Can you state your name for the record,
12 please.
13 SPEAKER MONGEON: Kelly Mongeon. I'm speaking
14 on the Fresno to Bakersfield section.
15 I'm a student at Bakersfield High School. I'm
16 a senior. I'm in A.S.B. I'm going to start crying.
17 I'm a varsity cheer captain, varsity swim captain. I'm
18 really invested in BHS and I have a lot of school
19 spirit. And the fact that they're even considering,
20 like, taking away part of our school, and tradition,
21 and history that has been taught for so long, it
22 just -- it makes me really sad.
23 And I'm sorry I'm crying. But I know that I,
24 for one, am speaking on behalf of all the students of
25 Bakersfield High School, the alumni, the kids that

Page 113

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P086 (Allen Scott, Citizens for California High-Speed Rail Accountability (CCHSRA), September 22, 2011)

P086-1

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

Submission P087 (Howard Silver, September 22, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 hear. And also, just please be careful with these
2 stairs. There's kind of a big step up on the rise, and
3 the second row is wobbly. So just be careful there.
4 Okay. Let's get started. Next up we're going
5 to have Howard Silver. Howard? Here he comes.
6 SPEAKER SILVER: You are correct, the steps
7 are wobbly.
8 Members of the panel, thank you for being
9 here. I would like to thank you for all the time all
10 the effort you have put in, the EIR, et cetera. And I
11 don't think there's any such thing as a perfect
12 document. And it's a working document and I know you
13 will continue to work on this document and eventually
14 it will prove out.
15 I think what I would like to bring across
16 tonight, and I talked about it earlier at the press
17 conference, is the fact that when we built our highway,
18 our interstate system back in the early 50s, they had
19 to start somewhere. They started in the middle of the
20 country, they went from end to end. They took many
21 years to complete. If they had not had the vision and
22 the foresight at the time, we would not have an
23 interstate system. So I would like to bring that
24 forward.
25 To the fact that even though many of the

Page 48

High Speed Rail Public Meeting
559-222-1200 888-346-5559

P087-1

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 speakers having talked about specific problems within
2 the plan itself as it refers to obviously the homes,
3 which are important, the schools, I totally understand
4 that. But these can be worked out.
5 What we need to keep in mind is a total
6 concept. We need jobs in this community. Not only do
7 we need jobs, we need to have an ability to go forth in
8 this 21st century. We are going to reach gridlock in
9 some time if we do not move forward.
10 We have been working on the High Speed
11 Rail -- there's been High Speed Rail talked about for
12 the last 20 years that I know of and they've been
13 involved. And it's time to stop thinking and talking
14 and it's time to have action.
15 We do have money to start. As with the
16 interstate when it came through Bakersfield, it didn't
17 all of a sudden pop up from L.A. and end up in
18 Sacramento. It took 20 years -- over 20 years for that
19 to happen. Have a starting point. Get started. Help
20 our economy jump start. If we start from this
21 perspective we will go forward and we will be
22 successful.
23 Is it going to take 20 years to build? So be
24 it if it does. And it will be there. And our
25 grandchildren and children will have an ability to get

Page 49

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Submission P087 (Howard Silver, September 22, 2011) - Continued

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

P087-1

1 from one end of the state to the other. It will
2 definitely have multiple things happening in
3 Bakersfield, the community, with the businesses that
4 can be here. It's for the benefit of the whole
5 community and the State.
6 Thank you.
7 THE FACILITATOR: Thank you.
8 Next up we have Richard Chapman.
9 SPEAKER CHAPMAN: Hi, my name is Richard. I'm
10 with the Kern Economic Development Corporation. I'm
11 here to discuss our support for the Bakersfield/Fresno
12 route.
13 And just to let you know, our mission is to
14 remain and recruit family wage jobs for Kern County.
15 And that's important. Family wage jobs with benefits
16 in the like. And we believe this project would do
17 that.
18 We're very interested in the heavy maintenance
19 facility, kind of the jewel in the crown. And we
20 believe we do have the best site. Actually, we have a
21 couple of sites under consideration. So we do ask that
22 you look at that. That will bring about \$250 million
23 into our economy a year. And, again, with Shafter and
24 Wasco having sites, that's critical.
25 We do understand also, not only do we have

Page 50

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P087 (Howard Silver, September 22, 2011)

P087-1

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

Submission P088 (Emily Skot, September 22, 2011)



CALIFORNIA
High-Speed Rail Authority

Comment Card
Tarjeta de Comentarios

Fresno to Bakersfield High-Speed Train Section	La Sección de Fresno a Bakersfield del Tren de Alta
Draft Environmental Impact Report/ Environmental Impact Statement (EIR/EIS)	Velocidad Proyecto de Informe de Impacto Ambiental/ Declaración de Impacto Ambiental (EIR/EIS)
Public Hearings	Audiencias Públicas
September 2011	Septiembre del 2011
Please submit your completed comment card at the end of the meeting, or mail to:	Por favor entregue su tarjeta completada al final de la reunión, o envíela por correo a la siguiente dirección:
Fresno to Bakersfield DEIR/EIS Comment, 770 L Street, Suite 800, Sacramento, CA 95814	

The comment period is from August 28, 2011. Comments must be received postmarked, on or before September 13, 2011.	Extended comment period for Fresno to Bakersfield High-Speed Train Draft EIR/EIS: August 15-October 13	Comentario es del 15 de Agosto al 28 de 2011. Los comentarios tienen que ser amente, o matasellados, el o antes re del 2011.
--	--	--

Name/Nombre: Emily Skot
 Organization/Organización: BHS
 Address/Domicilio: 7900 Sherman Dr.
 Phone Number/Número de Teléfono: 661-364-3709
 City, State, Zip Code/Ciudad, Estado, Código Postal: _____
 E-mail Address/Correo Electrónico: _____
 (Use additional pages if needed/Usar paginas adicionales si es necesario)

P088-1

BHS should be shutdown our school has history in it. The history in Bakersfield we don't even have the money to build new things anyway. Don't make Bakersfield worse than we already are. There are other places to put the alignment. Put it somewhere else.



CALIFORNIA
High-Speed Rail Authority



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

Response to Submission P088 (Emily Skot, September 22, 2011)

P088-1

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

Submission P089 (Robert Smith, September 22, 2011)



CALIFORNIA
 High-Speed Rail Authority

Comment Card
 Tarjeta de Comentarios

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

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

Please submit your completed comment card at the end of the meeting, or mail to:
Fresno to Bakersfield DEIR/EIS Comment, 770 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: Robert Smith
 Organization/Organización: _____
 Address/Domicilio: 4301 QUANTA AVE BAKERSFIELD
 Phone Number/Número de Teléfono: 661 832 7136
 City, State, Zip Code/Ciudad, Estado, Código Postal: BAKERSFIELD CA 93309
 E-mail Address/Correo Electrónico: VEF66@SBCG.COM
(Use additional pages if needed/Usar paginas adicionales si es necesario)
AT THIS TIME I RECOMMEND S&L NO PROJECT ALTERNATIVE.

P089-1 |

REASONS: NOT FINANCIALLY DOABLE AT THIS TIME.
ROUTE FROM FRESNO - BAKERSFIELD IS CORRECT. SHOULD
HAVE USED RAIL R.O.W. ON EAST SIDE OF VALLEY TRAIL
SANJOA - PORTERVILLE. LESS AG IMPACT & HOUSING
DISRUPTION.

P089-2 |

TUNNELS: EITHER TITLACHAPAS OR GRADSVILLE, HAVE
NUMEROUS SEISMIC FAULTS, A MAJOR EARTH QUAKE COULD
COLLAPSE THEM.

P089-3 |

LIBERTY NOT EVALUATED. A AUTO TRAIN WOULD
PROVIDE A BETTER ALTERNATIVE, USE ON THE EAST
COAST.

P089-4 |

RIGHT NOW IT'S A ROUNDABOUT.



CALIFORNIA
 High-Speed Rail Authority



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

Response to Submission P089 (Robert Smith, September 22, 2011)

P089-1

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

P089-2

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

P089-3

An auto train does not meet the purpose of the project, which is to provide a reliable high-speed electrified train system that links the major metropolitan areas of the state, and that delivers predictable and consistent travel times. The California Legislature has mandated that the HST System achieve a travel time of 2 hours and 40 minutes between San Francisco and Los Angeles. This cannot be accomplished with an auto train.

P089-4

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

Submission P090 (John Spaulding, Building and Construction Trades Council, September 22, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 SPEAKER SPAULDING: Good afternoon. I'm John
2 Spaulding. I'm executive secretary of the Building and
3 Construction Trades Council.
4 We have over 8,000 members that belong to our
5 Building Trades Council. And as you just heard, it's
6 not a secret that we are highly unemployed. We are
7 higher than the county average, higher than the State
8 average. A lot of our members are not only working out
9 of our area, they're working out of State just to put
10 food on the table for their families.
11 This project and your EIR addresses the job
12 opportunity and we embrace that. We can bring our
13 trades people home and we can begin to train new trades
14 people to fill the jobs that are not yet filled. We
15 don't have enough people to do this job, but we can
16 accommodate the training and do it quickly.
17 We are coupled together with Employers
18 Training Resource and also with Bakersfield College and
19 we are partnered with Kern Economic Development
20 Corporation. So we know the business impact will be
21 enhanced greatly. This project will -- the EIR
22 addresses that for clean air, better transportation and
23 an opportunity for our graduates, whether they be high
24 school graduates, college graduates or apprenticeship
25 program graduate, to have a career. And who knows

Page 22

High Speed Rail Public Meeting
559-222-1200 888-346-5559

P090-1

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 whether it will be in the rail industry or a different
2 project.
3 So the opinion of the Building Construction
4 Trade Council, whether it be all the way from Merced
5 down to Bakersfield, is let's build this project.
6 Let's build this area, this test track. And we're
7 ready to go to work.
8 Thank you.
9 THE FACILITATOR: Thank you, John.
10 Michael Kennedy.
11 SPEAKER KENNEDY: My name is Michael Kennedy.
12 I'm the principle of Bethel Christian School here in
13 Bakersfield. I'm also an employee of the Baptist
14 church. I'll be speaking tonight about the Fresno to
15 Bakersfield section.
16 I'm reading my comments that I have already
17 submitted to your Panel. These comments dated
18 September 22nd, 2011:
19 "The draft of the EIR/EIS released by the
20 California High Speed Rail Authority on August the 9th,
21 2011 had been reviewed by our staff and school. After
22 careful review, we find that -- the EIR and EIS to be
23 poorly constructed as it fails to adequately address
24 mitigation issues in our region.
25 In addition, the EIS and EIR has failed to

Page 23

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P090 (John Spaulding, Building and Construction Trades Council, September 22, 2011)

P090-1

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

Submission P091 (Brian Stanke, Californians for High-Speed Rail, September 22, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 me, for the people who live in that mobile home park.
2 So thank you.
3 THE FACILITATOR: Thank you, Kathy.
4 Brian.
5 SPEAKER STANKE: Good afternoon, again. My
6 name is Brian Stanke. I'm speaking as chairman of
7 Californians for High Speed Rail. And I'll be
8 commenting on the Fresno to Bakersfield section and the
9 EIR.
10 First of all, I just want to recognize the
11 passion of the Drillers here. Personally, I never had
12 the same passion for my high school. If you guys
13 wanted to run a train through it I'd say, "Hey, see you
14 later," but I truly admire the passion here. And I
15 really urge the Authority to think outside the box and
16 do what you can to see if there's ways that we can get
17 this train through with minimum impact.
18 All the speakers have spoken about jobs. And
19 also the station location. I wanted to make a
20 connection on that. There will be a lot more impacts
21 on the city of Bakersfield to put a station through it
22 rather than a station around it. But there are very
23 important reasons why the city of Bakersfield nine
24 years ago made a very intelligent decision, asked that
25 the station be in downtown and why Californians for

Page 54

High Speed Rail Public Meeting
559-222-1200 888-346-5559

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

P091-1

1 High Speed Rail has consistently advocated for a
2 downtown rail in Bakersfield.
3 Currently, we've heard about the problems
4 Bakersfield has attracting businesses because of
5 access. The traffic problems over the grapevine, the
6 number of times it closes. The problems, you know,
7 five hours to Sacramento, about the same distance to
8 the Bay Area. Tule fog happens.
9 With the downtown station right here,
10 actually, in the parking lot of this building, the
11 entrance, there will be a transformation for the
12 business environment for Bakersfield. Suddenly you
13 have companies that can relocate from Los Angeles
14 County to Bakersfield and be 35 to 45 minutes away by
15 train.
16 This is an enormous economic impact for the
17 city of Bakersfield, for the future prosperity of the
18 city and it's residents and the surrounding area that
19 would be completely lost if the station was put out,
20 you know, at the airport further away. Which is why
21 the city and the county agreed many years ago, along
22 with the Authority, to put it in here.
23 So there will be impacts, much more impacts
24 putting it into Bakersfield rather than putting it out
25 of Bakersfield, but that's more enough said by the

Page 55

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Submission P091 (Brian Stanke, Californians for High-Speed Rail, September 22, 2011) - Continued

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 benefits to the city. And I would urge everyone
2 considering this project to look at what those benefits
3 are to the city, and to alleviating it and creating a
4 better, brighter future for downtown Bakersfield and
5 the whole economy of this area.

6 Thank you.

7 THE FACILITATOR: Thank you, Brian.

8 Next up we have Sydney Johnson and then after
9 that Warren Minor and Destiny Reyes.

10 SPEAKER JOHNSON: My name is Sydney Johnson
11 and I'm going to be talking about the Fresno to
12 Bakersfield train.

13 I'm a junior at BHS, and I feel that the
14 Authority has no care for our school and the fellow for
15 students that attend our school. We have been here for
16 over a hundred years and Harvey Auditorium is one of
17 the historic lands marks to our school. All the
18 students that walk the school believe that you
19 shouldn't do this to us. We're a family.

20 And it's a waste of money and time. And we
21 will protest until you guys leave us alone about this.
22 My family has been to BHS and we have many traditions
23 at our school. The school is home to many students. I
24 have memories there. And I want my children to attend
25 BHS. You cannot ruin our family's traditions, and most

Page 56

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P091 (Brian Stanke, Californians for High-Speed Rail, September 22, 2011)

P091-1

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

Submission P092 (Joel Stewart, September 22, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 representatives. And the only way we're going to
2 survive, and the way our way of life is going to
3 survive is if we look forward and not backward.
4 And I've -- gosh, I've only been to Europe
5 once and the trains were kind of slow. And I hope you
6 don't build this train the way they built the trains in
7 China, because, you know, we all saw the pictures in
8 the paper. Because they built it on the cheap -- I'm
9 very much a minority. And I'm glad we live in a
10 country where minority votes get to speak too.
11 Because you have to build this train and you
12 have to build it right. And you have to make it
13 something 75 years from now people are going to be
14 proud of and say, "Boy, it was tough, but they did it."
15 Because, you know, they're happy to sell us
16 oil and they'll probably be happy to terrorize us some
17 more.
18 Thank you.
19 THE FACILITATOR: Thank you.
20 Next we have Joel Stewart. Is Joel still in
21 the room? Vincent Petracchione is next after that and
22 then Christy Coows.
23 SPEAKER STEWART: My name is Joelle Stewart,
24 by the way. Yeah. And I am a teacher at Bakersfield
25 High School. And I have taught for 24 years at

Page 89

High Speed Rail Public Meeting
559-222-1200 888-346-5559

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 numerous high schools. And I can tell you that in my
2 career, I never really felt like I was at a real high
3 school until I came on staff and became a member of the
4 faculty at Bakersfield high.
5 I have a lot of students and former students
6 here this evening. And I am begging you and I am
7 pleading you, please, do not destroy that campus. That
8 campus was built in 1895. And my question to all of
9 you is, do you think in 116 years that there's going to
10 be anybody who is going to defend and feel anything for
11 your railroad? I don't.
12 I've been on that campus. My grandparents, my
13 father, my uncles, my aunt, all kinds of people
14 graduated from Kern County Union High. Shame on you.
15 Shame on you for even considering to destroy something
16 that cannot be replaced. Those buildings have
17 withstood the 1952 earthquake.
18 History -- thousands of students have been
19 educated there. And to think that you would even
20 propose a project that would destroy that campus, it's
21 ridiculous. You cannot replace those trees. You can
22 not replace those buildings. You cannot replace the
23 history that goes with that place. Shame on you for
24 even considering it and for not considering the money
25 that you don't have to destroy something that cannot be

Page 90

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Submission P092 (Joel Stewart, September 22, 2011) - Continued

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

P092-1

1 replaced.
2 I ask each of you to seriously consider not
3 destroying something that cannot be replaced.
4 Thank you.
5 THE FACILITATOR: Thank you.
6 Vincent Petracchione. I'm sorry if I'm not
7 saying that right. Is Vincent here? Great. If you
8 could state your name for the record and which
9 alignment -- excuse me -- which section you're
10 commenting on.
11 SPEAKER PETRACCHIONE: I didn't expect to
12 speak in front of a whole bunch of people today. I
13 didn't know about this meeting. Vincent Petracchione,
14 out of Tehachapi.
15 Okay. Let's see, I'll get right to it. They
16 didn't have all the money when they built the
17 interstates, nor were they going to figure out how they
18 were going to get all the money, but they just did it
19 section at a time and they got it done. It's still a
20 work in progress.
21 This project's never going to be perfect. I
22 want to go directly to the school. I also do believe
23 that school should not be touched. I never went there,
24 but I drive by it all the time. And anything of that
25 kind of historical significance should not be touched.

Page 91

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P092 (Joel Stewart, September 22, 2011)

P092-1

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

Submission P093 (Karen Stout, Citizens of California High Speed Rail Accountability (CCHSRA),
September 22, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 And you have not really asked or advised those people
2 that they are in the line of destruction.
3 Now, I'm talking about due process. And I'm
4 going to go kind of quick because I used most of my
5 time up. And I'm going to go somewhere way out right
6 now. I'm for High Speed Rail. I'm for Proposition
7 1-A. The State was promised for \$33 billion, 800 miles
8 of electrified track and High Speed Rail transit. If
9 this project cannot deliver that, which it cannot, why
10 are we still doing this under the banner of Prop 1-A?
11 This project is something different. It is
12 not Proposition 1-A. This is not following the tenants
13 of 1-A. It's not following the pricing of 1-A. It's
14 not going to be even near 1-A. There is not 800 miles
15 of track being talked about in the Environmental Impact
16 Report.
17 And my time is up.
18 THE FACILITATOR: Thank you, Frank.
19 SPEAKER OLIVEIRA: Okay.
20 THE FACILITATOR: Okay. Karen Stout and Wyatt
21 and then Ron Marnee. Karen, if you could state your
22 name and which section you're commenting on.
23 SPEAKER STOUT: My name is Karen Stout; and I
24 am here for Citizens of California High Speed Rail
25 Accountability. And I'm going to talk about the Fresno

Page 99

High Speed Rail Public Meeting
559-222-1200 888-346-5559

P093-1

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 to Bakersfield section.
2 I'm here to speak to the Authority about their
3 lack of transparencies and closed-door meetings. Weeks
4 ago, many people here in the Bakersfield area,
5 including some of those who have already spoken here
6 tonight, have just been informed a week ago about the
7 fact that their property is being taken. And I feel
8 that this is, you know, an outrage.
9 I don't know why I'm surprised. Because I,
10 myself, am on the alignment in the Kings County area,
11 and I thought I knew where the line was. And I knew I
12 was missing 140 walnut trees on my 20-acre piece. And
13 I knew I was losing a doublewide mobile home. But it
14 wasn't until last week when I was looking at your CD
15 and I said, "Wow, these dotted lines are awfully far
16 and it's hitting my mother in-laws house now."
17 And so I called up the office in Hanford and I
18 said, "How wide are you coming through my area?" And
19 he said, "Just a minute. Let me look." And you're 120
20 wide going through my area. So now, my mother-in-law's
21 10-year-old house is gone as well.
22 I just thought I had a little bit of control.
23 Like, I could leave the house there if I wanted to or I
24 could move it. But now, it's kind of like I don't have
25 anymore control at all on that house either. I don't

Page 100

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Submission P093 (Karen Stout, Citizens of California High Speed Rail Accountability (CCHSRA),
September 22, 2011) - Continued

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

P093-1

1 know. We just get bits and pieces. Bits and pieces.
2 Little pieces at a time.
3 And we have to go to the county and look
4 for -- bring your PA number, find this, search out
5 that. And then somebody said, "Oh, maybe you can get a
6 map." And then you walk down there and you try to get
7 a map from somebody at the assessor's office or
8 somewhere.
9 And I don't understand why this has to be so
10 secretive. And when something comes to the
11 postbox -- I wasn't even in on this until -- after
12 Kate Carson, really. And that was what? June 2nd of
13 this year. Because I think you're like on the fourth
14 alignment by me. You had two on the west side of
15 Highway 43 and then you had two on the eastside of 43.
16 And when I went to the fairground meeting on
17 June 7th, the man from the Authority says -- I said,
18 "This is a yellow line going right through my property.
19 Now, does it go in front or behind the house with my
20 mother-in-law?" And he says, "Oh, don't worry about
21 it. You're just one of the possibilities.
22 THE FACILITATOR: Karen.
23 SPEAKER STOUT: Yeah, a possibility.
24 THE FACILITATOR: Thank you.
25 Carl Wyatt.

Page 101

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P093 (Karen Stout, Citizens of California High Speed Rail Accountability (CCHSRA), September 22, 2011)

P093-1

Refer to Standard Response FB-Response-GENERAL-02, FB-Response-GENERAL-14, FB-Response-GENERAL-16, FB-Response-SO-01.

Submission P094 (Jacob Stuebbe, September 22, 2011)



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

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

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

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

The comment period is from August 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

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

Name/Nombre: Jacob Stuebbe
 Organization/Organización: Bakersfield High School
 Address/Domicilio: 12014 Roaring River Ave
 Phone Number/Número de Teléfono: (661) 706-9461
 City, State, Zip Code/Ciudad, Estado, Código Postal: Bakersfield, CA 93311
 E-mail Address/Correo Electrónico: Jacob.Stuebbe@khsd.k12.ca.us

P094-1

(Use additional pages if needed/Usar paginas adicionales si es necesario)
As a current Bakersfield High School teacher of 8 years and a former B.H.S. student, I implore you to reconsider an alternative plan. We all know that putting a high speed rail next to a high school, let alone the flag ship of the Kern High School District with thousands of alumni over 100 years, is absolutely ludicrous. Safety is the number one issue for the current students, taking out the IT building would be a huge mistake since it is such a vital part of their Career Technical Education. Instead of angering the Bakersfield community

P094-2

at forcing this line, why doesn't the HSR consider moving it plans on the ^{new} east side development where there is still current room to grow or to align it with the Interstate 5 where Bakersfield is growing in the near future. HSR would find little resistance and would be welcomed into the

P094-3

Bakersfield community. It would be much more cost effective to build a station at this and offer a shuttle to the Amtrak and whatever ^{main} destination

Response to Submission P094 (Jacob Stuebbe, September 22, 2011)

P094-1

Refer to Standard Response FB-Response-SO-08, FB-Response-N&V-02, FB-Response-HMW-01.

As described in Chapter 2.0 of the EIR/EIS, the proposed HST System has been designed for optimal performance and to conform to industry standards and federal and state safety regulations. The HST System would be a fully grade-separated and access-controlled guideway with intrusion detection and monitoring systems where required. This means that the HST infrastructure (e.g., mainline tracks and maintenance and storage facilities) would be designed to prevent access by unauthorized vehicles, persons, animals, and objects. The capital cost estimates include allowances for appropriate barriers (fences and walls), state-of-the-art communication, access-control, and monitoring and detection systems. Not only would the guideway be designed to keep persons, animals, and obstructions off the tracks, the ends of the HST trainsets would still include a crash energy management (CRM) system to minimize the effects of a collision. All aspects of the HST System would conform to the latest federal requirements regarding transportation security.

Potential hazards to schools associated with train derailments are described in Chapter 3.11 of the EIR/EIS. As described, potential adverse effects to Bakersfield High School would be negligible due to adherence to industry standards for design, maintenance, and operations as well as project design features.

Potential relocation impacts to Bakersfield High School (including the Industrial Arts building [IT building]) are described in Chapter 3.12. The chapter recognizes that Bakersfield High School is an important community resource and that displacement of the facility would be considered a substantial effect under NEPA and significant under CEQA. Mitigation measures are included in Chapter 3.12 that would address these effects. As described in Mitigation Measure SO-4: Implement measures to reduce impacts associated with the relocation of important facilities, the Authority will consult with the respective parties before land acquisition to assess potential opportunities to reconfigure land use and buildings and/or relocate affected facilities, as necessary, to minimize disruption of facility activities.

In regard to Bakersfield High School, if the BNSF Alternative is selected through

P094-1

Bakersfield, the Authority will consult with the Kern Union High School District on a replacement for the Industrial Arts building in accordance with California Department of Education policies, and a replacement structure will be in place before the existing building is removed.

As further described in Chapter 3.12, construction activities could be particularly disruptive to nearby community facilities and institutions including schools because construction would occur primarily during normal hours of operation when noise, traffic, and other conflicts would be most problematic. For example, construction activities, materials deliveries, etc. (especially with the BNSF Alternative) would conflict with pedestrian and vehicle access to Bakersfield High School via Campus Way and 14th Street when school is in session. Detailed construction access plans would be developed before the start of construction, and the affected cities would review these plans before construction implementation. With the mitigation measures proposed for transportation and noise and vibration (see Chapter 3.4), intensity is expected to be reduced to moderate under NEPA, and impacts are expected to be less than significant under CEQA.

P094-2

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

P094-3

Refer to Standard Response FB-Response-PENDING.

Placing a station on the outskirts of Bakersfield would promote urban sprawl and would be against the smart-growth principles that the Authority wishes to foster and Kern County has accepted as part of its active participation in the San Joaquin Valley Blueprint planning process.

Submission P095 (Jeff Taylor, September 22, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 not -- that they're opposed totally to a High Speed
2 Rail program. I hear them saying that there's just
3 some tweaks, some adjustments that need to be made. We
4 have to figure out how to overcome.

5 Thank you.

6 THE FACILITATOR: Thank you.

7 Josh Taylor.

8 SPEAKER TAYLOR: My name is Jeff Taylor. And
9 I -- I have to comment on the fact that everybody is
10 talking about the job opportunities that this project
11 is going to make. And that may be truth to it, but as
12 a business owner who is going to be negatively impacted
13 by your project, I'm going to lose jobs. And I am also
14 going to lose a very nice home that I have saved for
15 many years and have built. It's going to economically
16 devastate me.

17 I'm opposed to the High Speed Rail Project for
18 many reasons, too numerous to go through right now.
19 But, specifically, I'm opposed to it as it is currently
20 planned because the footprint of the project will
21 negatively impact an unacceptable number of private
22 property owners, business owners, churches, schools and
23 farming operations. The project is -- as planned will
24 destroy the City of Bakersfield and surrounding
25 community infrastructure.

Page 44

High Speed Rail Public Meeting
559-222-1200 888-346-5559

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 I oppose the Authority's heavy handedness of
2 this project. And most specifically, I oppose the
3 Authority ignoring my community leaders and fellow
4 citizens' reasonable recommendations that would
5 mitigate the numerous negative impacts to our
6 communities that the project will cause. I oppose the
7 Authority's plan to destroy Bakersfield city
8 infrastructure, homes, businesses, schools and churches
9 by their insistence on constructing the terminal in the
10 middle of our city instead of a more suitable location
11 somewhere in close proximity to our community.

12 I oppose the Authority's lack of transparency
13 and not sufficiently informing property owners that
14 their properties are at risk by the project. I found
15 out about my properties being at risk two weeks ago
16 today, and that was from a concerned group of citizens
17 from the Bay Area, not from the Authority.

18 I oppose the poorly drafted EIR/EIS document
19 as it is too voluminous and technically difficult for
20 the citizens to review and effectively respond to in
21 the insufficient brief review and comment period. I
22 oppose the project due to the numerous extremely
23 negative fiscal and social impacts that the project
24 will cause the tax paying citizens of California.

25 I oppose the project due to the insufficient

Page 45

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Submission P095 (Jeff Taylor, September 22, 2011) - Continued

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

P095-7

1 amount of funds that are currently available to
2 effectively begin construction. And I oppose the
3 project because the amount of funds that will be
4 necessary to complete the project are grossly
5 underestimated, and the source of those funds are
6 undetermined.
7 Thank you for your time.
8 THE FACILITATOR: Thank you.
9 We're going to take a 25 minute break. So
10 reconvene in 25 minutes.
11 (Whereupon, a brief recess was taken off
12 the record.)
13 MR. ABERCROMBIE: Good evening. My name is
14 Jeff Abercrombie. I'm the Central Valley program
15 manager for the California High Speed Rail Authority.
16 And we are a -- we will resume conducting the public
17 hearing on the Fresno to Bakersfield Draft
18 Environmental Impact Statement and Analysis to receive
19 your comments on the Environment Analysis Alternative
20 Impacts and Mitigation Measures.
21 Rebecca, would you resume?
22 THE FACILITATOR: Yes. Just a reminder, if
23 you would like to make a comment tonight, if you could
24 fill out a speaker card. I have some empty ones up
25 here. You can get them at the sign in table. If you

Page 46

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P095 (Jeff Taylor, September 22, 2011)

P095-1

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

The displacement of residential, business, and community facilities will be mitigated for because the Authority will comply with applicable federal and state laws and regulations, including the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. The act and its amendments provide guidance on how federal agencies, or agencies receiving federal financial assistance for a project, and will compensate for impacts on property owners or tenants who need to relocate if they are displaced by a project. The Authority will compensate all property owners or tenants in accordance with this act, which applies to all real property. All benefits and services will be provided equitably without regard to race, color, religion, age, national origins, and disability, as specified under Title VI of the Civil Rights Act of 1964. The Relocation Assistance Program was developed to help displaced individuals move with as little inconvenience as possible and has commonly been used for large infrastructure projects that displace a large number of residences and businesses, such as the HST project, and is considered successful standard practice for mitigating the impacts to individual property owners.

Because the Authority is required to provide relocation assistance under the Uniform Relocation Assistance and Real Property Acquisition Policies Act, all the displaced businesses would be relocated; most, if not all, within the surrounding area, and their employees would remain employed.

P095-2

Refer to Standard Response FB-Response-SO-04, FB-Response-SO-05, FB-Response-SO-06.

For information on the potential for disruption and division in Bakersfield, see the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12, Impact SO #7. Also see Impact SO #10 and Impact SO #11 for displacement estimates in Bakersfield. Mitigation Measures SO-2, SO-3, and SO-4 propose mitigations for identified effects in Bakersfield communities. For information on the HST operation-related property and sales tax revenue effects, see Volume I, Section 3.12, Impact SO #3, Impact SO #4, and Impact SO #13.

P095-3

Refer to Standard Response FB-Response-GENERAL-02, FB-Response-GENERAL-16, FB-Response-SO-04, FB-Response-SO-05, FB-Response-SO-06.

P095-4

Refer to Standard Response FB-Response-GENERAL-16, FB-Response-SO-01.

The public outreach process for the Fresno to Bakersfield section of the HST has been extensive and includes hundreds of public meetings and briefings where public comments have been received, participation in community events where participation has been solicited, and educational materials have been developed and distributed to encourage feedback. These efforts are cited in Volume I Section 7. Public notification regarding the draft environmental documents took place in the following ways: A notification letter, informational brochure, and NOA were translated in English and Spanish and sent to landowners and tenants within 300 feet of all alignment alternatives. The letters notified landowners and tenants that their property may be necessary for construction (within the project construction footprint) of one or more of the alignment alternatives or project components being evaluated. Anyone who has requested to be notified or is in our stakeholder database was sent notification materials in English and Spanish. An e-mail communication of the notification materials was distributed to the entire stakeholder database. Public notices were placed in English and Spanish newspapers. Posters in English and Spanish were posted along the project right-of-way.

P095-5

Refer to Standard Response FB-Response-GENERAL-07, FB-Response-GENERAL-26.

P095-6

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

The short-term reductions in sales tax revenues are discussed in Chapter 3.12 Impact SO #13 of the Revised Draft EIR/Supplemental Draft EIS, because the need to acquire land will necessitate the relocation of businesses along the project alignment. With the relocation assistance provided under the Uniform Act, including assistance in finding replacement properties, moving expenses, and obtaining permits, temporary reductions

Response to Submission P095 (Jeff Taylor, September 22, 2011) - Continued

P095-6

in sales tax revenue from business displacement would be minimal. A detailed discussion of potential sales tax revenue losses is presented in section 5.4.4.4 of the CIA. Losses would be an insignificant amount of the annual revenue from sales tax collected by the cities and counties. Therefore, the economic impact is measurable, but would not be perceptible to community residents and no mitigation is required.

Additionally, the expected annual gain in sales tax revenue from project spending is greater than the expected loss from business relocation. Construction- and operation-related sales tax gains are examined in section 5.4.6 of the CIA. The impacted cities and counties will have considerable additional revenues attributed to the construction and operation of the HST.

P095-7

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

Submission P096 (Manny Tijerina, September 22, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 be saving that money and getting ourselves out of debt.
2 We, our country, is already, like, in a debt. We need
3 to save money, not keep spending.
4 And BHS is really -- should be a historic
5 landmark because of all the tradition and how long the
6 school has been there. And it's one of the best
7 schools here to go to. And if you ask anyone from
8 Bakersfield, they know Bakersfield High
9 School -- excuse me -- is a really great school to go
10 to.
11 And when you take a building away or, like,
12 two buildings away, you are taking away a lot from the
13 school. And people who have gone to the school before
14 I have are going to want to go back when their reunion
15 comes and look at the buildings that they went into and
16 they had classes into. And if they don't see that
17 there anymore they're going to be very disappointed
18 that their history, their memories are gone. And
19 that's all I have to say.
20 THE FACILITATOR: Thank you, Austin.
21 Manny, if you could state your name and which
22 section you're commenting on.
23 SPEAKER TIJERINA: I'm Manny Tijerina and I'm
24 commenting on the Bakersfield to Fresno. I am a cadet
25 corp leader of the Bakersfield Air Force Jr. Officer.

Page 41

High Speed Rail Public Meeting
559-222-1200 888-346-5559

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

P096-1

1 In 1936 the 95th Battalion Corp was formed.
2 Since 1936, the California cadet corp of has
3 trained thousands of young men and women. Many of them
4 onto serve in our armed forces. I know that 78
5 students and alumni served in World War I. I know that
6 Charles Busey, a graduate of 1939, was an airman during
7 the World War II. I know that several of our alumni
8 are still missing in action in Vietnam.
9 How do I know this information? Because this
10 is our culture of Bakersfield High School. We are
11 taught our own history. The threat of the High Speed
12 Rail and a threat it poses to my brothers and sisters
13 that came here before me. And the debt poses to future
14 Drillers. Our units are based in the south IT
15 building. By destroying this building you destroy our
16 culture.
17 Thank you.
18 THE FACILITATOR: Thank you.
19 Okay. We will do a couple more. Ralph
20 Jennings and then after that we have Jeff Taylor.
21 SPEAKER JENNINGS: My name is Ralph Jennings.
22 I'm an unemployed worker here in Bakersfield,
23 California. I wanted to discuss the High Speed Rail
24 system period from Bakersfield to Fresno.
25 I remember going online, looking for jobs.

Page 42

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P096 (Manny Tijerina, September 22, 2011)

P096-1

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

Submission P097 (Steve Townsend, September 22, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 we can have time, weekends and nights for us to digest
2 this project and respond properly.
3 Thank you.
4 THE FACILITATOR: Thank you.
5 Steve Townsend.
6 SPEAKER TOWNSEND: Steve Townsend.
7 I guess my main thing is, I was looking
8 through there where they talk about the project costs
9 of all the various alternatives; and they seem to range
10 from 6.5 billion to 7.1 billion, when all the
11 independent reports in the media are up to 48 to 60
12 billion. And if you factor in cost overruns,
13 infrastructure may be up to 150 billion.
14 I think your number is a fantasy. I think you
15 need to really look at what this thing is going to
16 cost. I think by having -- you've missed an
17 opportunity by having the plan route sort of meander
18 through farmlands. If you run it down the I-5
19 corridor, not only would there be much less impact on
20 property, but it would have been a 24/7 advertisement
21 for itself, because the train would have been flying by
22 all the traffic on I-5 encouraging people to get out of
23 their car and on to the train.
24 I think there's talk about jobs, also talk in
25 the media about jobs in the program, specifically,

Page 63

High Speed Rail Public Meeting
559-222-1200 888-346-5559

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 green jobs. They did provide job cost to the taxpayers
2 in excess of \$5 million per job. This is not cost
3 efficient. Other good idea programs like
4 Silendra(phonetic), left the taxpayers on the hook for
5 over half a billion or \$500 billion -- half a million
6 dollars.
7 We just can't do things without accurately
8 impacting the cost. The State -- every year the budget
9 gets made up and then sort of falls apart in pieces
10 because it's a fantasy. This project anticipates a
11 significant amount of money from the Federal
12 Government, which most likely will not ever happen. I
13 don't see private investors stepping up because they
14 don't see how the money is ever going to work on this
15 project.
16 Good ideas don't necessarily mean that they're
17 cost effective and that people can afford it. And you
18 really need to look at this thing to find out if it's
19 ever going to pay for itself or if this is just going
20 to be a burdon around the taxpayer's neck of
21 California. And our grandkids and great grandkids will
22 be wondering, "What were they thinking?"
23 Thank you.
24 THE FACILITATOR: Thank you.
25 Next up we have Carol Bender. And after that

Page 64

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P097 (Steve Townsend, September 22, 2011)

P097-1

As discussed in Section 5.2.1 of the EIR/EIS, the conceptual HST cost estimates prepared for each of the study alternatives were developed by utilizing recent bid data from large transportation projects in the western United States and by developing specific, bottom-up unit pricing to reflect common high-speed rail elements and construction methods, with an adjustment for Central Valley labor and material costs. All material quantities are estimated based on a 15% level of design for the Fresno to Bakersfield Section. This level of design has generally defined at-grade or elevated profiles, structure types, placement of retaining walls, and earth fill. HST stations are still conceptual, but roadway and utility relocations have been identified, and power substations have been sized and located.

The costs include the total effort and materials to construct the Fresno to Bakersfield Section, including modifications to roadways required to accommodate HST grade-separated guideways. It should be noted that the capital cost estimate reflects only HST-related infrastructure improvements and does not include costs associated with the No Project Alternative. Right-of-way costs were estimated based on the 15% design and are provided in the *Fresno to Bakersfield Section Preliminary Right-of-Way Requirements Report* (Authority 2012b). However, as the design of the project evolves, the right-of-way limits will be reassessed to reflect refined property acquisition needs. As a result, property acquisition costs are estimated in broad categories (i.e., urban, suburban, and rural, and by density level) rather than relying on a parcel-by-parcel assessment at this phase of project development. Right-of-way costs include the estimated cost to acquire properties needed for the future HST right-of-way, but do not include costs associated with temporary easements for construction that are assumed to be part of allocated contingencies added to right-of-way acquisition costs.

P097-2

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

P097-3

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

As discussed in Section 5.2.1 of the EIR/EIS, the conceptual HST cost estimates prepared for each of the study alternatives were developed by utilizing recent bid data

P097-3

from large transportation projects in the western United States and by developing specific, bottom-up unit pricing to reflect common high-speed rail elements and construction methods with an adjustment for Central Valley labor and material costs. All material quantities are estimated based on a 15% level of design for the Fresno to Bakersfield Section. This level of design has generally defined at-grade or elevated profiles, structure types, placement of retaining walls, and earth fill. HST stations are still conceptual, but roadway and utility relocations have been identified, and power substations have been sized and located.

The costs include the total effort and materials to construct the Fresno to Bakersfield Section, including modifications to roadways required to accommodate HST grade-separated guideways. It should be noted that the capital cost estimate reflects only HST-related infrastructure improvements and does not include costs associated with the No Project Alternative. Right-of-way costs were estimated based on the 15% design and are provided in the *Fresno to Bakersfield Section Preliminary Right-of-Way Requirements Report* (Authority 2012b). However, as the design of the project evolves, the right-of-way limits will be reassessed to reflect refined property acquisition needs. As a result, property acquisition costs are estimated in broad categories (i.e., urban, suburban, and rural, and by density level) rather than relying on a parcel-by-parcel assessment at this phase of project development. Right-of-way costs include the estimated cost to acquire properties needed for the future HST right-of-way, but do not include costs associated with temporary easements for construction that are assumed to be part of allocated contingencies added to right-of-way acquisition costs.

Submission P098 (Michael Turnipseed, Kern County Taxpayers Association (KCTA), September 22, 2011)



Comments Supporting High Speed Rail
By Michael Turnipseed, Executive Director
Kern County Taxpayers Association
High Speed Rail Media Conference
September 22, 2011

The Kern County Taxpayers Association is supporting the California High Speed Rail Project for many reasons:

1) State Climate Change Regulations

P098-1

- The California Legislature has passed and Governor Arnold Schwarzenegger signed AB 32 which sets the goal of significantly reducing Greenhouse Gas Emissions by 2020.
- The California Air Resources Board is planning on 1 million metric tons of Greenhouse Gases reduction per day from High Speed Rail.
- Without High Speed Rail, local business and industries will be required to make up this shortfall in the State's emissions reduction plan.
- The ensuing increase in regulations and taxes will only drive more businesses out-of-state, adding to our downward economic spiral.

2) California's Fair Share of Gas Tax

P098-2

- California is a donor State when it comes to the Federal Gas Taxes.
- Over 10% of Gas Taxes paid by Californians goes to other states.
- Federal funding for this program will return some of that investment back to California.
- 100% of operating costs would be covered by the ticket proceeds just like a toll bridge.

3) High Speed Rail Will Stimulate the Economy, Reducing Pressure to Increase Taxes

P098-3

- In the past Californians have invested in great projects such as the Golden Gate Bridge, Interstate 5, and the California Aqueduct.
- These projects stimulated unprecedented growth in the economy resulting in tax revenue that allowed the state to pay off these projects.
- In addition to the immediate benefit of 60-70,000 construction jobs being created in the Central Valley, 7,000 permanent jobs will be created to operating the system, including 1,500 jobs in the maintenance yard to be constructed in Kern County.
- Tickets will be priced so that High Speed Rail is cheaper than traveling by air, ensuring that the ridership will be there to pay the operating costs just as the toll bridges do in the Bay Area.

P098-3

- As many as 6,000 new permanent jobs can be expected in Downtown Bakersfield less than 1 hour from downtown L.A. as satellite offices move to the Bakersfield with more affordable housing for workers and easier access to the corporate HQ in L.A.
- High Speed Rail will create an upward spiral in the economy that will bring jobs and development to the economically depressed Appalachia of the West - Central California and the entire state by allowing Californians to travel and do business during peak periods.

Californians Can't Afford NOT to Build HSR.

331 Truxtun Avenue, Bakersfield, CA 93301 (661)322-2973

1 | KCTA Communications: HSR: Media Event 110922

331 Truxtun Avenue, Bakersfield, CA 93301 (661)322-2973

2 | KCTA Communications: HSR: Media Event 110922

Response to Submission P098 (Michael Turnipseed, Kern County Taxpayers Association (KCTA),
September 22, 2011)

P098-1

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

P098-2

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

P098-3

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

Submission P099 (Arthur Unger, September 22, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 of our projects is the class reunion of '71. And
2 people are coming in from that class and looking
3 through the yearbooks, walking through the schools and
4 saying, "Oh, I've ate lunch over there. This is
5 actually exactly how I pictured it."
6 And I want that chance to come back and say,
7 "This is where I ate. Those were where my friends were
8 hanging out." And I want my kids to also come back to
9 this school.
10 Some other reasons, everyone knows about the
11 budget cuts. We have had teachers taken away from us.
12 And what's going to happen when a good chunk of our
13 school gets taken away that has over a hundred students
14 coming in and out of that building? Our school is
15 overcrowded as it is. So what's going to happen when
16 our school gets smaller or it has to be moved?
17 Also, I've known I was going to BHS since I
18 was in elementary school. What about the kids that
19 have to change districts to go to BHS that's in another
20 location that is having enough troubles as it is where
21 it is right now? That is all.
22 THE FACILITATOR: Thank you.
23 Art Unger.
24 SPEAKER UNGER: Good evening. I'm Art Unger
25 and I'm speaking as an individual.

Page 134

High Speed Rail Public Meeting
559-222-1200 888-346-5559

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 I favor High Speed Rail. It's going to take
2 us a long time to resolve the problems of putting it
3 through. Sure, everybody could have started work years
4 ago. You people are to be complimented for putting out
5 notices. I was looking through my files and I've got
6 them going back until at least 2003 or something.
7 But until lately people haven't really
8 realized that we really could have High Speed Rail if
9 we earn it. And we need to contact every landowner
10 near or on the property that you're going to go
11 through. They all will scream bloody murder. It will
12 ruin their lives because it's going to take away what
13 they've worked for all their life, their house, their
14 farm, whatever.
15 You didn't hear people complaining about
16 houses taken away, prime farmland, when we made such a
17 messy sprawl out of Bakersfield, but you're going to
18 hear it now. I hope this EIR shows how much traffic
19 will decrease on I-5 and 99, and how much commuted
20 traffic is going to be stipulated by people who will
21 live in communities one stop away from L.A., San Diego,
22 San Francisco or Sacramento; so they can communicate
23 with their offices four times a week by e-mail and then
24 once a week come in by, you know, face-to-face. Maybe
25 this train won't decrease traffic and smog as much as I

Page 135

P099-1

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Submission P099 (Arthur Unger, September 22, 2011) - Continued

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

P099-2|
P099-3|
P099-4|
P099-5|

1 hope it does.
2 So that's why we need the six months to work
3 on the EIR. This time I think people are really paying
4 attention. I'm wondering if you're going to harm
5 endangered species? Will there be enough underpasses?
6 Can areas containing habitat be avoided without
7 increasing travel time and electricity use? And where
8 will you get the electricity? Will you be putting
9 cells on top of every canal? Every aqueduct? Every
10 roof? Every parking lot?
11 THE FACILITATOR: Thank you. Your time is up.
12 SPEAKER UNGER: Thank you.
13 THE FACILITATOR: Michael Procopio. I'm not
14 sure if I'm saying that right.
15 SPEAKER PROCOPIO: Hello, my name is Mike
16 Procopio. I'm representing BHS High School.
17 If you take down the IT building or Harvey
18 Hall, you take away two of my best classes, welding and
19 ROTC. Welding is in my blood. My grandpa, he owns a
20 farm. I go out there every summer. I weld fences.
21 ROTC, I won't be able to be a marine. It's going to
22 help me get my career. All I need to say, please,
23 don't take down the IT Building or Harvey Hall. That's
24 part of the BHS history.
25 Thank you.

Page 136

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P099 (Arthur Unger, September 22, 2011)

P099-1

Refer to Standard Response FB-Response-GENERAL-14 and FB-Response-GENERAL-03.

P099-2

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

Potential impacts on special-status plant and wildlife species, including endangered species, are described in Section 3.7, Biological Resources and Wetlands, of the Revised DEIR/Supplemental DEIS. Underpass locations, including dedicated wildlife crossings, are described in Chapter 2, Alternatives, of the Revised DEIR/Supplemental DEIS.

P099-3

Refer to Standard Response FB-Response-GENERAL-14 and FB-Response-GENERAL-02.

P099-4

Section 2.3.2 of the Revised DEIR/Supplemental DEIS (Range of Potential Alternatives Considered and Findings) discusses the range of potential route alternatives and the corresponding locations of stations and heavy maintenance facilities that were considered during the alternatives development process.

Although it is not possible to avoid all areas of potential habitat, the route of the alternative alignments was altered during project design at multiple locations to avoid impacts and effects on biological resources. From the results of preliminary surveys, which identified areas of high-quality biological and wetland resources near the Colonel Allensworth State Historic Park and Allensworth Ecological Reserve, the Allensworth Bypass was sited to avoid significant impacts on these resources. As stated in Section 2.4.3.5, this alignment was refined over the course of environmental studies and aerial photography reconnaissance and field surveys to reduce impacts on wetlands and orchards.

P099-4

Engineering changes were made to the alternative alignments near the Corcoran Bypass to avoid impacts on the Tulare Lakebed Mitigation Site and the seasonal wetlands associated with Cross Creek (as described in Section 3.7.4 of the Revised DEIR/Supplemental DEIS).

Furthermore, as described in Section 2.4.3.6 of the Revised DEIR/Supplemental DEIS, refinements were made along the Wasco-Shafter Bypass to avoid the Occidental Petroleum tank farm as well as a historic property potentially eligible for listing on the National Register of Historic Places.

P099-5

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

Submission P100 (Chris Villarreal, September 22, 2011)



CALIFORNIA
High-Speed Rail Authority

Comment Card
Tarjeta de Comentarios

Fresno to Bakersfield High-Speed Train Section	La Sección de Fresno a Bakersfield del Tren de Alta
Draft Environmental Impact Report/ Environmental Impact Statement (EIR/EIS)	Velocidad Proyecto de Informe de Impacto Ambiental/ Declaración de Impacto Ambiental (EIR/EIS)
Public Hearings	Audiencias Públicas
September 2011	Septiembre del 2011
Please submit your completed comment card at the end of the meeting, or mail to:	Por favor entregue su tarjeta completada al final de la reunión, o envíela por correo a la siguiente dirección:
Fresno to Bakersfield DEIR/EIS Comment, 770 L Street, Suite 800, Sacramento, CA 95814	

The comment period is from August 15, 2011. Comments must be received postmarked, on or before September 13, 2011.	Extended comment period for Fresno to Bakersfield High-Speed Train Draft EIR/EIS: August 15-October 13	Commentary period is from August 15, 2011. Los comentarios tienen que ser presentados, o matasellados, el o antes del 13 de Septiembre del 2011.
--	--	--

Name/Nombre: Chris Villarreal

Organization/Organización: BHS Student

Address/Domicilio: 2712 Head Ln

Phone Number/Número de Teléfono: (661) 831-3083

City, State, Zip Code/Ciudad, Estado, Código Postal: Bakersfield, California, 93309

E-mail Address/Correo Electrónico: Chris.Villarreal1995@gmail.com
(Use additional pages if needed/Usar paginas adicionales si es necesario)

Save Bakersfield High School! The school and surrounding business and houses should not have to move. Paying them to move and leave will just get us more into debt. And the railway is pointless.

P100-1



CALIFORNIA
High-Speed Rail Authority



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

Response to Submission P100 (Chris Villarreal, September 22, 2011)

P100-1

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

Submission P101 (Ronnisha Whitfield, September 22, 2011)



CALIFORNIA
High-Speed Rail Authority

Comment Card
Tarjeta de Comentarios

Fresno to Bakersfield High-Speed Train Section	La Sección de Fresno a Bakersfield del Tren de Alta
Draft Environmental Impact Report/ Environmental Impact Statement (EIR/EIS)	Velocidad Proyecto de Informe de Impacto Ambiental/ Declaración de Impacto Ambiental (EIR/EIS)
Public Hearings	Audiencias Públicas
September 2011	Septiembre del 2011
Please submit your completed comment card at the end of the meeting, or mail to:	Por favor entregue su tarjeta completada al final de la reunión, o envíela por correo a la siguiente dirección:
Fresno to Bakersfield DEIR/EIS Comment, 770 L Street, Suite 800, Sacramento, CA 95814	

The comment period is from Aug 28, 2011. Comments must be received postmarked, on or before Se	Extended comment period for Fresno to Bakersfield High-Speed Train Draft EIR/EIS: August 15-October 13	entario es del 15 de Agosto al 28 2011. Los comentarios tienen que ser amante, o matasellados, el o antes ore del 2011.
--	--	--

Name/Nombre: Ronnisha Whitfield
 Organization/Organización: BHS
 Address/Domicilio: Box 12103 20th Street
 Phone Number/Número de Teléfono: N/A
 City, State, Zip Code/Ciudad, Estado, Código Postal: Bakersfield, CA 93301
 E-mail Address/Correo Electrónico: N/A
 (Use additional pages if needed/Usar paginas adicionales si es necesario)

P101-1

I feel that our school is very important and has
more history than other schools. Other schools also come to
use our campus, so where are they gonna go when it's
gone. You waste tons of money building a new school which
cost more than \$100,000 for 1 building.



CALIFORNIA
High-Speed Rail Authority



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

Response to Submission P101 (Ronnisha Whitfield, September 22, 2011)

P101-1

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

Submission P102 (Ann Williams, September 22, 2011)



CALIFORNIA
High-Speed Rail Authority

Comment Card
Tarjeta de Comentarios

Fresno to Bakersfield High-Speed Train Section Draft Environmental Impact Report/ Environmental Impact Statement (EIR/EIS)	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 de 2011
Please submit your completed comment card at the end of the meeting, or mail to: Fresno to Bakersfield DEIR/EIS Comment, 770 L Street, Suite 800, Sacramento, CA 95814	Por favor entregue su tarjeta completada al final de la reunión, o envíela por correo a la siguiente dirección:

The comment period is from August 28, 2011. Comments must be received postmarked, on or before Sept	Extended comment period for Fresno to Bakersfield High-Speed Train Draft EIR/EIS: August 15-October 13	ario es del 15 de Agosto al 28 11. Los comentarios tienen que ser sentle, o matasellados, el o antes del 2011.
---	--	--

Name/Nombre: Ann S. Williams

Organization/Organización: Personal opinion

Address/Domicilio: 212 Linden Ave - Bakersfield, CA 93305

Phone Number/Número de Teléfono: _____

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

E-mail Address/Correo Electrónico: awilliams23@bak.rv.com

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

P102-1

P102-2

*Personally I strongly oppose the plans that
the railroad through the city of Bakersfield -
destroying city history and integrity. There
are alternate routes along highways already in
existence.*



CALIFORNIA
High-Speed Rail Authority



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

Response to Submission P102 (Ann Williams, September 22, 2011)

P102-1

Refer to Standard Response FB-Response-GENERAL-02, FB-Response-GENERAL-05, FB-Response-GENERAL-10, FB-Response-GENERAL-14, FB-Response-SO-04.

P102-2

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

Submission P103 (Ann Williams, Sierra Club, September 22, 2011)



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

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

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

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

The comment period is from August 15, 2011 to August 28, 2011. Comments must be received postmarked, on or before September 1, 2011.
Extended comment period for Fresno to Bakersfield High-Speed Train Draft EIR/EIS:
August 15-October 13
o es del 15 de Agosto al 28 de Agosto del 2011. Los comentarios tienen que ser posteados, o matasellados, el o antes del 1 de Septiembre del 2011.

Name/Nombre: Ann S. Williams

Organization/Organización: Sierra Club Representative

Address/Domicilio: 312 Linden Ave - Bakersfield, CA 93305

Phone Number/Número de Teléfono: _____

City, State, Zip Code/Ciudad, Estado, Código Postal: Bakersfield, Calif - 93305

E-mail Address/Correo Electrónico: awilliams23@bakersfield.com
(Use additional pages if needed/Usar paginas adicionales si es necesario)

The Sierra Club supports HSR in the Sacramento Valley for the sake of Air Quality issues.

P103-1

Response to Submission P103 (Ann Williams, Sierra Club, September 22, 2011)

P103-1

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

Submission P104 (Katharine Wood, September 22, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 become economic Xs. Instead of talking about access to
2 other places, people will be talking about Bakersfield,
3 Kern County as the hub for economic activity. So we're
4 excited about that.

5 And, again, I wish to support the solid family
6 wage jobs as well as local input into this project.

7 Thank you.

8 THE FACILITATOR: Thank you.

9 Next up we have Katherine Wood and after that
10 we have Brian Stanke.

11 SPEAKER WOOD: Hi, I'm Catherine Wood and I'm
12 commenting on the Bakersfield -- or Fresno to
13 Bakersfield segment.

14 My concerns today -- while I could support the
15 BHS people -- happen to be with a specific mobile home
16 park that will be affected right along Jewetta Avenue.
17 The railroad tracks run right next to it. And we went
18 next door and found out there is no alternative route
19 that will not affect the mobile home park. So route B1
20 and B2 will completely take out a whole section of
21 mobile homes, that include my mom who has lived there
22 for about 15 or so years.

23 Not to mention the fact that it is a very old.
24 It's an older mobile home park and there are many, many
25 senior citizens in the park who don't have the means to

Page 52

High Speed Rail Public Meeting
559-222-1200 888-346-5559

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 relocate.

2 And a lot of the park, they're mobile homes.
3 So obviously people don't own the land, they rent or
4 lease the land from the actual property owner. And my
5 concern is for those people. What's going to happen to
6 them? What is going to be done to compensate, or in
7 the best case scenario, to not have to have those
8 mobile homes taken out? It really is a huge concern
9 and it does affect a great many people, including my
10 mom. And it's been her home and she's lived there,
11 like I said, for 15 years. And I want to know
12 specifically why -- I guess my question is -- or my
13 comment is, why specifically is there absolutely no
14 other route that can be taken to keep that from
15 happening?

16 And furthermore, I would like to know or would
17 like to hear from you on listening to a town hall with
18 Congressman McCarthy. He's opposed to the High Speed
19 project for the reasons of federal funding. And he
20 believes that you should be self-supported. And it
21 wouldn't count federal dollars, take federal dollars
22 into consideration for this project.

23 The economy -- I understand people's needs for
24 a job, I really do. But I would like to really see
25 that aspect addressed, especially most importantly to

Page 53

High Speed Rail Public Meeting
559-222-1200 888-346-5559

P104-1

Submission P104 (Katharine Wood, September 22, 2011) - Continued

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 me, for the people who live in that mobile home park.
2 So thank you.
3 THE FACILITATOR: Thank you, Kathy.
4 Brian.
5 SPEAKER STANKE: Good afternoon, again. My
6 name is Brian Stanke. I'm speaking as chairman of
7 Californians for High Speed Rail. And I'll be
8 commenting on the Fresno to Bakersfield section and the
9 EIR.
10 First of all, I just want to recognize the
11 passion of the Drillers here. Personally, I never had
12 the same passion for my high school. If you guys
13 wanted to run a train through it I'd say, "Hey, see you
14 later," but I truly admire the passion here. And I
15 really urge the Authority to think outside the box and
16 do what you can to see if there's ways that we can get
17 this train through with minimum impact.
18 All the speakers have spoken about jobs. And
19 also the station location. I wanted to make a
20 connection on that. There will be a lot more impacts
21 on the city of Bakersfield to put a station through it
22 rather than a station around it. But there are very
23 important reasons why the city of Bakersfield nine
24 years ago made a very intelligent decision, asked that
25 the station be in downtown and why Californians for

Page 54

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P104 (Katharine Wood, September 22, 2011)

P104-1

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

The impacts on property displacement in this community have been reduced, given project design changes in the Final EIR/EIS. For information on the property acquisition and compensation process see Volume II, Technical Appendix 3.12-A.

Submission P105 (Yingyi Xu, September 22, 2011)



CALIFORNIA
 High-Speed Rail Authority

Comment Card
 Tarjeta de Comentarios

<p>Fresno to Bakersfield High-Speed Train Section Draft Environmental Impact Report/ Environmental Impact Statement (EIR/EIS) Public Hearings September 2011</p>	<p>La Sección de Fresno a Bakersfield del Tren de Alta Velocidad Proyecto de Informe de Impacto Ambiental/ Declaración de Impacto Ambiental (EIR/EIS) Audencias Públicas Septiembre del 2011</p>
<p>Please submit your completed comment card at the end of the meeting, or mail to: Fresno to Bakersfield DEIR/EIS Comment, 770 L Street, Suite 800, Sacramento, CA 95814</p>	<p>Por favor entregue su tarjeta completada al final de la reunión, o envíela por correo a la siguiente dirección:</p>

<p>The comment period is from August 28, 2011. Comments must be received postmarked, on or before September 13, 2011.</p>	<p>Extended comment period for Fresno to Bakersfield High-Speed Train Draft EIR/EIS: August 15-October 13</p>	<p>El periodo de comentarios es del 15 de Agosto al 28 de Septiembre del 2011. Los comentarios tienen que ser recibidos, o matasellados, el o antes del 13 de Septiembre del 2011.</p>
---	---	--

Name/Nombre: Yingyi Xu
 Organization/Organización: Bakersfield High School
 Address/Domicilio: _____
 Phone Number/Número de Teléfono: 661.831.8880
 City, State, Zip Code/Ciudad, Estado, Código Postal: Bakersfield, CA, 93304
 E-mail Address/Correo Electrónico: yumi57@gmail.com
(Use additional pages if needed/Usar paginas adicionales si es necesario)

P105-1

I'm really against building this railroad, especially when part of BHS got to be torn down. Everything part of BHS is really important to the students and historical too. These buildings also have a unique architecture that isn't common. Even if they're going to build a new BHS, it will never be the same. BHS is the oldest school, and so many memories happen there. Please don't tear it down. If you're gonna really have to build one, make sure it doesn't touch this school ~~or~~ or disrupt other important places.



CALIFORNIA
 High-Speed Rail Authority



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

Response to Submission P105 (Yingyi Xu, September 22, 2011)

P105-1

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

Submission P106 (Hannah Yanez, September 22, 2011)

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

1 It's the most expensive. And most of that work has a
2 great chance of coming in from out of State or out of
3 the country.
4 Basically, as a bureaucratic board, you're
5 culturally devastating our community. You're tearing
6 down homes, churches, tearing down schools. There's
7 different alignments that would mitigate that. It
8 would be much easier -- make much more sense in
9 Bakersfield. But you've got to understand as a group
10 of bureaucrats, to come in here and try to spend money
11 that we don't have does not make any sense at all. A
12 bullet train would be really cool, but that's the end
13 of it. Let's get real. We can't afford it.
14 THE FACILITATOR: Thank you.
15 And then we have Art Unger.
16 SPEAKER YANEZ: Hi, my name is Hannah Yanez.
17 I'm representing Fresno to Bakersfield.
18 This is my senior year at Bakersfield High
19 School and I am very dedicated. I'm a part of the
20 theater program and technical theater. And we are one
21 of the last schools that actually have most of our arts
22 programs. We are the last school.
23 And my 6th period is archiving. We research a
24 school. I've learned more about the school in a class
25 period than my almost four years there. Right now one

Page 133

High Speed Rail Public Meeting
559-222-1200 888-346-5559

This transcript was prepared for you by:
Nisbett Lucas Reporting & Videography

P106-1

1 of our projects is the class reunion of '71. And
2 people are coming in from that class and looking
3 through the yearbooks, walking through the schools and
4 saying, "Oh, I've ate lunch over there. This is
5 actually exactly how I pictured it."
6 And I want that chance to come back and say,
7 "This is where I ate. Those were where my friends were
8 hanging out." And I want my kids to also come back to
9 this school.
10 Some other reasons, everyone knows about the
11 budget cuts. We have had teachers taken away from us.
12 And what's going to happen when a good chunk of our
13 school gets taken away that has over a hundred students
14 coming in and out of that building? Our school is
15 overcrowded as it is. So what's going to happen when
16 our school gets smaller or it has to be moved?
17 Also, I've known I was going to BHS since I
18 was in elementary school. What about the kids that
19 have to change districts to go to BHS that's in another
20 location that is having enough troubles as it is where
21 it is right now? That is all.
22 THE FACILITATOR: Thank you.
23 Art Unger.
24 SPEAKER UNGER: Good evening. I'm Art Unger
25 and I'm speaking as an individual.

Page 134

High Speed Rail Public Meeting
559-222-1200 888-346-5559

Response to Submission P106 (Hannah Yanez, September 22, 2011)

P106-1

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