

Submission I001 (Helen Abila, October 18, 2012)



Comment Card
 Tarjeta de Comentarios

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

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

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

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

The comment period for the Revised Draft EIR/Supplemental Draft EIS: July 20 - October 19	Extended comment period for Fresno to Bakersfield High Speed Train Revised Draft EIR/Supplemental Draft EIS: July 20 - October 19	0, or 2	El día de recepción de	Extendido el periodo de comentario público del Proyecto Revisado EIR/Proyecto Suplementario EIS: Julio 20 - Octubre 19	al 20 de octubre de
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Name/Nombre: Helen Abila

Organization/Organización: _____

Address/Domicilio: 1008 PATTERSON, CORCORAN, CA 93212

Phone Number/Número de Teléfono: (559) 992-250

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

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

I001-1

I OBJECT TO THE RAIL. I AM 85 YEARS OLD AND I LOVE MY HOUSE, WHICH WE BUILT OURSELVES AT 1008 PATTERSON, CORCORAN, CA 93212. I WANT TO CRY THINKING OF LOSING MY HOME, IT IS CRUEL FOR THE REMAINING NEIGHBORS TO HAVE TO WITHSTAND THE NOISE, IF THE TRAIN DOES GO THROUGH, PLEASE DON'T DO IT. I OBJECT.

Response to Submission I001 (Helen Abila, October 18, 2012)

I001-1

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

Your opposition to the project is noted.

There are three proposed alternative alignments in the vicinity of Corcoran: the BNSF Alternative (west side of BNSF tracks), the Corcoran Bypass Alternative, and the Corcoran Elevated Alternative (east side of BNSF tracks). Each alternative would have its own set of different effects.

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

Submission I002 (Moy Ace, August 24, 2012)

Fresno - Bakersfield (July 2012+) - RECORD #115 DETAIL

Status : Action Pending
Record Date : 8/24/2012
Response Requested : No
Stakeholder Type : CA Resident
Affiliation Type : Individual
Interest As : Individual
Submission Date : 8/24/2012
Submission Method : Website
First Name : Moy
Last Name : Ace
Professional Title :
Business/Organization : Self
Address :
Apt./Suite No. :
City : Oakland
State : CA
Zip Code : 94611
Telephone :
Email : caldajara81@gmail.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues : GET THIS BUILT ALREADY! Future generations need this alternative which is better than driving or getting TSA-hand-r@ped at the ariport. It will also make our state more internationally competitive.
EIR/EIS Comment : Yes
Official Comment Period : Yes

I002-1

Response to Submission I002 (Moy Ace, August 24, 2012)

I002-1

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

Your support of the project is noted.

Submission I003 (Hugo Aleiuya, October 18, 2012)



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

Name/Nombre: HUGO JOAQUIN ALEIUYA
 Organization/Organización: _____
 Address/Domicilio: 614 OTIS AVE SP # 99
 Phone Number/Número de Teléfono: 559 530 1599
 City, State, Zip Code/Ciudad, Estado, Código Postal: CORCORAN CALIFORNIA 93212
 E-mail Address/Correo Electrónico: _____
 (Use additional pages if needed/Usar paginas adicionales si es necesario)

I003-1 | 0. ME AFECTA EN EL COSTO DE LA TRAILA. VIVIENDA.
0. DIBER LA TRAILA. Y EN QUE LUGAR VA SER.

Firmar HUGO JOAQUIN

Response to Submission I003 (Hugo Aleiuya, October 18, 2012)

I003-1

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

For more information on the property acquisition and compensation process specifically for mobile homes, see Volume II, Technical Appendix 3.12-A.


Consulte la Respuesta Estándar FB-Respuesta-SO-01.

Para obtener más información sobre el proceso de adquisición y compensación de propiedad específicamente para casas móviles vea el Volumen II Apéndice Técnico 3.12-A.

Submission I004 (Karen and Dewey Allen, August 21, 2012)

500)

08-24-12P01:51 RCVD



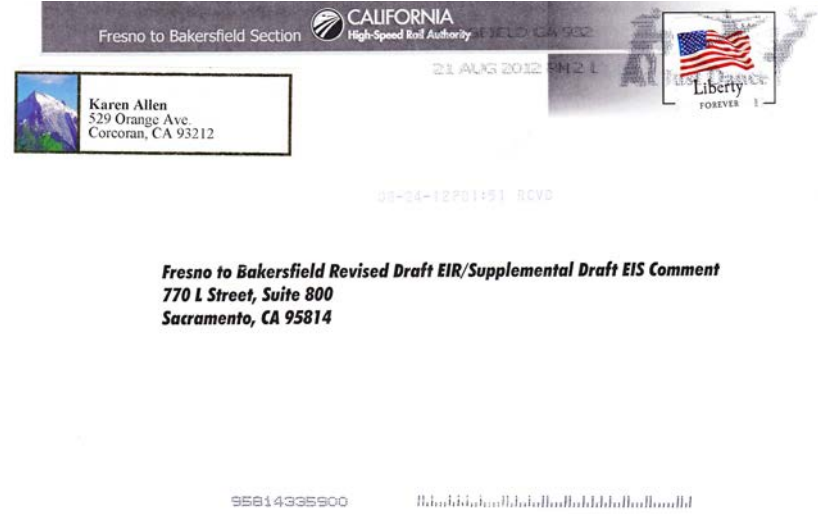
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Name/Nombre: Karen + Dewey Allen
 Organization/Organización: Home owners
 Address/Domicilio: 529 ORANGE AVE
 Phone Number/Número de Teléfono: 559-313-5617
 City, State, Zip Code/Ciudad, Estado, Código Postal: Corcoran, Ca 93212
 E-mail Address/Correo Electrónico: Allen.Ky.Kq@aol.com
(Use additional pages if needed/Usar paginas adicionales si es necesario)



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

I004-1
If this has to be - please use the established corridor and go through Corcoran on the elevated route, this would be best for our small town and less impact on businesses and people.

I004-2
Better yet drop the whole HSR idea and use that money for other things that need to be repaired such as improving roads, bridges etc.

Thank you

Response to Submission I004 (Karen and Dewey Allen, August 21, 2012)

I004-1

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

Your preference for the Corcoran Elevated Alternative is noted.

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


I004-2

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

Your opposition to the project is noted.

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

Submission I005 (Dewey and Karen Allen, August 22, 2012)

 **CALIFORNIA**
High-Speed Rail Authority 5002
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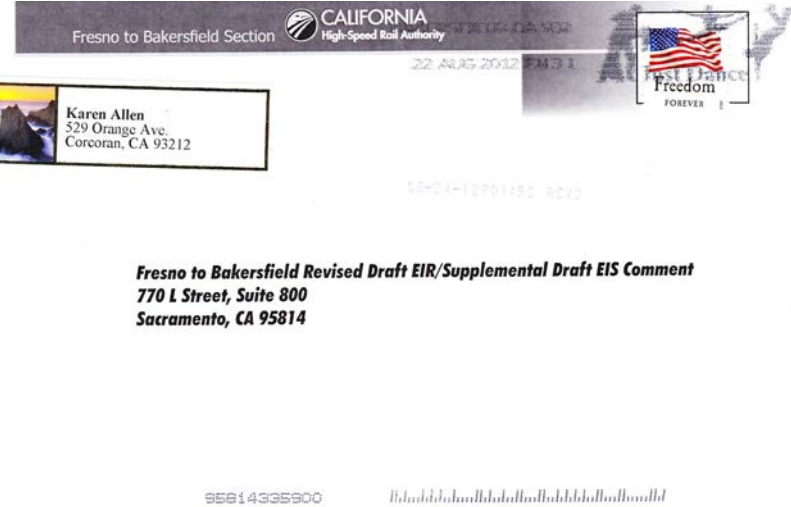
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Name/Nombre: Dewey + Karen Allen
Organization/Organización: None owner
Address/Domicilio: 529 ORANGE AVE
Phone Number/Número de Teléfono: 559-313-5617
City, State, Zip Code/Ciudad, Estado, Código Postal: CORCORAN, CA 93212
E-mail Address/Correo Electrónico: ALLEN KYK9@aol.com
(Use additional pages if needed/Usar paginas adicionales si es necesario)

I005-1

Go on the established corridor and go elevated through Corcoran that will be the less impact on our city.

*Thank You
Dewey + Karen Allen*



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

Response to Submission I005 (Dewey and Karen Allen, August 22, 2012)

I005-1

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

Your preference for the Corcoran Elevated Alternative is noted.

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

Submission I006 (Karen and Dewey Allen, August 23, 2012)



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Name/Nombre: Karen and Dewey Allen
 Organization/Organización: Home owners
 Address/Domicilio: 529 ORANGE Ave
 Phone Number/Número de Teléfono: 559-313-5617
 City, State, Zip Code/Ciudad, Estado, Código Postal: CORCORAN Ca 93212
 E-mail Address/Correo Electrónico: ALLEN KYK'9@aol.com
(Use additional pages if needed/Usar paginas adicionales si es necesario)

I006-1
I006-2
I006-3

First of all I believe the money that its going to cost for this High Speed Rail should be used for our roads and bridges and more important things than on a train to nowhere. If it just has to be there please consider the ~~route~~ track through the town of Corcoran. This is a small town and any other way would be destructive to our businesses and families here. I for one as well as many other families live in the Corcoran Bypass area many have been here for 20 plus years and many are older people and be a hardship to move. So please use the ~~located~~ route through our town.

Thank you
 Dewey + Karen Allen



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

Response to Submission I006 (Karen and Dewey Allen, August 23, 2012)

I006-1

Although maintenance of existing roads and bridges is important, it is not part of the purpose and need for the proposed project. Pursuant to Proposition 1A and to the Authority's enabling legislation, the charge and responsibility of the Authority are to plan and build an HST System connecting the San Francisco Bay Area to the Los Angeles Basin (see, for example, Streets and Highways Code Section 2704.04). Further, that system is to serve the Central Valley. Finally, the Record of Decision based on the 2005 Systemwide EIR/EIS calls for building an HST System along the BNSF Railway corridor, with stations in Fresno and Bakersfield.

I006-2

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

Your preference for the Corcoran Elevated Alternative is noted.

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

I006-3

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

For information about the impact on the community of Corcoran, see the EIR/EIS, Volume I, Section 3.12, Impacts SO #6 and SO #9, and Mitigation Measure SO-1. For information about the impacts on communities and on the potential for physical deterioration, see Volume I, Section 3.12, Impact SO #16. Also see Volume I, Section 3.12, Mitigation Measure SO-5. For environmental justice impacts, see Impact SO #18.

Submission I007 (Emilia M. Ambriz, October 18, 2012)



RECEIVED
10/18/2012

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Name/Nombre: Emilia M. Ambriz
Organization/Organización: _____
Address/Domicilio: 2346 Sherman # 2
Phone Number/Número de Teléfono: 559-696-3262
City, State, Zip Code/Ciudad, Estado, Código Postal: Cancanan, Ca. 93312
E-mail Address/Correo Electrónico: _____
(Use additional pages if needed/Usar paginas adicionales si es necesario)

I007-1

*Soy una persona pobre pero mis hijos y
nietos alguna vez vivan aqui por que
opongo al tren de velocidad porque no creo
que Bakersfield o cancanan ni a las sueracion
y no Bamos a tener Dinero para pagar un
viaje a Bakersfield. Los sueracion
Sinceramente
Emilia Ambriz*

Response to Submission I007 (Emilia M. Ambriz, October 18, 2012)

I007-1

Refer to Standard Response FB-Response-GENERAL-14, FB-Response-GENERAL-23.

Your opposition to the project is noted.

Consulte la Respuesta Estándar FB-Respuesta-GENERAL-14, FB-Respuesta-GENERAL-23.

Su oposición al proyecto ha sido notada.

Submission I008 (Shelli Andranigian, October 18, 2012)

Shelli Andranigian
P.O. Box 752, Laton, CA 93242

October 4, 2012

Chairman Dan Richard
California High-Speed Rail Authority
770 L Street, Ste. 800
Sacramento, CA 95814

10-13-12#02:00 4098

Subject: Revised Draft EIR/EIS: Fresno to Bakersfield – Public Review Extension

Dear Chairman Richard and Authority Board Members,

I am a lifelong resident of California. Our family has two impacted properties in Fresno County in the proposed Eastern portion of the Fresno to Bakersfield high-speed rail route. The "Home Place" is severely impacted and as an attention-to-detail type of individual, I need more time to complete everything. I represent the Andranigian Family.

I008-1

There are many more in Fresno County who have not had a chance to write a letter to ask for more time, so I am doing so on their behalf as well. It's harvest season in the Central Valley and crops have to be picked, etc. I made note of this at the public hearing in Fresno in August and it forever holds true...that there is never truly a slow time in agriculture. Case in point: My folks got married in January 1961 because that was considered the slowest time of year, yet there were still trees and vines to prune when they returned from their honeymoon!

I am asking for 180 days of extended time be granted to allow everyone to properly be able to review the Revised Draft EIR/EIS: Fresno to Bakersfield. This is especially important since there is still information not readily available or easily viewable in rural areas which have poor Internet access. "The Home Place" is one of them.

Thank you for your consideration of this very important matter. I believe everyone should be given a proper chance to get everything together, especially when this is a project that will forever impact lives for generations to come. I know that the Authority keeps saying they want to make us "whole." Well, in order to better attempt to make us "whole" (and maybe get something right), we need to have the time and information to formulate precise comments which benefits everyone in the long term. Communication is key and cannot be rushed. Neither can this project.

Sincerely,



Shelli Andranigian
On behalf of the Andranigian Family

cc: Citizens for California High Speed Rail Accountability, Kings County Board of Supervisors, Fresno County Board of Supervisors, Erickson & Associates, Michael L. Farley, Esq.

Response to Submission I008 (Shelli Andranigian, October 18, 2012)

I008-1

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

Submission I009 (Rochelle Andranigian, October 18, 2012)

10-18-12 09:51 AM

LETTER RE: OUR PROPERTIES IN THE RAIL
ALIGNMENT/PROPERTY IN THE EASTERN SECTION OF
FRESNO COUNTY

October 18, 2012

Dan Richard, Chairman
California High-Rail Authority
P.O. Box 41218
Sacramento, CA 95841

Dear Chairman Richard,

I009-1 | We have two parcels in the proposed high-speed rail alignment of the Fresno to Bakersfield section. We do not want any of our properties being defaced by your construction sites.

I understand you will be putting in temporary construction sites, which will ruin our property whether or not the high-speed rail is even finished or even used.

I also know that once you are on our properties, you will be putting in an underground underpass. These practices will ruin the underlying land.

Water Wells

I009-2 | We have two (2) wells our place of 135 acres and a few wells on the property across the highway that is impacted. What will happen to the Cole Slough of the Kings River adjacent to our ranch? We do not pump out of the Kings River because we don't have Riparian Rights. The Kings River has water in it through much of the summer months.

I009-3 | The vibration from the work you will be doing will cause irreparable harm to our water wells and to our home. What steps are you taking to prevent this from happening? These occurrences can never be fully

Page 2

I009-4 | compensated by you regardless of what you are willing to pay the landowner. This land-grab is something no one ever envisioned when Proposition 1-A barely passed in 2008.

I009-5 | I know I didn't vote to approve the high-speed rail, because I don't vote for anything that will cost us more in taxes! Highway 99 and BNSF were supposed to be used to run the high-speed train. Most people do not want the high-speed rail to happen and when it is brought to a revote, it will definitely be voted down.

I009-6 | How can you honestly justify destroying thousands of acres of farmland to lay tracks for a high-speed rail you don't have the money to build and one with limited ridership? How can you openly violate Prop. 1-A by interpreting it falsely and ruining peoples lives and livelihoods as a result?

Sincerely,



Rochelle Andranigian
19500 S. Highland
Laton, CA 93242

Mailing address:

Rochelle Andranigian
P.O. Box 752
Laton, CA 93242

cc: Citizens for California High Speed Rail Accountability, Kings County Board of Supervisors, Fresno County Board of Supervisors, Erickson & Associates, Michael L. Farley, Esq.

Response to Submission I009 (Rochelle Andranigian, October 18, 2012)

I009-1

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

I009-2

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

Cole Sough would be crossed by a bridge. The Authority will fairly compensate landowners for loss or disruptions to their operations during the right-of-way acquisition process, including disruptions to wells.

I009-3

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

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

Agricultural resources, such as crops, would not be affected by noise and vibration from HSTs.

As described in EIR/EIS Section 3.4.3, locations with potential vibration impacts in the project corridor are because of the potential for annoyance effects from HST operations. While the vibration at these locations might be felt by receivers, it would be well below the thresholds for damage to structures. It is helpful to note that the vibration levels generated by passing HSTs would generally be less than the levels generated by freight trains in the study area.

Wells currently located adjacent to the existing BNSF tracks are subject to vibration levels substantially higher than the vibration levels that would be generated by HST

I009-3

operations. If the wells are not currently experiencing any of these problems under existing conditions, they would not be expected to experience these problems with the addition of HST operations.

I009-4

Refer to Standard Response FB-Response-GENERAL-17, FB-Response-SO-01.

The HST project financing includes funding for the costs of property acquisition.

I009-5

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

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

I009-6

Refer to Standard Response FB-Response-GENERAL-14, FB-Response-4, and FB-Response-6.

The commenter provides no evidence to support the claim that the proposal would violate Proposition 1A (2008). To the contrary, the proposal fully complies with Proposition 1A (2008). The Authority is empowered under state law to "direct the development and implementation of intercity high-speed rail service that is fully integrated with the state's existing intercity rail and bus network, consisting of interlinked conventional and high-speed rail lines and associated feeder buses. The intercity network in turn shall be fully coordinated and connected with commuter rail lines and urban rail transit lines developed by local agencies, as well as other transit services, through the use of common station facilities whenever possible" (Public Utilities Code Section 185030). As a state agency, the Authority is required to comply with state law,

Response to Submission I009 (Rochelle Andranigian, October 18, 2012) - Continued

I009-6

including Proposition 1A (codified as Streets and Highways Code Section 2704, et seq.).

Proposition 1A provides state funding for a portion of the cost of the intercity high-speed rail (HSR) system (Streets and Highways Code Section 2704.08), with additional funding anticipated from other private and public funds (Streets and Highways Code Section 2704.07). Proposition 1A establishes a number of additional requirements related to system planning, the business plan, and system performance. The Revised 2012 Business Plan (Authority 2012a) adopted by the Authority Board in April 2012 describes how many of these requirements are to be met.

With regard to the HSR alignment, Streets and Highways Code Section 2704.08(g) provides that "[i]n order to reduce impacts on communities and the environment, the alignment for the high-speed train system shall follow existing transportation or utility corridors to the extent feasible and shall be financially viable, as determined by the authority" (emphasis added). The HSR alignment is not required to follow existing corridors at all times. The California High-Speed Rail Authority has the clear authority to deviate from existing corridors when necessary to ensure feasibility. Feasibility issues include ensuring that the alignment is straight enough to support high-speed operations, balancing the project's adverse impacts on communities and the environment, and selecting an alignment that will meet regulatory requirements under Section 404 of the Clean Water Act. The preferred alignment reflects the Authority's judgment in selecting an alignment that will be feasible and financially viable. See also Standard Response GENERAL-10.

Submission I010 (Shelli Andranigian, October 18, 2012)

PLEASE NOTE: The following is a complete transcript of the comments I made on Wednesday, September 21 to the panel at the CHSRA Public Hearing in Hanford, California. I was told by a CHSRA representative to slow down for their appointed court reporter. PLEASE ALSO NOTE: This speech was written and given before the October 5, 2011 press release was issued.

Good evening and welcome to Hanford. My name is Shelli Andranigian and I represent the Andranigian Family. We have lived in Laton, California for 50+ years and have also owned and farmed a 135-acre parcel of land since 1945. This "Home Place" is along the Cole Slough of the Kings River and also part of the proposed high-speed rail route.

My folks have been humanitarians. They helped Kings River Conservation District (KRCD) save the town of Laton in 1969 when our family furnished dirt to build levees to keep this "train town" from flooding. It took KRCD eight (8) years for them to bring someone to level the ground where the dirt had been excavated so our family could again farm this 30 acres of prime farm land.

My dad also farmed and saved the land of his neighbors, the Inouye Family in Kingsburg, California while they were interned during World War II.

We have two (2) properties in the proposed high-speed rail pathway – the aforementioned 135-acre "Home Place" and a 240-acre farm across and adjacent to HWY 43 by the Cole Slough of the Kings River.

Our land, like many others who farm and dairy in the Central Valley are rich and fertile ones, providing for those all over the world. This is also the busiest time of year as it is harvest season.

Page 2

California farms and dairies have the best to offer the world over. I have traveled abroad on both light rail and speed trains, so I should know!

I do have a laundry list of questions as I try to make sense out of 30,000 pages of documents in a short time frame in order to study and comment not just here in a brief three (3)-minute allotment, but more extensively by October 13th.

I010-1

While I appreciate the 15 extra days to do so (comment, review and question) from 45 to 60 days -- 180 days is more necessary, realistic and fair. It is especially important for those of us in the proposed high-speed rail route to have ample time to look over and fully prepare for something that is not only impacting Californians TODAY, TOMORROW, NEXT WEEK, NEXT MONTH, NEXT YEAR AND THE YEARS FOLLOWING. BUT FOR ALL FUTURE GENERATIONS TO COME THE WORLD OVER!

I010-2

I have two (2) requests. The first is to please fully consider extending our comment and review period to 180 days. The second is to properly address correspondence sent to us.

My name is not just "Owner/Occupant." It is legally "Shelli Andranigian." Thank you!

Response to Submission I010 (Shelli Andranigian, October 18, 2012)

I010-1

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

I010-2

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

Submission I011 (Joseph Aramburu, July 28, 2012)

Fresno - Bakersfield (July 2012+) - RECORD #60 DETAIL

Status : Action Pending
Record Date : 7/28/2012
Response Requested : No
Stakeholder Type : CA Resident
Affiliation Type : Individual
Interest As : Individual
Submission Date : 7/28/2012
Submission Method : Website
First Name : Joe
Last Name : Aramburu
Professional Title : None
Business/Organization : N/A
Address :
Apt./Suite No. :
City : Fresno
State : CA
Zip Code : 93702
Telephone : 559 473-9634
Email : joseph.aramburu@gmail.com
Email Subscription : Bakersfield - Palmdale, Fresno - Bakersfield, Merced - Fresno, San Jose - Merced
Cell Phone :
Add to Mailing List : Yes
Stakeholder Comments/Issues : Once HSR is operational, will a study be done in conjunction with Amtrak California on how to better utilize the existing San Joaquin route to better connect to HSR stations? The HSR rail route through Kings County may be too far from Visalia to locate a HSR station there. Therefore a regional HSR station for Kings/Tulare may not be feasible. Therefore, the existing San Joaquin route could better be used to get passengers from Hanford, Corcoran, & Wasco to either Fresno or Bakersfield to connect to HSR. Also if Amtrak California could get Union Pacific to agree (unlikely) to serve Visalia and perhaps Delano with a second conventional rail route on their tracks to connect to either Fresno or Bakersfield HSR stations, this may more feasible than a regional station near Hanford. I suggest that smaller, lighter, and more efficient train sets could be used for these conventional connections.

In other words, once HSR is operational, instead of thinking of the San Joaquins as an Oakland to Bakersfield route, think of them more as a regional Bakersfield to Fresno route (with a second route through Visalia) and north of Fresno make it more of a Fresno to Sacramento route (at least until the Fresno to Sacramento is built).

Thank you. GO HSR.
EIR/EIS Comment : Yes
Official Comment Period : Yes

I011-1

Response to Submission I011 (Joseph Aramburu, July 28, 2012)

I011-1

Refer to Standard Response FB-Response-GENERAL-02, FB-Response-GENERAL-09, FB-Response-GENERAL-12, FB-Response-GENERAL-13.

The Kings/Tulare Regional Station alternatives, both east and west of Hanford have been determined to be feasible. The Authority will continue to coordinate with Amtrak California and Union Pacific Railroad (UPRR) and is interested in ongoing optimization of the HST System, but cannot commit to the specific future studies suggested at this time. The Authority appreciates your support of HST System.

Submission I012 (Joseph Aramburu, August 17, 2012)

Fresno - Bakersfield (July 2012+) - RECORD #91 DETAIL

Status : Action Pending
Record Date : 8/20/2012
Response Requested : Yes
Affiliation Type : Individual
Interest As : Individual
Submission Date : 8/17/2012
Submission Method : Project Email
First Name : Joseph
Last Name : Aramburu
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Fresno
State : CA
Zip Code : 93702
Telephone :
Email : joseph.aramburu@gmail.com
Email Subscription :
Cell Phone :
Add to Mailing List :

I012-1	Stakeholder Comments/Issues :	I attended the informational workshop 08-16-2012 in Fresno. A few thoughts:
I012-2		In Fresno removing the Tuolumne St. overcrossing and making the Stanislaus St. overcrossing a four lane - two way street is a very good idea, makes absolute sense.
I012-3		I would urge that Tulare St. in Fresno be an underpass so as not to cut off F St. in Fresno's Chinatown. F St. is more or less Fresno's Chinatown Main St. If I am looking at the plans right, it seems an overpass would cut it off. With F St. cut off at Tulare St. redevelopment activity in Fresno's Chinatown would be difficult and very diminished.
I012-4		Is a high speed rail station east or west Hanford feasible? It may be too far away from Visalia. If not feasible, the existing Amtrak California San Joaquin service is probably sufficient. Residents of Kings County could use either the Corcoran or Hanford San Joaquin stations to connect to HSR in either Bakersfield or Fresno depending on where they are going. Plus these stations are inside those cities; I am not sure if a HSR station in a rural area outside of Hanford would be preferable. It may be better to simply pick the shortest, least expensive route through Kings County and forego a HSR station there and let the existing San Joaquin service provide the connections (Kings County residents may even prefer this. The initial construction segment will connect the BNSF tracks to the HSR tracks in Madera County; in south Fresno the HSR rail tracks and the BNSF tracks are right adjacent to one another. The San Joaquins and HSR rail could use the same tracks and station quite easily in Fresno, and probably in Bakersfield also.
I012-5		As for Visalia, it would be nice to provide a San Joaquin like train service using the Union Pacific or San Joaquin Valley Railroad tracks, or a combination of the two between Bakersfield and Fresno; perhaps Delano and other cities could be served also. Visalia residents could connect to HSR rail service in either Bakersfield or Fresno depending on where they are going.
I012-6		Instead of putting a HSR rail station in Hanford, one could be put in Los Banos instead attracting additional riders to HSR.
	EIR/EIS Comment :	Yes
	Official Comment Period :	Yes
		Also, much thanks to the HSR Authority for helping make HSR in California a reality. Thank you.

Response to Submission I012 (Joseph Aramburu, August 17, 2012)

I012-1

The commenter's support of the proposed roadway modifications is noted.

I012-2

Both overpass and underpass options were presented in the EIR. The Authority is working closely with the City of Fresno, who will help to determine the most appropriate design option. As stated in Section 2.4, of Chapter 2, Alternatives, the underpass option at Tulare Street is also preferred by the City of Fresno at this time.

I012-3

The Authority studied station locations in the Hanford area in keeping with the commitment it made in the Statewide Program EIR/EIS (Authority and FRA 2005) to investigate alternatives that serve a potential station in the Visalia-Tulare-Hanford area, as outlined in the Visalia-Tulare-Hanford Station Feasibility Study (Authority 2007).

Section 8.1.1.1 of the referenced Feasibility Study describes project performance measures, including population and employment catchments. Population and employment data were compiled to determine the number of existing and projected residents and jobs that would be captured within a 20-mile radius of the station location alternatives. Although the Kings/Tulare Regional Station–West Alternative was not identified at the time that this report was prepared, its location falls within all of the studied station location catchment areas, and in general the population data for the catchment areas were similar.

The Kings/Tulare Regional Station is no longer considered a "potential" station. The Authority and FRA will construct a Kings/Tulare Regional Station in the vicinity of Hanford as part of the project. Construction timing would be based on ridership demand in the region, and would occur during Phase 2 of the statewide project, sometime after 2020.

I012-4

The purpose of this project is to provide high-speed train service between Fresno and Bakersfield. The project EIR/EIS for the Fresno to Bakersfield Section relies on information

I012-4

from the 2005 Statewide Program EIR/EIS for the California HST System. The Statewide Program EIR/EIS considered alternatives on I-5 and SR 99 as well as on the BNSF corridor. The Record of Decision for the Statewide Program EIR/EIS rejected

those routes and selected the BNSF corridor as the preferred alignment for the Fresno to Bakersfield Section. Further engineering and environmental studies within the broad BNSF corridor have resulted in practicable alternatives that meet most or all project objectives, are potentially feasible, and would result in certain environmental impact reductions in comparison to one another.

Accordingly, the Project EIR/EIS for the Fresno to Bakersfield Section focuses on alternative alignments along the general BNSF Railway corridor.

A Visalia station would not be within the BNSF corridor, therefore it is rejected as an alternative.

I012-5

The Kings/Tulare Regional Station is included in the project as a "potential" station, indicating that the Authority and FRA have not yet decided whether the station will be constructed. An HST station is not being considered for Los Banos because California Public Utilities Code Chapter 20, Division 3, Section 2704.08(i)(d) expressly forbids the location of a station between Gilroy and Merced.

I012-6

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

Your support of the project is noted.

Submission I013 (Raymond Ashford, October 17, 2012)

RECEIVED
10/19/2012

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

Raymond Ashford
278 5th Ave.
Corcoran, CA 93212

October 16, 2012

The DEIR/S fails to describe the project's impact on the environment. The DEIR/S finds that project environmental impacts will be less than significant when taking into consideration the total percent of the land impacted. To the contrary, environmental impacts will be significant. The DEIR/S underestimates the environmental impacts because:

I013-1

Over several generations the distribution of water within the San Joaquin valley has been organized to both irrigate the maximum amount of land with the most conservative amount of water and avert crippling floods during the years of extreme snowpack. As improvements were made to the canal infrastructure and land uses there has been a decreased threat of significant flooding through the cities and towns of the valley. The High Speed Rail tracks cut randomly through this intricate network of systems without an overall plan to ameliorate the consequences of doing so.

I013-2

If changes are made without due consideration to this reality the threat of even a normal flood year, let alone a 100 year flood could be catastrophic for residents of the San Joaquin valley. This would also destroy or badly disrupt the track base of a High Speed Rail Train.

I013-3

I cannot find specific proposals in the DEIR/S that have been drafted to avoid these consequences. I am a designer and manufacturer of irrigation systems and have searched diligently for a plan within the DEIR/S but have not found any.

For this reason, it is not possible for the DEIR/S to accurately and adequately describe the project's impacts on environmental land use and therefore to identify feasible measures. A revised DEIR/S must be prepared to address these omissions and re-circulated for 6 month comment period.

Raymond Ashford



Response to Submission I013 (Raymond Ashford, October 17, 2012)

I013-1

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

The HST design criteria include the goal of preserving existing floodplain functions. This will be accomplished by incorporating design features that allow floodwater to pass through the HST alignment (e.g., bridges, culverts). Where canals are crossed by the HST, culverts would be installed to allow irrigation water to continue to pass through the embankment.

I013-2

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

This standard response addresses the supporting information for concluding that the HST project would not significantly increase the flood risk of residences. In response to concerns about the track base, the HST tracks will be built at least 2 feet above the 100-year flood level. The embankment will be protected from erosion at culvert entrances and exits. In areas without concentrated flow, risk to the integrity of the HST embankment would be minimal. In overland areas subject to shallow flooding during the 100-year event, flood water is ponded and drains slowly with minimal energy due to the flat topography and shallow land gradient. Openings in the embankment (e.g., culverts) would continue to allow drainage to pass in the down-gradient direction.

I013-3

Refer to Standard Response FB-Response-GENERAL-04, FB-Response-GENERAL-14, FB-Response-AG-04, FB-Response-HWR-03.

The Authority will fairly compensate landowners for loss or disruptions to their operations during the right-of-way acquisition process, including the severance of irrigation systems or water supply lines.

Submission I014 (Ruth Ashford, October 17, 2012)

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

Ruth Ashford
278 5th Ave.
Corcoran, CA 93212

RECEIVED
10/19/2012

October 16, 2012

The DEIR/S fails to describe the project's impact on the environment. The DEIR/S finds that project environmental impacts will be less than significant when taking into consideration the total percent of the land impacted. To the contrary, environmental impacts will be significant. The DEIR/S underestimates the environmental impacts because:

I014-1

While the DEIR/S addresses the issue of electricity required to operate the High Speed Train and states that it will come from clean energy sources it does not detail the precise sources to be used. In order to avoid impacting the current load placed on the existing energy resources it is important to know what facilities are to be allocated and whether additional new sources are to be constructed. The land and existing uses of that land required for construction must be addressed before the DEIR/S can be complete. If the locations are not known now there is no reason to automatically assume that they will not negatively impact the environment.

For this reason, it is not possible for the DEIR/S to accurately and adequately describe the project's impacts on environmental land use and therefore to identify feasible measures. A revised DEIR/S must be prepared to address these omissions and re-circulated for 6 month comment period.

Ruth Ashford
Ruth Ashford



Response to Submission I014 (Ruth Ashford, October 17, 2012)

I014-1

Refer to Standard Response FB-Response-PU&E-02, FB-Response-LU-04.

The Revised DEIR/Supplemental DEIS provides information about the multi-state electrical grid serving California and the HST System energy demand in Section 3.6, Public Utilities and Energy (Table 3.6-18). The HST project would set a priority on the use of renewable energy sources and not require the construction of a separate power source. Please refer to the summary of electricity requirements in Section 2.2.6, Traction Power Distribution, in Chapter 2, Alternatives. Section 3.6.5 C, High-Speed Train Alternatives, discusses how the energy demand would be met.

Submission I015 (Michael Austin, October 14, 2012)

Fresno - Bakersfield (July 2012+) - RECORD #263 DETAIL

Status : Unread
Record Date : 10/15/2012
Response Requested : No
Stakeholder Type : CA Resident
Affiliation Type : Individual
Interest As : Individual
Submission Date : 10/14/2012
Submission Method : Project Email
First Name : Michael
Last Name : Austin
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Hanford
State : CA
Zip Code : 93230
Telephone : 559-584-9002
Email : mwaustin_2000@yahoo.com
Email Subscription :
Cell Phone :
Add to Mailing List :

I015-1
 I015-2
 I015-3
 I015-4
 I015-5

**Stakeholder
 Comments/Issues :**

----- Forwarded Message -----
 From: austin michael <mwaustin_2000@yahoo.com>
 To: Mike Austin <mwaustin_2000@yahoo.com>
 Cc: "cindygaustin@yahoo.com" <cindygaustin@yahoo.com>
 Sent: Sunday, October 14, 2012 11:44 AM
 Subject: Fresno to Bakersfield (DEIR/EIS) Oct 2012

Dear Chairman Richard and California High Speed Rail Authority Board:

My name is Mike Austin and my wife Cindy and I are landowners in Kings County. We own several properties in Hanford California and will be severely impacted to the point where we can no longer quietly enjoy our properties that we have maintained and been able to afford for the past 30 years. Our properties are uniquely situated in the county affording us a rural lifestyle with access to urban amenities within the city of Hanford.

The following comments were developed based upon a review of the Draft Environmental Impact Report / Environmental Impact Statement (DEIR/EIS) for the Fresno to Bakersfield section of the California High Speed Rail (HSR) Project. I would also like to caution the California High Speed Rail Authority (Authority) that under my review I along with many others who attempted to read, comprehend and respond to this DEIR/EIS were unable to complete a full review. The responses provided in this letter are not a full review; therefore I was not allocated the appropriate due process to provide the Authority with a meaningful and complete review. The Authority should be prepared to accept, address and respond to future comments that I may submit as my review will continue beyond the deadline of October 19, 2012 set by the Aty.

The PROPOSED ROUTE

The (Authority)s' Route as proposed currently goes through the most fertile farmland in the United States and specifically thru California's Central Valley without an analysis of any other alternative routes or even the existing transportation routes along Highway 5 or Highway 99. This is direct violation of Proposition 1A.

Proposition 1A, which the California voters passed in 2008, created a \$9.95 Billion Bond that could be used to construct a High Speed Rail System. This proposition required California to use existing transportation corridors and minimize the environmental effects of this project on existing infrastructure.

The most effective use of our limited transportation money, whether it is Federal, State or Local Tax dollars is to align the (HSR) along Highway 5. If California's goal is to connect the two largest population centers on the west coast with (HSR) then the most economical and environmentally friendly ROUTE for the (HSR) would be right down the middle of Highway 5. The State of California already owns the Right of Way and we have 120 feet of native ground between the north & south bound concrete freeways and the (Authority) would only utilize 50 feet to construct their dedicated 2 way tracks. This alignment would only require two central valley stops, one in Bakersfield & the other one in Stockton to connect the Central Valley population base to (HSR) by connecting to San Joaquin Amtrak Trains in those towns.

The (Authority)s' rail system should complement & connect to our existing transportation systems, Amtrak Trains, BART Trains, CalTrains,

Submission I015 (Michael Austin, October 14, 2012) - Continued

I015-5 | municipal airports & other ground transportation systems. The proposed
I015-6 | (DEIR/EIS) is mis-leading, inadequate, does not provide an analysis of
I015-7 | alternative routes, does not fully address the financial, economic or
environmental impacts this projects has on this community and or the
State of California. The proposed draft would not hold up against a court
challenge without addressing the alternative routes & the financial
consequences or any environmental
benefits derived with an alternative. This (DEIR/EIS) as drafted is in
violation of Porposition of 1A.

Mike Austin
Hanford, CA
559-250-1327 cell---559-584-9002 home

EIR/EIS Comment :

Official Comment Period : Yes

Response to Submission I015 (Michael Austin, October 14, 2012)

I015-1

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

See EIR/EIS Volume I Section 3.12 Mitigation Measure SO-1 for specific measures that will be implemented to reduce impacts to rural residential communities in unincorporated areas, including the area east of Hanford. For more information on the property acquisition and compensation process see Volume II Technical Appendix 3.12-A.

I015-2

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

I015-3

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

I015-4

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

I015-5

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

The HST project will not preclude any alternative transit system from attempting to work in conjunction with the HST. As described in Section 3.2.5.3 of the EIR/EIS and Section 6.5.1.5 in the Transportation Technical Report, it is anticipated that the Amtrak San Joaquin rail service would be adjusted to function as a feeder service to the HST System. Where the San Joaquin stops at more stations, it is anticipated that connecting service would be provided to maintain accessibility at or better than current service levels to Bakersfield and, as a feeder service, the San Joaquin line would be important in its support of new riders. The IOS will include the Merced to Fresno and Fresno to Bakersfield sections of the HST System. As noted in the Revised 2012 Business Plan, HST passenger operations will begin with the completion of the IOS connections to the Los Angeles Basin. Amtrak provides service to the San Joaquin Valley from both the Bay Area and the Los Angeles Basin. Amtrak's San Joaquin line can provide passenger rail service to any of several Central Valley termini of the HST System while the other

I015-5

IOS is under construction.

I015-6

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

See Volume I Section 3.12.8 for a complete discussion of the economic impacts of construction and operation of the HST project. Also see Section 5.4 of the Community Impact Assessment Technical Report (Authority and FRA 2012h) for a detailed analysis of the impacts on the fiscal accounts of county and city governments.

I015-7

The EIR/EIS meets the requirements of CEQA and NEPA. The Authority and FRA disagree that the proposed project analyzed in the EIR/EIS is in violation of Proposition 1A.

The California State Legislature voted to put Proposition 1A on the ballot via Assembly Bill 3034 of the 2007–2008 Regular Session (Chapter 267, Statutes of 2008). In 2008, California voters approved Proposition 1—essentially approving the California HST System. Regarding urban development and land use patterns, voters specifically mandated that HST stations “be located in areas with good access to local mass transit or other modes of transportation. The HST system also shall be planned and constructed in a manner that minimizes urban sprawl and impacts on the natural environment,” including “wildlife corridors.” The Authority has embraced this voter and legislative direction. As the Authority’s Program EIR/EIS documents show and this EIR/EIS supports, operation of the HST System by itself will reduce traffic congestion, air pollution, and greenhouse gas (GHG) emissions.

The Authority divided the HST System into nine project sections, allowing phased system implementation. This approach is consistent with the provisions of Proposition 1A, the Safe, Reliable, High-Speed Passenger Train Bond Act, adopted by California voters in November 2008.

Submission I016 (Dr. David Austin, October 16, 2012)

Fresno - Bakersfield (July 2012+) - RECORD #300 DETAIL

Status : Unread
Record Date : 10/17/2012
Response Requested :
Stakeholder Type : CA Resident
Affiliation Type : Individual
Attorney or Law Firm? : No
Interest As : Individual
Submission Date : 10/17/2012
Submission Method : Project Email
First Name : Dr. David
Last Name : Austin
Professional Title :
County :
Business/Organization :
Address :
Apt./Suite No. :
City :
State :
Zip Code : 00000
Telephone :
Email : ivyleagueusa@yahoo.com
Email Subscription :
Cell Phone :
Fax :
Comment Type : Issue (concern, suggestion, complaint)
Add to Mailing List :
Stakeholder Comments/Issues : The high speed rail will not assist the residents of Fresno and the Central San Joaquin Valley. Too expensive and a poor choice when the state of California is seriously in debt. The Golden State must first tighten it's belt and stop spending money we do not have. Financial stability is a must for the residents of California.
David Austin, Ed.D.
Subscription Request/Response :
EIR/EIS Comment : Yes
General Viewpoint on Project : In Opposition to CAHST Project
Official Comment Period : Yes

I016-1

Response to Submission I016 (Dr. David Austin, October 16, 2012)

I016-1

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

The proposed project will provide numerous benefits to the residents of Fresno and the Central San Joaquin Valley, including providing a rapid, safe, reliable form of transportation that connects the Central Valley to Northern and Southern California; reducing freeway congestion and travel time; and improving air quality, to name a few benefits.

Submission I017 (David Austin, Ed.D., October 16, 2012)

Fresno - Bakersfield (July 2012+) - RECORD #280 DETAIL

Status : Action Pending
Record Date : 10/16/2012
Response Requested : No
Affiliation Type : Individual
Interest As : Individual
Submission Date : 10/16/2012
Submission Method : Website
First Name : David
Last Name : Austin, Ed.D.
Professional Title : n/a
Business/Organization :
Address :
Apt./Suite No. :
City : Fresno
State : CA
Zip Code : 93730
Telephone : 559-473-9667
Email : ivyleagueusa@yahoo.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues : The high speed rail will not assist the residents of Fresno and the Central San Joaquin Valley.
EIR/EIS Comment : Yes
Official Comment Period : Yes

I017-1

I017-2

Too expensive and a poor choice when the state of California is seriously in debt.
The Golden State must first tighten it's belt and stop spending money we do not have.
Financial stability is a must for the residents of California.

David Austin, Ed.D.

Response to Submission I017 (David Austin, Ed.D., October 16, 2012)

I017-1

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

I017-2

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

Your opposition to the project is noted.

Submission I018 (Tom and Ruth Ayers, October 18, 2012)



Comment Card
 Tarjeta de Comentarios

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

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

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

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

The Extended comment period for Fresno to Bakersfield High Speed Train Revised Draft EIR/Supplemental Draft EIS: July 20 – October 19	El periodo de comentario público del Proyecto Revisado EIR/Proyecto Suplementario EIS: Julio 20 – Octubre 19
--	---

Name/Nombre: Tom and Ruth Ayers

Organization/Organización: _____

Address/Domicilio: 1600 VAN DORSTEN CORCORAN CA

Phone Number/Número de Teléfono: 559 992-3119

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

E-mail Address/Correo Electrónico: _____

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

- I018-1 | THE EXISTING RAILROAD PRODUCES TOO MUCH NOISE ALREADY, THE HSR WILL CREATE MORE NOISE AND VIBRATIONS, THIS IS UNACCEPTABLE. THE LIVABILITY QUOTIENT FOR THE CORCORAN
- I018-2 | COMMUNITY WILL BE SIGNIFICANTLY DEGRADED BY PROPERTY
- I018-3 | VALUES WILL BE ADVERSELY AFFECTED. I AM VERY DISPLEASED WITH THE WHOLE PROJECT.
- I018-4 | WHY NOT MOVE IT ALONG I-5 CORRIDOR

Response to Submission I018 (Tom and Ruth Ayers, October 18, 2012)

I018-1

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

I018-2

Refer to Standard Response FB-Response-GENERAL-05, FB-Response-GENERAL-14,
FB-Response-SO-02, FB-Response-SO-04.

For specific information on the potential for physical deterioration see EIR/EIS Volume I
Section 3.12.8, specifically Impact SO #16. For information on mitigation measures see
Volume I Section 3.12.11, Mitigation Measure SO-5.

I018-3

Refer to Standard Response FB-Response-GENERAL-14, FB-Response-SO-02.

I018-4

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

Submission I019 (Robert Baer, October 19, 2012)

Fresno - Bakersfield (July 2012+) - RECORD #337 DETAIL

Status : Action Pending
Record Date : 10/19/2012
Response Requested : No
Stakeholder Type : CA Resident
Affiliation Type : Individual
Interest As : Individual
Submission Date : 10/19/2012
Submission Method : Project Email
First Name : Robert
Last Name : Baer
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Bakersfield
State :
Zip Code : 93301
Telephone :
Email : robertbaer@localnet.com
Email Subscription :
Cell Phone :
Add to Mailing List :

I019-1 | **Stakeholder** Start at fundamental fact that rail transportation in the US, for the
Comments/Issues : public has never made money and never will.

I019-2 | Next fact is that all "light rail" systems have many fundamental flaws:

I019-3 | 1) Cost to build is at least ten times the cost for a bus system.
2) Once built, the route is virtually impossible to change; note bus
system schedules and routes can be changed at a moments notice at
very
little cost.

I019-4 | 3) If the tracks share the same space with car and bus traffic, a train
breakdown stalls ALL traffic for hours.

I019-5 | 4) Train routes always interfere with car and pedestrian traffic and
thus create a major hazard to emergency traffic; see #3 above.

I019-6 | In this case, the money that (otherwise) go into this train system
could profitably be used to pay off debts and thus improve economic
conditions for the State and its citizens.

I vote "no choice", i vote against the whole project.

EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I019 (Robert Baer, October 19, 2012)

I019-1

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

I019-2

The proposed High-Speed Train System would not be a light-rail system.

I019-3

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

I019-4

The HST is not a "light rail" project. The HST right-of-way is separate from all roadways, and any road or rail line crossing will be grade-separated.

I019-5

As discussed in Chapter 2 of the EIR/EIS, the HST will be fully grade-separated. Therefore, there will be no interference between the HST and vehicle and pedestrian traffic.

I019-6

Refer to Master Response FB-Response-18

California has obtained close to 40% of the approximately \$10 billion of federal high-speed and intercity passenger rail grant funds available for the country as a whole. This initial federal funding allows California to move forward with the first step in the high-speed rail program.

The Passenger Rail Investment and Improvement Act (PRIIA) of 2008 established the framework for the national high-speed rail and intercity passenger rail program. Using PRIIA as a framework, in February 2009 Congress appropriated through the American Recovery and Reinvestment Act (ARRA) an investment of \$8 billion for new high-speed and intercity passenger rail grants.

Congress continued to build on this ARRA funding by making available, through fiscal year (FY) 2010 appropriations, an additional \$2.1 billion, bringing the total program

I019-6

funding to \$10.1 billion. In 2011 Congress rescinded \$400 million of that FY 2010 funding. As a result, California's high-speed rail program has received \$3.5 billion or 34% of these federal funding sources. Of this amount, slightly more than \$3.3 billion is committed to constructing the Central Valley sections. This, combined with funding from Proposition 1A, would provide the estimated \$6 billion needed to build the Central Valley backbone.

The High-Speed Intercity Passenger Rail Program has been the single largest source of federal grant funding for high-speed rail. The program was developed to provide funding to new or improved high-speed or intercity passenger rail service. These project grants have the effect of delivering transportation, economic recovery, livable communities, and certain project success factors.

This type of funding is specific to rail projects and could not otherwise be used to pay off debts.

Submission I020 (Peter Baldo, September 1, 2012)

Fresno - Bakersfield (July 2012+) - RECORD #150 DETAIL

Status : Action Pending
Record Date : 9/1/2012
Response Requested : No
Stakeholder Type : Other
Affiliation Type : Individual
Interest As : Individual
Submission Date : 9/1/2012
Submission Method : Website
First Name : Peter
Last Name : Baldo
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Westmont
State : IL
Zip Code : 60559
Telephone :
Email : kpbaldo@comcast.net
Email Subscription :
Cell Phone :
Add to Mailing List :

I020-1

Stakeholder Comments/Issues : A route along Highway 99, serving the Visalia area, is much preferable to the alternatives being considered in Kings County. Kings County offers few benefits to the high-speed rail project. Hanford is a small town, which provides few potential passengers, and which can expect few benefits from a station. Visalia, by contrast, is much larger. Being relatively poor, and poorly served by existing transportation networks, Visalia stands to benefit tremendously from a high-speed rail station along Highway 99.

The Union Pacific Railroad is justified in its concerns about having its line boxed in by highway 99 on one side, and a high-speed rail right-of-way on the other. The Union Pacific is dependent on open land adjacent to its tracks, which can be developed by potential customers of the railroad. The concerns of the Union Pacific can be addressed by keeping the high-speed rail right-of-way to the west of Highway 99, by building a wide shared right-of-way to the east of Highway 99, with the freight tracks farthest to the east, or some combination of the two. In the case when the Union Pacific and high-speed tracks share a wide right-of-way, the freight railroad will benefit from the highway grade separations required by the high-speed trains.

It was a mistake for high-speed rail route planning to wander into Kings County, a place where nobody seems to want the project, many will be inconvenienced by it, and few will benefit from it. At least in the case of Tulare County, and a Highway 99 alignment, the inconveniences to agricultural interests will be more than outweighed by benefits to Visalia, an important, growing city which needs the transportation infrastructure.

EIR/EIS Comment : Yes
Official Comment Period : Yes

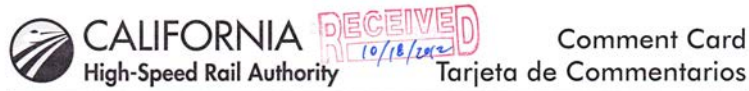
Response to Submission I020 (Peter Baldo, September 1, 2012)

I020-1

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

The Authority and the FRA selected the BNSF Railway route as the preferred alternative for the HST System between Fresno and Bakersfield in the 2005 Statewide Program EIR/EIS decision document (Authority and FRA 2005) (see Section 1.5, Tiering of Program EIR/EIS Document, for details). Therefore, the Project EIR/EIS for the Fresno to Bakersfield Section focuses on alternative alignments along the general BNSF Railway corridor.

Submission I021 (Mary Elizabeth Barcellos, October 18, 2012)



Comment Card
 Tarjeta de Comentarios

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

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

Title: Extended comment period for Fresno to Bakersfield High Speed Train Revised Draft EIR/Supplemental Draft EIS: July 20 – October 19	From: September 20, 2012, or October 20, 2012.	To: October 20, 2012.	Title: Extendido el periodo de comentario público del Proyecto Revisado EIR/Proyecto Suplementario EIS: Julio 20 – Octubre 19	From: September 20, 2012, or October 20, 2012.	To: October 20, 2012.
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Name/Nombre: Mary Elizabeth Barcellos
 Organization/Organización: _____
 Address/Domicilio: 8942 Kansas Ave
 Phone Number/Número de Teléfono: 559-589-0457
 City, State, Zip Code/Ciudad, Estado, Código Postal: Hanford, Calif 93230
 E-mail Address/Correo Electrónico: _____
 (Use additional pages if needed/Usar paginas adicionales si es necesario)

I021-1

I have lost my 1st Home. I Do Not want to lose this one. This Train would Deprecate the value of My Home and interper with the view and Peacefullness of My Land!

Thank You
Mary Elizabeth Barcellos

Response to Submission I021 (Mary Elizabeth Barcellos, October 18, 2012)

I021-1

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

For information on potential HST project impacts on property values, see Section 5.4.4.3 in the Community Impact Assessment Technical Report.

Submission I022 (Wendy Bellar, October 5, 2012)

Fresno - Bakersfield (July 2012+) - RECORD #745 DETAIL

Status : Unread
Record Date : 10/25/2012
Response Requested : No
Affiliation Type : Individual
Interest As : Individual
Submission Date : 10/5/2012
Submission Method : Project Email
First Name : Wendy
Last Name : Bellar
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Fresno
State : CA
Zip Code : 00000
Telephone :
Email : ukducky1@aol.com
Email Subscription :
Cell Phone :
Add to Mailing List :

Stakeholder
Comments/Issues :

From: Baily, Thomas
Sent: Thursday, October 25, 2012 2:07 PM
To: Gigliani, Megan
Subject: FW: High Speed Rail

From: Porter, Bryan [mailto:Porter@pbworld.com]
Sent: Tuesday, October 09, 2012 10:18 AM
To: Whately, Lynne M.; Baily, Thomas; Fielding, Karl;
abayne@cordobacorp.com
Cc: Kohlstrand, Rebecca
Subject: Fw: High Speed Rail

FYI

From: stephanie.perez@dot.gov [mailto:stephanie.perez@dot.gov]
Sent: Tuesday, October 09, 2012 08:25 AM
To: Porter, Bryan
Cc: david.valenstein@dot.gov <david.valenstein@dot.gov>
Subject: FW: High Speed Rail

Bryan,

Please add this to the record.

Stephanie B. Perez, PG
Office of Railroad Policy and Development
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590
202.493.0388
202.510.1378 (mobile)
stephanie.perez@dot.gov<mailto:stephanie.perez@dot.gov>

From: ukducky1@aol.com [mailto:ukducky1@aol.com]
Sent: Friday, October 05, 2012 2:49 PM
To: Perez-Arrieta, Stephanie (FRA)
Subject: High Speed Rail

Dear Ms Perez,

I demand that you immediately release for public review, in public places, the missing 14,000 pages of Technical Reports that are referenced within the California High Speed Train Project's current federal Environmental Impact Statement review process. STOP the California High Speed Train Project's current federal Environmental Impact Statement review process. Extend the federal Environmental Impact Statement review period by 6-months to allow the public adequate time to review the missing 14,000 pages of Technical Reports. Coordinate federal rail project activities meaningfully and in the public interest with local governments and local communities affected by the California High Speed Train Project, in accordance with the National Environmental Policy Act requirements.

Yours sincerely,

I022-1

I022-2

Submission I022 (Wendy Bellar, October 5, 2012) - Continued

Wendy Bellar
Fresno California

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

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EIR/EIS Comment :
Official Comment Period : Yes

Response to Submission I022 (Wendy Bellar, October 5, 2012)

I022-1

The technical reports have never been missing. They are—and have been since publication—available on the Authority's website. The Authority has provided the technical reports on request. Neither the California Environmental Quality Act (CEQA) nor the National Environmental Policy Act (NEPA) requires that the lead agency publish the technical information that the environmental document is based on with the environmental document.

I022-2

Refer to Standard Response FB-Response-GENERAL-07, FB-Response-GENERAL-08.

Submission I023 (Hugh Bello, October 19, 2012)

Fresno - Bakersfield (July 2012+) - RECORD #372 DETAIL

Status : Unread
Record Date : 10/19/2012
Response Requested : No
Stakeholder Type : CA Resident
Affiliation Type : Individual
Interest As : Individual
Submission Date : 10/19/2012
Submission Method : Project Email
First Name : Hugh
Last Name : Bello
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Corcoran
State : CA
Zip Code : 93212
Telephone :
Email : hughbello@gmail.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues : I live in Corcoran California and I am "opposed" to the High Speed Rail Train. I am especially "opposed" to the High Speed Rail coming through Corcoran in either the at grade or elevated alignment. It is going to be noisy and dusty and ugly. We should not have to live with these negative impacts to our nice community. The whole thing needs to be "stopped" or at the very least it needs to be taken around our city.

Thank you,

Hugh Bello
1620 Whitley Avenue
Corcoran, CA 93212
EIR/EIS Comment :
Official Comment Period : Yes

I023-1

I023-2

Response to Submission I023 (Hugh Bello, October 19, 2012)

I023-1

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

Your opposition to the project is noted.

There are three proposed alternative alignments in the vicinity of Corcoran: the BNSF Alternative (west side of the BNSF Railway corridor), the Corcoran Bypass Alternative (avoids Corcoran), and the Corcoran Elevated Alternative (east side of the BNSF Railway corridor). Each alternative would have its own set of different effects. The Authority used the information in the Final EIR/EIS and input from the agencies and public to identify the Preferred Alternative. The decision included consideration of the project purpose, need, and objectives, as presented in Chapter 1, Project Purpose, Need, and Objectives; the objectives and criteria in the alternatives analysis; and the comparative potential for environmental impacts. The Preferred Alternative balances the least overall impact on the environment and local communities, cost, and constructability constraints of the project alternatives evaluated. The Preferred Alternative is identified and discussed in the Final EIR/EIS.

I023-2

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

Among the alternatives under consideration is the Corcoran Bypass Alternative (see Section 2.4.3.4, Corcoran Bypass Alternative, in the Final EIR/EIS). As its name implies, it would not pass through Corcoran.

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

Submission I024 (Carol Bender, October 19, 2012)

Fresno - Bakersfield (July 2012+) - RECORD #389 DETAIL

Status : Action Pending
Record Date : 10/19/2012
Response Requested : Yes
Stakeholder Type : CA Resident
Affiliation Type : Individual
Interest As : Individual
Submission Date : 10/19/2012
Submission Method : Project Email
First Name : Carol
Last Name : Bender
Professional Title :
Business/Organization :
Address : 13340 Smoke Creek Avenue
Apt./Suite No. :
City : Bakersfield
State : CA
Zip Code : 93314
Telephone :
Email : cmbdoll@aol.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :
EIR/EIS Comment : Yes
Official Comment Period : Yes

October 18, 2012

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

RE: PUBLIC COMMENT R-DEIR FRESNO-BAKERSFIELD SEGMENT

I024-1

Attached is my official 7 page comment on the Fresno-Bakersfield revised DEIR. Comments must be submitted by October 19. I am not confident that it was received via the Fresno_Bakersfield@hsr.ca.gov address, therefore I seek confirmation at info@hsr.ca.gov as well. Please send acknowledgement of receipt via e-mail.
 Sincerely,
 Carol Bender
 13340 Smoke Creek Ave
 Bakersfield, CA 93314

I024-2

I am submitting this letter to voice my concern that the Fresno-Bakersfield Revised Draft-EIR does not meet CEQA standards. It does not meet the criteria/guidelines that the HSRA outlined for this project, nor does it satisfy the guidelines of Proposition 1A. The alignments currently proposed are based on outdated findings as outlined in the initial 2005 Full Project EIR. Much of the data and assumptions detailed in the 2005 Full Project EIR are erroneously being used in EIRs written post-2005. Until this is remedied, the only possible alternative to choose in the NO Build alternative.

I024-3

The Errata for the Final Program Environmental Impact Statement for the Proposed CA HST System was prepared in 2005 to highlight "minor corrections" identified in the Final EIR/EIS. In that document, additional engineering criteria used to guide the further definition of alignment and station options was deemed necessary. The Engineering Criteria Report (January 2004) was developed and used to consider the program-level environmental analysis. It is significant to note that both the 2005 Program EIR and the Engineering Criteria Report are the basis from which all further piece-meal separate segment EIRs were developed. It is of particular note that given that it is 2012, assumptions and criteria used more than 8 years ago should be considered to be outdated and per CEQA necessitate a NEW full High Speed Rail Plan Program EIR. Additionally, technology has advanced significantly in 8 years, enough to require review/evaluation to determine whether the actual need of this system is enough to justify the ultimate 100+ billion dollar expense for California. Since 2005, there have been advancements in alternative rail technology, as well as cleaner automobile mandates, and even production of driverless cars. The voters approved Proposition 1A to fund an electrified HSR project, without transfers, capable of getting passengers from Los Angeles to San Francisco in 2 hours 40 minutes. It was to be completed for tens of billions of dollars LESS than what is proposed. This project does not even remotely resemble what voters approved.

I024-4

I024-5

In 2005, the Palmdale route was determined to have fewer impacts and seismic issues than the I-5 Tejon route. That is no longer true. Even though there was a quick study/report to re-evaluate that choice, in the last 2 years, there is no longer conclusive evidence that this is the case. In fact, a new fault line was noted in HSRA, April 2012 reports in the Tehachapi mountain area. If one reads the blogs at www.cahsrblog.com where these topics are often discussed in detail, it is obvious that many rail experts/consultants still feel that the Tejon route is the better route and has the fewest impacts. Much of the California population had believed that the I-5 route through Tejon was what was meant by "along current transportation corridors" and are still reeling in disbelief that this route is not being

Submission I024 (Carol Bender, October 19, 2012) - Continued

I024-5 further investigated. Private enterprise that has the potential to invest, and in some cases actually offered to invest in this high speed rail system also stated preference for this route.

I024-6 In the 2005 Full Plan EIR, station locations are identified for Bakersfield. Since that time, significant additional adverse environmental impacts have been identified that render a downtown Station location a very poor choice. When new facts and adverse impacts are identified, it is noted that the intent of CEQA and the CAHSR guidelines is to seek alternatives that would have the fewest adverse impacts. In the 2005 Errata referenced in the first paragraph of this letter, it notes that higher train speeds are associated with increased maintenance and costs, higher noise levels and higher energy costs. It also notes that typical speeds through urban areas are usually constrained to 125mph, yet the current EIR indicates that nonstop trains will travel miles of elevated track through Bakersfield at 220 mph, or as close to that speed as possible. It is also noted that elevated track will also increase the adverse noise impacts. It is also concerning that Kern County has yet to see the Bakersfield-Palmdale EIR. Without knowing what is proposed on that next piece-meal segment, it is impossible to truly understand all adverse impacts and mitigation needs on this one.

I024-7 Despite input from the Kern County population requesting that additional alignments be studied that would place the station location outside the urban core of Bakersfield, no such alignments have been studied in recent years. These requests were made well before the first draft EIR was finished. The CAHSR developed in a last minute effort what it terms a "hybrid alignment" that basically deviates from the other downtown urban core alignment by several hundred feet. It claims to have developed this alignment in collaboration with City/County official and the general public, but that is simply not true.

I024-8 The KCOG Terminal Impact Analysis of 2003 (135 pages) narrowed down multiple station alternatives to 3 sites (Airport, Golden State and Truxtun). I quote from the report, "This study is not intended to include final station design concepts or cite specific environmental impacts, but rather to be used as a tool to understand Bakersfield's community concerns. It is not intended to identify the best alignment, just consider the site issues." The review identified lots of unknowns that need addressing before an ultimate decision was reached: approach and departure corridors, long term relationships with Amtrak, cost estimates, decisions regarding Crosstown Freeway and Golden State Hwy etc. Some participants voiced concerns about the future of our Air Terminal and how placement there could enhance that service.

The majority of the public that attended the 2003 meeting voted in favor of the Airport alignment. It should be noted that both the Airport and Golden State station site/routes were proposed entirely at grade level.

It should again be noted that in 2003 the HSRA anticipated travelers would number 10 million annually. By 2011, this number jumped to 117 million annually by 2030. This is a SIGNIFICANT change and alters one's view of potential station location. It is also noteworthy that many of the "unknowns" listed in the 2003 KCOG Terminal Impact Analysis report are STILL unknown in 2012. That is unconscionable.

I024-9 In fact, the majority of public hearings and open houses put on by consultants of the CAHSR have provided very little detailed information to those attending. I have attended almost all available meetings from 2010-2012 seeking answers to questions I repeatedly asked EACH TIME about the need for alternative routes outside of downtown, as well as answers to questions regarding adverse noise/vibration/air pollution impacts. The responses I received were mostly something to the effect of "good questions", "I will look into that and contact you"...or "I will have that answer when we come back next time". Consultants at these open house sessions claimed that they only knew their specific area of expertise and not a single one had read the full draft EIRs that were up for review. No one understood the "Big Picture". Again, what we could glean from these meetings was piece meal information, not a comprehensive integrated overview. Although many of my questions were put in writing, the official response was, "we aren't required to answer them until the FINAL EIR is prepared."

However, I was assured that most would be answered in the initial draft-EIR. Not so. In fact, the initial draft-EIR opened up the citizenry's eyes to the overwhelming number of adverse impacts that were either downplayed or denied by HSRA staff/consultants at any previous community workshops/hearings/open houses. It was astounding.

I024-10 There was no opportunity to sit down and discuss alternative station or alignment changes once additional details began to emerge that definitely exceeded any known adverse environmental impacts at the time the downtown station location was defined. In 2003-2005, and again in 2010, when station location for Bakersfield was revisited, local officials and the general public did not know specifics of anticipated speed through downtown (220mph unless train stopped at the station), the increased number of ridership predicted by 2030 (in 2003 it was predicted to be 10 million annually---in 2011 the HSR authority states it at 117 million annually). Kern County and its residents did not know that the proposed alternatives would require elevated rails 40-90 feet for MILES through the middle of town, interfering with proposed major road projects, redevelopment projects and other community assets.

I024-11 Even in 2010 and 2011, consultants at the public open houses downplayed the extent of elevated viaducts, claiming that they didn't know details about the extent of the need for viaducts or the details of how it would adversely impact residents with regard to adverse air pollution, noise, vibration and visual environmental impacts. One consultant told me that it would probably be no big deal, as the noise would be less than significant. Another laughed and told me to put my house up for sale now if I lived within 1/2 mile of the alignment. It is readily obvious even to the most uneducated among us, that having miles of 40-90' feet elevated rail viaduct bisecting the city of Bakersfield with 40 trains/day (projected at build out per HSRA) at the rate of every 3-5 minutes will produce an intolerable living environment. The visual blight and adverse noise, vibration and air pollution impacts are still only estimates. Even the outdated noise studies were done on only a sampling of residences and businesses. They did not take into account adverse noise impacts to future already approved projects along the BNSF corridor between Seventh Standard and Hageman Roads. These line Santa Fe Way and include Reina Ranch, Rosedale Ranch, Batey properties and other smaller developments. In fact, sound walls proposed in the last draft EIR in this location (north of Hageman Rd) were removed as mitigation measures in the current revised draft EIR. It is my understanding that already approved projects must be considered when determining adverse impacts and appropriate mitigation measures.

I024-12

I024-13

Submission I024 (Carol Bender, October 19, 2012) - Continued

I024-14 | In the last revised draft EIR, the public for the first time was given an idea of what infrastructure and properties would most likely be removed or adversely affected in the Bakersfield area. Because the only alternatives being considered lie almost parallel to each other, it is difficult to truly tell specific impacts even now. However, an even bigger problem is that there is NO SPECIFIC MITIGATION for these impacts. The language in the document implies that in many cases the HSRA has almost complete discretion to determine when and if it will erect soundwalls. For example, it does not detail which of the 81,699 residents of Kern County that live within 1/2 mile of these proposed alignments will see any mitigation for the adverse sound/vibration/air pollution environmental impacts. There is little mention of any concern for the visual blight that miles of elevated viaduct will bring, nor the right to privacy that will be violated, as train passengers are able to view into private backyards well over a 1500 feet from the proposed alignments. The EIR does not detail how it will truly compensate/mitigate for the relocation of community assets. Simply writing a check for "damages or adverse impacts" is not sufficient mitigation. This is a quality of life issue.

I024-15 |

I024-16 |

I024-17 |

I024-18 | IF THESE PUBLIC HEARINGS/OPEN HOUSE sessions are considered to have satisfied the requirement for public notification and public involvement, it is a travesty of justice. The last public hearings were not even advertised in the newspaper on the days they occurred. The revised draft EIR and supporting documentation was not available in Spanish in spite of the fact that Hispanics make up 45.5% of the population according to the 2010 Census. Hispanics make up the obvious majority and for a large percentage of this majority, English is their second language. They may or may not be able to read in English.

I024-19 |

I024-20 | Environmental Justice Law should ensure that ALL impacted citizens have an opportunity to review this project and have an understanding of the material. It also should ensure that they have a voice in the PLANNING of the project and the choice of its alignments. The sheer volume/size (thousands of pages) of the EIR document collection and the high level of technical content within it make it difficult for even a Master's Level Engineer to decipher. The only way to determine whether or not a citizen's property was near, or within the path of the alignment(s) was to have been informed that one had to access the CAHSR EIR map portion and look for that property. No mail notification to homeowners/property owners was apparently required during any of the preliminary planning stages, as many homeowners in the path are just now, in 2012, being noticed or being informed by neighbors that they will be adversely affected.

I024-21 |

I024-22 |

I024-23 | Important critical information about environmental consequences that were not known prior to the release of this latest draft requires extensive re-review. In fact, in light of what details we do have (and there are plenty of omissions), it is glaringly apparent that the County of Kern and the City of Bakersfield have significantly more impacts than other areas in the valley.

I024-24 | Facts:

- I024-24 | 1. The City of Bakersfield (at population 247,461) has 31,719 of its residents within 1/2 mile of the proposed alignments (12.8%). The City of Fresno has 12,680 (at population of 427,652) within 1/2 mile of the proposed alignments (2.9%) Of note, the EIR claims that there will be visual impacts, adverse noise impacts, and other environmental impacts within a 1/2 mile distance.
- I024-25 | 2. Nearly 7 times more children in Kern County live within 1/2 mile of these rail alignments---26,061 in Kern County compared to 4,061 in Fresno County. The new hybrid alignment displaces the most school children, predominately in the central and SE portions of town.
- I024-26 | 3. With regard to effects on property taxes due to removal of homes/other structures in 4 Central Valley counties, the biggest effect is in Kern County. The total of all 4 counties is 2.3 million dollars in lost property tax revenue, with Kern seeing a decrease in \$1.4 million (over 3X more than Fresno's \$450,000).
- I024-27 | 4. In current EIR: 3.12-B-12, which discusses property displacement/taxes, "The project would only slightly raise the projected population and employment growth beyond the growth planned under the NO project alternative". (Aside: I find this very telling because those trying to sell this plan have been inflating and manipulating numbers to make it seem like this project will create a significant number of jobs and new business/building. The majority of jobs are short lived, not permanent. The term "100,000 job years" really means 20,000 jobs x 5 years that are temporary and not guaranteed specifically to those residing in the Central Valley.
- I024-28 | 5. With regard to visual impacts and adverse noise/vibration impacts, the EIR states that those properties close to elevated guidelines...will likely downgrade property values. The narrative in the EIR dismisses those effects with, "There is an assumption that because properties are already adjacent to the existing BNSF rail corridor, these decreased property values had already occurred". (Aside: Possible Translation: If you live near a railroad...no matter how many tracks or trains are added, and no matter how high they are elevated, it shouldn't further devalue properties.)
- I024-29 | 6. The BNSF has already planned for double tracking for freight services. In fact, when the Hageman/Santa Fe/Allen Rd underpass was constructed, BNSF required room for 3 sets of tracks for the future. The cumulative effect on the environment of multiple future freight track lines IN ADDITION to HSR track is not discussed.
- I024-30 | 7. Safety issues are not thoroughly addressed in the EIR. It does state however that safety is less of a concern in Fresno because residences are at least 1 to 2 blocks from the train, as opposed to Bakersfield, where it goes straight through established neighborhoods.
- I024-31 | 8. Design criteria dictate 220 mph speeds of HSR trains throughout town (unless there is a stop). Originally, it was stated to be no faster than 125mph in urban areas.

Submission I024 (Carol Bender, October 19, 2012) - Continued

I024-32 | 9. At Full build it is anticipated that there will be up to 40 trains/hour (20 each way). The trains are anticipated to run every 5-6 minutes, with the ability to be run every 3 minutes.

I024-33 | Given that there is no funding currently available to fund the full phase 1 Initial Construction Section, it is hard to comprehend how this project could even be considered to move forward. The impacts of tearing through the Valley, creating moderate to severe environmental impacts simply in the Construction Phase of the project, knowing full well that money may not be available to ever connect it to the LA Basin is cause to vehemently oppose this project. The Valley and its cities/towns will have been destroyed for nothing more than a faster AMTRAK train that may shave off 30-40 minutes travel time, while allowing the bookend locations to improve their regional rail. In the meantime, the valley may lose current Amtrak service to Corcoran, Hanford and Wasco.

I024-34 | The adverse impacts to our air quality during the Construction phase are unacceptable. It will take decades of having a fully built operational electrified HSR system with maximum projected ridership to even come close to making up for the damaging effects produced during the Construction Phase through the Valley. And again, there is cause for concern that it may never fully be funded or built. We have one of the worst problems with air pollution in the country, yet the HSRA is willing to risk our health by planning an alignment that may not be completed, yet will still expose us to contaminants.

I024-35 | The HSRA has refused to study alternative alignments outside of the downtown Bakersfield area despite the adverse environmental impacts uncovered that were still unknown when Kern Co/City of Bakersfield suggested a downtown station location. As the facts continue to accumulate indicating that there are likely additional adverse future impacts, it is crucial to do whatever is necessary to stop this process.

I024-36 | The HSRA and its staff consultants who have put on the past public open house sessions have glossed over and/or declined giving facts. We have not been able to be active participants of the process and should have a much bigger role in deciding upon an appropriate future alignment if indeed a HSR project is ultimately built. I say "if", because I still believe that it is not a wise choice to pursue building this project at all given the adverse environmental impacts, excessive costs, and lack of funding. However, it is best to act defensively and act "as if" this HSR project will continue.... and propose another alignment, one that is at grade level and that creates a path outside the city core.

I024-37 |

I024-38 |

I024-39 | Fresno had a big advantage over Bakersfield during the planning of this segment. I say this because they had a key figure, Tom Richard, at the planning table. Not only is he a Fresno resident, he owns substantial commercial property in close proximity to the proposed Fresno station. It is evident in looking at the impacts in Fresno vs. the those in the South Valley, that having a local businessman on the HSRA Board during the planning process likely helped produce a better plan for Fresno County, with far fewer adverse impacts. I can safely assume that not having a seat at the table, or a voice in how this alignment was crafted is why we are seeing such poor planning in Kern, and the great difference in the number of adverse impacts here, than what we see in the Fresno region. Putting a halt to the process now may enable Kern County to gain back some of that control. I surely hope that is the case. For now, the NO Build Option is the only intelligent choice, until a re-review of the foundation criteria/data is completed and a new Full HSR Project EIR is rewritten.

I024-39 | Piece-mealing segmental EIRs based on outdated information and assumptions is no way to plan a \$100+ billion dollar public transportation project. It violates not only CEQA—it defies common sense.

Sincerely,

Carol Bender
13340 Smoke Creek Ave
Bakersfield, CA 93314

I024-40 | Addendum: These numbers indicate that perhaps the reason Fresno has fewer complaints about the Fresno to Bakerfield alignments is because their impacts will be SIGNIFICANTLY FEWER:
The County of Kern (population 661,645) has 81,699 residents within ½ mile of the alignments (12.3%)
The County of Fresno (population 799,407) has 18,610 residents within ½ mile of the alignments (2.3%)
The County of Kings (population 129,461) has 14,302 residents within ½ mile of the alignments (11%).
Additionally, the amount of farmland that will be adversely affected or removed is significant, especially considering that it is possible that Amtrak may be the only train running on this segment for decades. It is possible also that an electrified high speed rail connection may not be constructed that links the valley to the LA basin, given the lack of funding now or in the future. A project that has no known source of funding for its completion that will adversely impact or remove prime farmland should it be constructed is a project that should be stopped and re-evaluated.

I024-41 |

I024-42 | Note: The Fresno-Bakersfield revised DEIR used population numbers from the 2000 Census (I am guessing that they used the 2000 Census for the majority of its population related statistics in the EIR, although the 2010 Census statistical data was clearly available). This should be corrected.

Response to Submission I024 (Carol Bender, October 19, 2012)

I024-1

The Authority has received these comments and has communicated with the stakeholder.

I024-2

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

The project EIR/EIS for the Fresno to Bakersfield Section relies on information from the 2005 Statewide Program EIR/EIS for the California HST System (Authority and FRA 2005). The Statewide Program EIR/EIS considered alternatives on Interstate 5 (I-5), State Route (SR) 99, and the BNSF Railway (BNSF) corridor. The Record of Decision for the Statewide Program EIR/EIS rejected those routes and selected the BNSF corridor as the Preferred Alternative for the Fresno to Bakersfield Section. Further engineering and environmental studies within the broad BNSF corridor have resulted in practicable alternatives that meet most or all project objectives, are potentially feasible, and would result in certain environmental impact reductions relative to each other. Accordingly, the project EIR/EIS for the Fresno to Bakersfield Section focuses on alternative alignments along the general BNSF corridor.

Proposition 1A requires that the HST alignment follow existing transportation or utility corridors to the extent feasible. The Authority and FRA have gone to great lengths to maximize the use of existing transportation corridors to minimize potential impacts on agricultural lands. However, this use of existing corridors must be balanced with considerations of minimizing potential impacts on urbanized areas (typically, noise and residential and business displacements). Also, HST operations impose design requirements that do not always fit within the alignment of the existing transportation corridors; therefore, the HST alignment cannot feasibly be built solely within those corridors. Existing corridors are not sufficiently straight for HST operations, and their curve radii are not long enough to support high-speed operations along their full lengths. In many cases, the HST System would not be able to maintain the speeds necessary to meet the Proposition 1A travel time requirements if it stayed within existing corridors.

Also, safety considerations dictate the need to separate the HST System from roads and conventional rail (refer to Section 2.4.2.1, Alignment Requirements, of the Final

I024-2

EIR/EIS).

I024-3

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

Three types of HST technology were analyzed by the California Intercity High-Speed Rail Commission for the Statewide Program EIR/EIS (Authority and FRA 2005). These technologies included steel-wheel-on-steel-rail at lower speed (below 200 mph); magnetic levitation technology (maglev); and steel-wheel-on-steel-rail (VHS; above 200mph). The Authority's enabling legislation, Senate Bill (SB) 1420 (chaptered 9/24/96, Chapter 796, Statute of 1996), defines high-speed rail as "intercity passenger rail service that utilizes an alignment and technology that makes it capable of sustained speeds of 200 mph (320 kph) or greater." Technologies below 200 mph were therefore eliminated from further consideration. This direction is consistent with foreign HST experience, the experience of the northeast corridor (Boston-New York-Washington, D.C.), and HST studies done elsewhere in the U.S., which show that to compete with air transportation and generate high ridership and revenue, the intercity HST travel times between the major transportation markets must be below 3 hours. From this determination, the Commission directed staff to focus technical studies on VHS (steel-wheel-on-steel-rail at very high speeds [above 200 mph]), and maglev technologies.

While a completely dedicated train technology using a separate track/guideway would be required on the majority of the proposed system for both technologies, requiring such separation everywhere in the system would prohibit direct HST service to certain heavily constrained terminus sections (i.e., San Francisco Peninsula from San Jose to San Francisco, and the existing rail corridor between Los Angeles Union Station and Orange County). Because of extensive urban development and severely constrained right-of-way, HST service in these terminus sections would need to share physical infrastructure (tracks) with existing passenger rail services in existing or slightly modified corridors. A maglev system, in addition to being more costly technology, requires separate and distinct guideway configurations that preclude the sharing of rail infrastructure. As a dedicated (exclusive guideway) high-speed rail service along existing right-of-way corridors in all segments of the system would be infeasible, use of maglev technology for portions of the project would preclude direct HST service without passenger transfer

Response to Submission I024 (Carol Bender, October 19, 2012) - Continued

I024-3

and would not satisfy travel time requirements of the project purpose and need. Other rail transportation configurations, including monorail, were eliminated from further consideration for not meeting this basic system requirement.

A VHS system would be compatible with other trains sharing the tracks. The potential for utilization of shared track allows for individual project segments to meet independent utility requirements. By comparison, maglev technology does not lend itself to incremental improvements and could not satisfy independent utility requirements or meet the project's blended system approach. By taking advantage of the existing rail infrastructure, a shared-use configuration would be mostly at grade. Shared-use options are less costly and would result in fewer environmental impacts compared to exclusive guideway options. In addition, improved regional commuter service (electrified, fully grade-separated, with additional track and security features) will help mitigate the impacts along existing rail corridors. Shared-use improvements in these corridors would potentially improve automobile traffic flow at rail crossings and reduce noise impacts, since a grade-separated system could eliminate trains blowing warning horns throughout the alignment. Shared-use options would provide the opportunity for a partnership with right-of-way owners and commuter rail operators, and would provide the opportunity to incrementally improve network segments. For these reasons, maglev technology was eliminated from further investigation in the Final Program EIR/EIS, is not part of the project description, and does not require further consideration in this project-level EIR/EIS.

I024-4

The project continues to consist of an electrified HST System, without transfers, capable of getting passengers from Los Angeles to San Francisco in 2 hours and 40 minutes. The cost of the Fresno to Bakersfield Section is provided in Chapter 5, Project Costs and Operations, of the Final EIR/EIS.

The commenter is incorrect in the assertion that through-travel was to be the sole purpose of the HST System. Streets and Highways Code Section 2704.04(a) provides:

"(a) It is the intent of the Legislature by enacting this chapter and of the people of California by approving the bond measure pursuant to this chapter to initiate the

I024-4

construction of a high-speed train system that connects the San Francisco Transbay Terminal to Los Angeles Union Station and Anaheim, and links the state's major population centers, including Sacramento, the San Francisco Bay Area, the Central Valley, Los Angeles, the Inland Empire, Orange County, and San Diego consistent with the authority's certified environmental impact reports of November 2005 and July 9, 2008."

The 2005 Record of Decision for the Statewide Program EIR/EIS selected the BNSF Railway (BNSF) corridor as the Preferred Alternative for the Fresno to Bakersfield Section of the HST System. The 2005 Record of Decision also identified potential stations in Fresno and Bakersfield. Clearly, the intent of the project has long been to serve intermediate stops in the Central Valley as well as the northern and southern California termini.

I024-5

This comment is not pertinent to the Fresno to Bakersfield Section or the project EIR/EIS. A route through Palmdale or Tejon is not a part of the Fresno to Bakersfield Section of the HST System and is therefore not included in the environmental analysis for the project.

For informational purposes, the Authority and FRA prepared a report titled *Conceptual I-5 Corridor Study: Bakersfield to San Fernando Valley (Sylmar)* to review the feasibility of the Interstate 5 (I-5) corridor (Authority and FRA 2012o). The report confirmed that the I-5 corridor is not a feasible alternative. Further, Streets and Highways Code Section 2704.04(b)(3)(D) mandates that the HST alignment travel from "Fresno to Bakersfield to Palmdale to Los Angeles Union Station." A Tejon Pass route would not allow the HST System to serve Palmdale as an intermediate stop between Bakersfield and Los Angeles.

I024-6

Refer to Standard Response FB-Response-GENERAL-20, FB-Response-GENERAL-27.

The procedural requirements for the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA) were followed during the environmental

Response to Submission I024 (Carol Bender, October 19, 2012) - Continued

I024-6

review for the Fresno to Bakersfield Section of the HST System.

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

As discussed in Section 2.3.1, HST Project-Level Alternatives Development Process, of the Final EIR/EIS, the Authority implemented an alternatives analysis process to identify the full range of reasonable alternatives for the project, as required under title 14 California Code of Regulations (CCR) Section 15126.6 and Title 40 Code of Federal Regulations (CFR) Section 1502.15(a). This range of alternatives was analyzed in the EIR/EIS.

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

The EIR/EIS meets the requirements of CEQA and NEPA. The Authority and FRA disagree that the proposed project analyzed in the EIR/EIS is in violation of Proposition 1A.

The California State Legislature voted to put Proposition 1A on the ballot through Assembly Bill 3034 of the 2007–2008 Regular Session (Chapter 267, Statutes of 2008). In 2008, California voters approved Proposition 1—essentially approving the California HST System. Regarding urban development and land use patterns, voters specifically mandated that the HST stations “be located in areas with good access to local mass transit or other modes of transportation. The HST system also shall be planned and constructed in a manner that minimizes urban sprawl and impacts on the natural environment,” including “wildlife corridors.” The Authority has embraced this voter and legislative direction. As the Authority’s Program EIR/EIS documents show and this EIR/EIS supports, operation of the HST System by itself will reduce traffic congestion, air pollution, and greenhouse gas (GHG) emissions.

I024-6

The Authority divided the HST System into nine project sections, and these sections allow for phased system implementation. This approach is consistent with the provisions of Proposition 1A, the Safe, Reliable, High-Speed Passenger Train Bond Act, which was adopted by California voters in November 2008.

I024-7

The Authority remains committed to engaging with Kern County, the City of Bakersfield, and all impacted municipalities as the project progresses. Efforts to date to solicit feedback and modify the project based on that feedback have resulted in the addition of the Bakersfield Hybrid Alternative. Unfortunately, not every opinion from the community on the alternatives can be acted on; the intent of the introduction of the Bakersfield Hybrid Alternative was to offer an alternative with fewer impacts on Bakersfield than the other Bakersfield alternatives.

I024-8

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

The Kern Council of Governments (KCOG) commissioned a private consulting firm to prepare the Terminal Impact Analysis for the purpose of making a station location recommendation to the Authority (KCOG 2003). The Authority did not prepare this document or the analysis it provided. As noted by the commenter, the study did not recommend a specific station location. The Authority considered the study at the time of its issuance.

Since the issuance of that study, the Authority and FRA have prepared and adopted the 2005 Statewide Program EIR/EIS (Authority and FRA 2005). The Record of Decision for the Statewide Program EIR/EIS selected the BNSF Railway (BNSF) corridor as the Preferred Alternative for the Fresno to Bakersfield Section. Accordingly, the project EIR/EIS for the Fresno to Bakersfield Section focuses on alternative alignments along the general BNSF corridor.

The ridership estimates in the 2003 Terminal Impact Analysis report were not prepared by the Authority, and these estimates are now over 13 years old. The Authority has

Response to Submission I024 (Carol Bender, October 19, 2012) - Continued

I024-8

progressively updated its own ridership forecasts. The Authority worked in partnership with the Metropolitan Transportation Commission to develop new statewide high-speed train ridership and revenue models in 2006 and 2007 and used the statewide system forecasts from that work in the Bay Area to Central Valley Program EIR/EIS work (Authority and FRA 2008; Authority 2010a, 2012d). In 2008, the models were used to prepare forecasts for an HST System Phase 1 from Anaheim to Merced and San Francisco; the forecasts were then adjusted for inflation and changes in the cost of travel and were included in the 2008 Business Plan (Authority 2008c). The Business Plan was updated in April 2012 (Authority 2012a).

In contrast to the purpose of the Business Plan ridership study, the purpose of the Final EIR/EIS ridership forecast is to help the Authority and FRA appropriately analyze and understand the potential environmental impacts of the project. To avoid underestimating the potential environmental effects of the project, the forecasts in the Final EIR/EIS identified reasonable, higher levels of ridership on the HST System. This approach ensured that the Final EIR/EIS would adequately identify and disclose potential environmental impacts and identify applicable mitigation measures. To avoid underestimating ridership, the forecasts are based on more optimistic assumptions about future population growth than those in the 2012 Business Plan. Also, the Final EIR/EIS presents a range of forecasts based on the relatively higher HST ticket prices assumed in the 2012 Business Plan (83% of airfare) and lower fare prices (50% of airfare) assumed to generate more riders.

I024-9

The intent of the public workshops was to inform and engage stakeholders and the community as the alternative selection process progresses through the environmental review process. Resource area experts and associated stations were set up throughout the room to facilitate discussion of the content of the environmental document, how to make public comments, and the general timeline for the project.

I024-10

The Authority remains committed to engaging with Kern County, the City of Bakersfield, and all impacted municipalities as the project progresses. Efforts to date to solicit feedback and modify the project based on that feedback have resulted in the addition of

I024-10

the Bakersfield Hybrid Alternative. Unfortunately, not every opinion from the community on alignment alternatives can be acted on; the intent of the introduction of the Bakersfield Hybrid Alternative was to offer an alternative with fewer impacts on Bakersfield.

The HST project would be a “design-build” project. That is, the contractor chosen to build the project would complete the project design. The Authority and FRA have prepared a project-specific EIR/EIS that analyzes the potential environmental consequences of a refined set of alternative corridor alignments and stations along the Fresno to Bakersfield Section. Because the design is not complete, the Final EIR/EIS took a conservative approach in identifying the footprint area within which project construction would occur and permanent structures would be placed. Therefore, the information provided to residents and officials along the alignment represents the most-current information on the project design that the Authority can provide at that time.

The HST System will not preclude any jurisdiction or entity from implementing future transportation or redevelopment projects.

I024-11

Refer to Standard Response FB-Response-N&V-03, FB-Response-N&V-05, FB-Response-AQ-01.

The intent of the public workshops was to inform and engage stakeholders and the community as the alignment section process progresses through the environmental review process. Resource area experts and associated stations were set up throughout the workshop room to facilitate discussion of the contents of the environmental document, the public comment process, and the general timeline for the project section.

The HST would be a “design-build” project. That is, the contractor chosen to build the project would complete the project design. The Authority and FRA have prepared a project-specific EIR/EIS that analyzes the potential environmental consequences of a refined set of alternative corridor alignments and stations along the Fresno to Bakersfield Section based on that level. Because final design is not complete, the Revised DEIR/Supplemental DEIS took a conservative approach in identifying a

Response to Submission I024 (Carol Bender, October 19, 2012) - Continued

I024-11

footprint area within which project construction would occur and permanent structures would be placed.

Visual and noise impacts are totally dependent upon the commenter's location relative to the HST. Please see Sections 3.16.5.3 and 3.4.5.3, for a discussion of impacts on visual resources and of noise and vibration impacts. Regarding air quality, construction of the HST alternatives has the potential to cause temporary and significant localized air quality impacts, including the exceedance of applicable de minimis thresholds for specific criteria pollutants. Operation of the HST alternatives would provide a net regional air quality benefit. Operation of the HST alternatives would generally reduce regional criteria and greenhouse gas pollutants from a reduction in regional vehicle miles traveled (VMT), and would have a beneficial impact under NEPA and a less-than-significant impact under CEQA on air quality. Impacts on air quality are discussed in Section 3.3.6.3. The train itself will be electrically powered and will therefore not emit pollutants.

The Final EIR/EIS analyzed microscale CO impacts from the worst-case traffic intersections along the alignment. It was determined that the CO concentrations would be below the Ambient Air Quality Standard. Localized particulate matter was not determined to be an issue, but if specific project elements in the future become subject to the transportation conformity guidance, a more-detailed analysis will be performed at that time. See Standard Response FB-Response 27 for a discussion of dust from train operations. Fugitive dust from the elevated HST tracks will not have a replenishable source of particulate matter silt-loading on the structures. The height of the elevated structures will likely be sufficient to have any induced winds dissipated sufficiently not to stir up any fugitive dust from the ground. Therefore, the dust associated with the elevated train would not result in a significant amount of fugitive dust to be dispersed onto nearby receivers.

I024-12

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

The Hageman Grade Separation Project will grade-separate Hageman Road from the BNSF Railroad. The proposed HST will also be grade-separated, and the HST project

I024-12

will not affect the Hageman Road Separation Project.

I024-13

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

The procedural requirements for the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA) were followed during the environmental review for the Fresno to Bakersfield Section of the HST System.

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

As discussed in Section 2.3.1, HST Project-Level Alternatives Development Process, of the Final EIR/EIS, the Authority implemented an alternatives analysis process to identify the full range of reasonable alternatives for the project, as required under Title 14 California Code of Regulations (CCR) Section 15126.6 and Title 40 Code of Federal Regulations (CFR) Section 1502.15(a). This range of alternatives was analyzed in the EIR/EIS.

The purpose of project alternatives is to minimize or avoid impacts. For the Fresno to Bakersfield Section of the HST System, alternatives were developed to reduce or avoid the impacts associated with the BNSF Alternative. In Bakersfield, the BNSF Alternative would displace six religious facilities, the Bakersfield High School Industrial Arts building, the Mercado Latino Tianguis, and 119 homes in the eastern portion of the city. In contrast to the corresponding segment of the BNSF Alternative, the Bakersfield South Alternative would not affect the Bakersfield High School campus or the Mercado Latino Tianguis; however, this alternative would displace five religious facilities, the Bethel Christian School, and 146 homes in east Bakersfield. The Bakersfield Hybrid Alternative would not affect the Bakersfield High School campus or the Bethel Christian School; however, this alternative would displace one religious facility, the Mercado Latino

Response to Submission I024 (Carol Bender, October 19, 2012) - Continued

I024-13

Tianguis, the Bakersfield Homeless Shelter, and 57 homes in east Bakersfield.

Mitigation measures are proposed for areas identified to have significant noise impacts.

The station locations are designed primarily to tie into the existing transportation network. City centers are where existing transit facilities are, and city centers typically have good connections to the existing highway system. The Bakersfield Station was located in Downtown Bakersfield adjacent to the Amtrak station at the recommendation of the City of Bakersfield, Kern County, and the Kern Council of Governments.

I024-14

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

I024-15

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

I024-16

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

The visual effects of elevated viaducts are analyzed and discussed numerous times throughout the Revised DEIR/Supplemental DEIS for all situations where adverse impacts could be anticipated (see Section 3.16.5.3). For high-sensitivity viewer groups who could be affected by elevated viaducts, key analytical viewpoints were selected and visual simulations presented. For example Key Viewpoints (KVPs) 14, 15, 16, 17, 19, 25, 26, 27, and 29 depict and analyze the potential impacts of elevated viaducts on different sensitive viewer groups in the city of Bakersfield. Numerous instances of significant impacts due to the introduction of these viaducts may be found throughout Section 3.16.5, Environmental Consequences, of Section 3.16, Aesthetics and Visual Resources.

Regarding the concern for privacy, although it is true that the elevated segments of the HST alignments will pass nearby residences at some locations, the trains will generally be traveling at over 200 miles per hour when they do so. At those speeds, the visual

I024-16

exposure to any given residence would not last longer than a split second, so visual invasion of privacy was not considered a likely impact.

I024-17

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

I024-18

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

The public outreach process for the Fresno to Bakersfield Section of the HST System has been extensive. This process has included public meetings and briefings where public comments have been received, participation in community events where participation has been solicited, and the development and distribution of educational materials to encourage feedback. These efforts are cited in Chapter 7 of the Revised DEIR/Supplemental DEIS.

Public notification regarding the draft environmental documents took place in the following ways. A notification letter, informational brochure, and NOA were developed in English and Spanish and sent to landowners and tenants within 300 feet of all proposed alignment alternatives. The letters notified landowners and tenants that their property could become necessary for construction (within the project construction footprint) of one or more of the proposed 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 concerning the notification materials was distributed to the entire stakeholder database. Public notices were placed in both English- and Spanish-language newspapers. Posters in English and Spanish were posted along the project right-of-way.

I024-19

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

The Authority website has provided translated materials and has offered translation services at all public meetings. The Executive Summary and several types of public

Response to Submission I024 (Carol Bender, October 19, 2012) - Continued

I024-19

educational materials regarding the Draft EIR/EIS and the Revised DEIR/Supplemental DEIS are available in Spanish. Also, notification letters for the Draft EIR/EIS were sent in English and Spanish to residents, property owners, meeting attendees, businesses, organizations, elected officials, cities, counties, and agencies.

I024-20

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

I024-21

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

Three alternatives are proposed through Bakersfield: the BNSF Alternative, the Bakersfield South Alternative, and the Bakersfield Hybrid Alternative. Although the alternatives are in proximity to each other, each presents its own set of effects. These effects are described in Chapter 3, Affected Environment, Environmental Consequences, and Mitigation Measures, of the Final EIR/EIS. Mitigation measures are recommended for all identified significant impacts associated with each of these three alternatives.

This project is large and complex. Although the Authority and FRA have made every attempt to make the document readable and have provided one-on-one assistance to workshop attendees, the legal requirements for the content of the EIR/EIS and its level of detail have resulted in a large EIR/EIS document.

I024-22

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

I024-23

The environmental impacts of the project alternatives on the city of Bakersfield are

I024-23

discussed in Chapter 3, Affected Environment, Environmental Consequences, and Mitigation Measures, of the Final EIR/EIS. The comments provided in this submission do not provide substantial evidence that environmental consequences of the project on the city have not been identified in the EIR/EIS.

I024-24

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

There are *potential* visual impacts within up to ½ mile of the alignments, but such impacts are not necessarily the case. In most instances, particularly in dense urban settings, the majority of locations within that distance of the alignments will have their potential views of the alignments blocked by intervening development or tree canopies.

I024-25

While the higher population of children within the study area cited for Kern County is correct, the impacts are not disproportionate. As shown in Appendix C of Section 3.12 of the EIR/EIS, within the 0.5 mile area of the HST alternatives, 81,699 people reside in Kern County, of which 31.9% (or 26,062) are under 18. This is compared with the 18,610 people in Fresno County, of which 32.1% (or 5,972) are under 18. Greater numbers of displacements are expected in Kern County than other counties in the study area for the Fresno to Bakersfield section of the HST because it contains the City of Bakersfield, which is the largest and most urbanized city and because a station will be built and operated there.

The Bakersfield Hybrid Alternative would displace the fewest school children of the alternatives through Bakersfield. The Bakersfield Hybrid Alternative would displace 186 residences in Bakersfield, compared to 265 residences displaced if the corresponding portion of the BNSF Alternative was built and 272 residences displaced if the Bakersfield South Alternative was built and operated. See EIR/EIS Volume I Section 3.12, Impact SO#9, for more information on residential displacements.

I024-26

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

Response to Submission I024 (Carol Bender, October 19, 2012) - Continued

I024-26

The HST operation-related property tax revenue effects mentioned in the comment are accurate. The analysis in Volume Section 3.12 Impact SO#12 and Section 5.4.4.2 of the Community Impact Assessment Technical Report (Authority and FRA 2012h) examines the reduction in property tax revenues that would result from acquisition of land for project construction. The economic impact to Kern County from the reduction in property tax revenues was found to be less than significant because the reduced income would be small relative to the total net income of the county. The reduced income would not be perceptible to community residents; no mitigation is required.

I024-27

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

The statement cited in the comment from Appendix B of Section 3.12 is consistent with the analysis presented throughout the EIR/EIS. As detailed in Section 5.3 of Volume I Section 3.18, based on the analysis by Cambridge Systematics Inc., the HST Project would result in a small (approximately 3%) incremental effect on population growth compared to the forecasted growth in the Central Valley. Section 3.18 also says that, based on the analysis by Cambridge Systematics Inc., the BNSF Alternative is estimated to generate 47,500 permanent jobs in the region by 2035. This total increase in jobs as a result of project operation is estimated to be only a 3.2% increase in total employment above the 2035 estimate of 1.4 million total jobs in the region under the No Project Alternative. The analysis of current general plans of cities and counties within the region found that the cities have enough area within their current spheres of influence to accommodate the planned growth to 2035 as well as the HST-induced growth, and therefore no mitigation is required.

I024-28

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

I024-29

The cumulative effect of multiple tracks has been addressed in Section 3.19.4.2, High-Speed Train Alternatives Contributions. Cumulative projects include planned double-

I024-29

tracking projects, which are listed in Appendix 3.19-B, Planned and Potential Transportation Projects. Double-tracking projects, including those described in the California State Rail Plan and the BNSF San Joaquin Valley Capacity Analysis, are included in the 2035 baseline conditions model for the HST project; the 2035 condition provides a cumulative impact analysis of freight rail expansion onto the future traffic system.

The locations and types of any additional future expansions are unknown at this time. Therefore, any analysis would be speculative. No analysis of speculative events is required in an EIR/EIS. To the extent that such additional future expansions occur, they would be subject to their own environmental analyses at that time.

Although the national trend for freight rail traffic has been growing, with a 31.4% increase in ton-miles of freight activity between 1997 and 2007 (Bureau of Transportation Statistics 2010), the freight rail traffic on the local lines between Fresno and Bakersfield has not fluctuated greatly. As noted in Chapter 1, Project Purpose, Need and Objectives, Union Pacific Railroad (UPRR) operates 25 to 30 freight trains per day, and BNSF Railway operates 42 to 47 freight trains per day through Fresno. Although trucking is the dominant mode for moving freight in the study area, rail accounted for 11% of the total tonnage of freight movement through the region in 2000.

Both the UPRR and the BNSF railroads are currently operating near capacity. According to the 2009 Goods Movement Study (Caltrans 2010b), without major improvements (such as additional sections of double track), freight activity may exceed capacity by 2035, with the addition of a limited number of train movements. UPRR and BNSF railroads have historically added capacity when needed to meet market demand in other regions, and UPRR has conveyed a desire to do so in areas of California. These future improvements are expected to continue to provide sufficient capacity.

The freight railroads would also gain capacity from planned improvements for the expansion of Amtrak San Joaquin service, as defined in the State Rail Plan. Also, these railroads will benefit from the grade separations currently programmed by the counties.

Response to Submission I024 (Carol Bender, October 19, 2012) - Continued

I024-30

Refer to Standard Response FB-Response-S&S-04, FB-Response-S&S-05.

Safety issues are thoroughly discussed and analyzed in Section 3.11. Sixteen safety and security impacts are identified, most of which are minimized through Project Design Features identified in this section.

I024-31

The HST was never planned to operate at 125 miles per hour (mph) on a sustained basis. Proposition 1A states that the HST shall consist of "Electric trains that are capable of sustained maximum revenue operating speeds of no less than 200 miles per hour" (California Streets and Highways Code, Division 3, Chapter 20, Section 2704.09[a]).

As stated in Section 2.3 of Chapter 2, Alternatives, the Fresno to Bakersfield Section design criteria dictate 220-mph designs throughout. This speed is required to meet the legislated mandate of a travel time between San Francisco and Los Angeles of 2 hours and 40 minutes.

I024-32

This comment overstates projected HST operations. In 2035, when the HST System is built out, ten trains/hour would pass through Bakersfield during peak hours. Four would stop at the Bakersfield Station, and six would pass through (see Section 2.6.1, HST Service, and Appendix 2-C, Operations and Service Plan Summary, of the Final EIR/EIS).

I024-33

Refer to Standard Response FB-Response-GENERAL-14, FB-Response-GENERAL-17, FB-Response-GENERAL-12.

I024-34

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

I024-35

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

I024-36

The intent of the public workshops was to inform and engage stakeholders and the community as the alignment selection process progresses through the environmental review process. Resource area experts and associated stations were set up throughout the room to facilitate discussion of the content of the environmental document, how to make public comments, and the general timeline for the project.

I024-37

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

I024-38

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

I024-39

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

The Authority has engaged and continues to fully engage with all impacted communities and municipalities as the project progresses.

I024-40

While the population within the study area for Kern County is higher than in Fresno County, as cited in the comment, the impacts are not disproportionate. Greater numbers of displacements are expected in Kern County than other counties in the study area for the Fresno to Bakersfield Section of the HST because it contains the City of Bakersfield, which is the largest and most urbanized city in the county, and because a station will be located there. The majority of the City of Fresno is within the study area for the Merced to Fresno Section of the HST.

I024-41

Refer to Standard Response FB-Response-GENERAL-17, FB-Response-GENERAL-04.

Response to Submission I024 (Carol Bender, October 19, 2012) - Continued

I024-41

This comment assumes that CEQA and NEPA require a lead agency to define its project based on available funding. Neither CEQA nor NEPA have such a requirement. Such a rule would lead to piecemeal analysis of complex projects (which is prohibited by both laws) and force lead agencies to redefine their projects every time funding changes, a result in direct conflict with the "rule of reason" that governs EIRs (*Laurel Heights Improvement Assn. v. UC Regents* (1988) 47 Cal.3d 376, 406-407). The purpose of the EIR/EIS is not to approve the project, but rather to provide decision makers with sufficient information about the project's potential impacts to allow them to make an informed decision. That requires looking at the entire section. The decision whether to proceed with the project is separate from the preparation of the EIR/EIS.

The Revised DEIR/Supplemental DEIS discloses that the project will have a significant, unavoidable impact on farmland (see Section 3.14, Impact AG #4).

California has been extremely successful in winning federal high-speed rail grants, obtaining close to 40% of the approximately \$10 billion of federal High-Speed and Intercity Passenger Rail grant funds available for the country as a whole. This initial federal funding allows California to move forward with the first step in the high-speed rail program.

I024-42

The Federal Railroad Administration and Department of Transportation issued a notice of intent to prepare an environmental impact statement for the California High Speed Train Project for the Fresno to Bakersfield Section on October 1, 2009. This date established the reference year of the affected environment. At that time, the 2010 Census data had not been published and therefore, the 2000 Census data were used for the socioeconomics analysis, in addition to more recent data from the American Community Survey, the California Department of Finance, the California Employment Development Division, the California State Board of Equalization, as well as local data sources. The methodologies used to identify and analyze affected populations, as well as all data sources used, are detailed in Appendix A of the Community Impact Assessment Technical Report (Authority and FRA 2012h).

Submission I025 (Carolyn Bergman, October 16, 2012)

Fresno - Bakersfield (July 2012+) - RECORD #284 DETAIL	
Status :	Action Pending
Record Date :	10/16/2012
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	10/16/2012
Submission Method :	Website
First Name :	Carolyn
Last Name :	Bergman
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	93312
Telephone :	6612046709
Email :	CBergmanRN@aol.com
Email Subscription :	Fresno - Bakersfield
Cell Phone :	
Add to Mailing List :	Yes

Stakeholder
 Comments/Issues :

I025-1

The following is a comment that I submitted exactly 1 year ago today. We were told by an official at a workshop back then that they were required to respond to our comments by the latest January 2012. We have never received a response, and at the most recent workshop that we attended, the officials there had obviously not read my comment, because they were still unaware of one of our main concerns about our neighborhood property, more specifically the right of way access which we currently have to the back of our properties along Palm Avenue. This is my Oct. 13, 2011 comment:

I am writing with many concerns regarding the High Speed Rail. First and foremost I would like you to know that I live in the Rosedale area west of Bakersfield and right on the proposed route. Our property (at 10416 Palm Ave.) happens to not be "colored" orange to indicate that we would not be affected by the route. However.....this is not true! At the workshop on Aug. 23, 2011 we were looking at the map. We asked about the back access to our 1/2 - 3/4 acre properties. No one knew what we were talking about. There is currently a right of way which runs along the south side of the current rail tracks extending from Calloway to Jewetta (with the only access being from the Palm end currently.) Homeowners use this right of way to haul animals in and out, take recreational vehicles in and out which may be stored in the "back" of these Palm Ave. properties, hauling wood and/or landscape materials in and out, and other multitude of uses is accessed from this right of way. Many of the homes have no access to the back of their properties other than this right of way. So yes.....even though there is no orange on the map on our property, there should be, because at least 50% of our property will be made almost useless when this right of way disappears. So will an access be provided? Or will our property be "pegged" to be purchased? We purchased this property 35+ years ago because of the acreage zoned for animals, etc. There is no like property close to the city of Bakersfield which has 1/2 - 3/4 acre of land zoned for animals where we could relocate and continue our current lifestyle. (The decision on this should have already been made so that we can plan where our lives go from here!)

I025-2

Also at this workshop as we were viewing the photos of the proposed rail over Palm, we were told by more than one consultant that the plan is no longer for the train to be elevated across Palm as shown in the photos. It would be "too expensive" so the elevation will start somewhere after Palm. So this entails closing Palm on either side of the track. This will certainly disrupt and divide our long established neighborhood, not to mention our driving routes into the city of Bakersfield (as we do every day going and coming home from work.) We will have to drive to the West out of the way to eventually go East into town. We were told at the workshop that the plan then will be for Verdugo to be opened down to Brimhall. I don't see this in your report! And the view of the mountains that we love each morning driving east down Palm and into town will disappear. The HSR will lower our property values with the horrendous block walls, noise, selling off of neighborhood properties, etc. In fact, the property values are probably already lower merely with the plan being proposed, before it actually is built. Many of the residents, like ourselves, who have lived in this neighborhood for many years, were counting on the equity in their homes to boost their retirement. We will now have much less than we planned. Has money been set aside to reimburse these homeowners? And for those homes which will be taken by imminent domain, how will the value be determined? It should be determined by what the value was before the mention of a HSR.

I025-3

And beyond the concerns in our immediate neighborhood.....the ridership forecasts are very dubious. Many of those people who have

Submission I025 (Carolyn Bergman, October 16, 2012) - Continued

I025-3

said that they would love to get across California this fast have not actually read the plan and do not realize what the cost of riding the HSR is going to be. 83% of an airline ticket?? Really??? We have used the Amtrak many times to bring our grandchildren to Bakersfield from Fresno. But...I would drive them back and forth before I would pay the cost of what the HSR ticket will be. The only people who will afford to ride this train will be business people and the wealthy. The HSR will not benefit the middle class. However.....the middle class (even though they don't ride it) will be the ones footing the cost of the HSR by paying higher taxes to subsidize it. And as most of the central valley residents do not really need public transportation, this "middle of the road" route is a "train to nowhere." Why doesn't construction begin "at the proposed beginning?" I might be excited about getting to Los Angeles more quickly, but then what do I do when I arrive there.....rent a car to get where I want to go in the large city?

I025-4

And last, but not least, the escalating cost of the project is unfathomable. The state is facing a huge budget shortfall, a tottering economy, home foreclosure disasters, pressing water needs, etc. California just doesn't have the money to invest in this project!

Jim and Carolyn Bergman, 10416 Palm Ave.,
Bakersfield, Ca. 93312 (CBergmanRN@aol.com)

EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I025 (Carolyn Bergman, October 16, 2012)

I025-1

Information on the access issue at Palm Avenue in Bakersfield was added to the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12, Impact SO #7. Discussions with the BNSF Railway revealed that the residents' practice of using this access route to bring horse trailers and supplies to the rear portions of their private properties is unauthorized because this is a BNSF railroad maintenance road, not a public right-of-way or private easement.

I025-2

Refer to Standard Response FB-Response-TR-02, FB-Response-SO-01, FB-Response-SO-02, FB-Response-AVR-01.

Palm Avenue is proposed to be closed. Alternative local access would be provided, and connectivity to Palm Avenue replaced by extending Verdugo Lane from Palm Avenue to Shellabarger Road. Descriptions of proposed road modifications and closures by alternative are provided in Appendix 2-A, Road Crossings, of the EIR/EIS.

For information on potential HST project impacts on property values, see Section 5.4.4.3 in the Community Impact Assessment Technical Report, which is available on the Authority website.

I025-3

Refer to Standard Response FB-Response-GENERAL-24, FB-Response-GENERAL-23, FB-Response-GENERAL-12, FB-Response-GENERAL-11.

Construction is beginning in the Central Valley because that is where federal funding is available under the American Recovery and Reinvestment Act (ARRA). The first section of the California HST System requires a section of over 100 miles of high speed track to test the high-speed trains. The Central Valley is the best location for this initial phase. At the same time, plans are under way for extension to Palmdale and beyond, per the April 2012 Business Plan.

The Los Angeles station, while outside the purview of this EIR/EIS, is planned to be an intermodal facility at or near Union Station, with convenient connections to Metrolink regional trains, the bus and subway systems, and taxi service. Just as rental car


I025-3

companies locate close to airports, it is reasonable to assume that they will also locate close to the future intermodal station, providing yet another travel option for arriving riders.

I025-4

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

Submission I026 (Don and LaVerne Bettencourt, October 18, 2012)

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

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

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

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

Name/Nombre: Don & LaVerne Bettencourt
Organization/Organización: _____
Address/Domicilio: 13942 Flint Ave
Phone Number/Número de Teléfono: 559-583-9602
City, State, Zip Code/Ciudad, Estado, Código Postal: Hanford CA 93230
E-mail Address/Correo Electrónico: _____
(Use additional pages if needed/Usar paginas adicionales si es necesario)

I026-1

The Deirs fails to describe the projects impacts on land use. The Deirs finds that project impacts will be less than significant when looking with consideration the total % of land use impacts because:

- ① Turn around for tractors need 30'
- ② 1/4 mile Aerial spray from the rail, passengers may get sick. Lawsuits may follow
- ③ 1 mile of pipeline will have to be put in west of rail to irrigate west side
- ④ with road closures will have to travel 4 miles or more to get to east side
- ⑤ there will be need of making a new well on the west side
- ⑥ Not able to get to the farm shop that is currently located on the east side of the rail we will request a shop be built or move to the west of rail
- ⑦ closing other Aves will make Flint Ave a high traffic Ave with an overpass 40' high starting in front of our home
- ⑧ I believe we have done our share for progress 62 acres of farm land for 198 Highway 20 acres for 41 Highway Now a mile of rail cutting across our farm plus other acres how many acres will this take? WASTE of Money!! another thing for government to subsidize

I026-2

Response to Submission I026 (Don and LaVerne Bettencourt, October 18, 2012)

I026-1


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

The Revised DEIR/Supplemental DEIS states that the HST alternatives would result in the permanent conversion of land to transportation uses, which in many locations would be incompatible with existing land uses. Although the amount of land affected by the conversion of uses under the HST alternatives would be a relatively small percent of the four-county study area (approximately 4,000 acres, or less than 0.01%), there is the potential for significant land use incompatibilities to occur. As stated in Section 3.19.4 of the Revised DEIR/Supplemental DEIS, cumulative land use impacts would be substantial under NEPA, and significant under CEQA because of changes in land use that could result from implementation of the HST alternatives. The HST alternatives' contribution to this impact would be substantial under NEPA, and cumulatively considerable under CEQA.

I026-2

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

Submission I027 (Don Bettencourt, October 18, 2012)

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

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

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

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

Name/Nombre: Don Bettencourt
Organization/Organización: _____
Address/Domicilio: 13942 Flint Ave
Phone Number/Número de Teléfono: 559-583-9602
City, State, Zip Code/Ciudad, Estado, Código Postal: Hanford CA 93230
E-mail Address/Correo Electrónico: _____
(Use additional pages if needed/Usar paginas adicionales si es necesario)

*The Deirs fails to describe the projects impacts on land use. The Deirs finds that project impacts will be less than significant when taking into consideration the total percent of land use impacts because:
we have a 20" pipeline with 12" valves every 100ft that runs from the south end of the ranch on Flint Ave to Elder Ave to the north. 1 mile of pipeline & valves, 5200 ft. We also have walnut trees that were planted 20 yrs ago that produce 4000 to 5000 lbs of nuts per acre that the rail will take out on 50 acres of sears. Also 20 acres of new plantings of chandelers. Also there are return lines for water to irrigate they are 10" to 12" under ground. There also a well 420ft deep that might have to be replaced. A 20" pipeline that runs east & west there are 3 of them that carry water to the main lines. To the east of the rail there are 5 apts 1 3 bedroom house 3 shops & storage barns, 1 domestic well 200ft. The north east will have 20 acres of walnuts & almonds that will need access to move equipment & tractors
Rail Road to no where but
debt.*

I027-1

I027-2

Response to Submission I027 (Don Bettencourt, October 18, 2012)

I027-1

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

The Authority has committed to compensating landowners at a fair market value for any permanent takings of their land as well as any temporary or permanent losses of income they may experience. During the land acquisition phase, each land owner will have the ability to discuss the impacts from the HST with the Authority's right-of-way agent so that fair compensation for impacts on their property can be made.

I027-2

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

Submission I028 (LaVerne Bettencourt, October 18, 2012)



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

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

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

Name/Nombre: LaVerne Bettencourt
Organization/Organización: _____
Address/Domicilio: 13942 Flint Ave Hanford CA 93230
Phone Number/Número de Teléfono: 559-583-9602
City, State, Zip Code/Ciudad, Estado, Código Postal: Hanford CA 93230
E-mail Address/Correo Electrónico: _____
(Use additional pages if needed/Usar paginas adicionales si es necesario)

I028-1

DEIRs FAILS TO ADEQUATELY DESCRIBE & CHARACTERIZE LAND USE IMPACTS:
Removes 1/2 mile of Pipe line
Removes a WATER well

Response to Submission I028 (LaVerne Bettencourt, October 18, 2012)

I028-1

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

Submission I029 (Steve Bettencourt, October 19, 2012)

Fresno - Bakersfield (July 2012+) - RECORD #398 DETAIL

Status : Action Pending
Record Date : 10/19/2012
Response Requested : No
Stakeholder Type : CA Resident
Affiliation Type : Individual
Interest As : Individual
Submission Date : 10/19/2012
Submission Method : Website
First Name : Steve
Last Name : Bettencourt
Professional Title :
Business/Organization :
Address : 6095 14th Avenue
Apt./Suite No. :
City : Hanford
State : CA
Zip Code : 93230
Telephone :
Email : joshjbettencourt@yahoo.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Name: Steve Bettencourt
Comments/Issues : Address: 6095 14th Avenue, Hanford, California

I029-1

The proposed Hanford West Bypass will have devastating effects on my family farm. The proposed alignment will slice through prime agricultural land that I have farmed with my family for several decades. The alignment will limit access to our land, sever farm ground from our maintenance shop, and close nearby roads -- all of which will force us to drive heavy ag equipment miles around the tracks (creating more pollution and dangerous conditions, especially in the valley's thick winter fog.) The alignment will sever substantial portions of our farm from irrigation wells and irrigation systems, potentially leaving large areas of land unfarmable. Further, the alignment will interfere with thousands of feet of irrigation pipeline running across our land, requiring us to irrigate by open ditch (resulting in less efficient farming practices and unnecessary loss of precious irrigation water). The alignment would result in ripping out young and mature nut trees in the peak years of productivity, which will have significant economic consequences.

EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I029 (Steve Bettencourt, October 19, 2012)

I029-1

Refer to Standard Response FB-Response-GENERAL-04, FB-Response-TR-02, FB-Response-AG-02, FB-Response-AG-04, FB-Response-SO-01, FB-Response-AG-03, FB-Response-S&S-01, FB-Response-AQ-03.

See Volume I, Section 3.14, Impact AG#4 for information on the permanent conversion of agricultural land, and see Mitigation Measure AG-#1 in Section 3.14 for measures to reduce effects on prime farmland by acquiring permanent agricultural conservation easements from willing sellers in the affected counties.

The Authority will pay fair market value for all properties taken, mitigating impacts on farmers through removal of farmland from production. Fair market value takes into account the value of the land, the improvements on the land, as well as the future income the land and improvements can generate. Where the HST project would create remnant parcels, the Authority will take responsibility as part of the project for identifying adjacent landowners and selling them the land, if they are willing buyers. This process is described in the project design features identified in Section 3.14.6.

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

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

Submission I030 (Mark Bisaha, July 21, 2012)

Fresno - Bakersfield (July 2012+) - RECORD #43 DETAIL

Status : Action Pending
Record Date : 7/21/2012
Response Requested : No
Stakeholder Type : CA Resident
Affiliation Type : Individual
Interest As : Individual
Submission Date : 7/21/2012
Submission Method : Project Email
First Name : Mark
Last Name : Bisaha
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State : CA
Zip Code : 00000
Telephone : (213) 221-7416
Email : markbisaha@mac.com
Email Subscription :
Cell Phone :
Add to Mailing List :

I030-1

I030-2

I030-3

**Stakeholder
 Comments/Issues :**

Sir/Madam:

These comments respond to the 15% drawings of the station alternatives.

1. These are train stations. Not airports. Airport users have a sequence of rooms through which they must travel to enplane or disembark. The sequence (or gauntlet) contains numerous choke points, restrictions, and often long corridors that span zip codes. Running the gauntlet is one of the reasons air travel is such a burden. Ticketed passengers are warned to arrive 1-2 hours ahead of time, which, for intrastate travel, could be longer than the flight itself.

2. The user of a typical train station (there are exceptions, such as NY Penn) has a much simpler process: walk from the curb to the platform. No choke points, no restrictions and no need to walk half-way to one's destination simply to reach the platform. Any Amtrak representative will tell you that the ease of station access and the simplicity of the boarding process is a huge marketing advantage (why else would Amtrak advertise at airports?). Ticketed passengers can arrive minutes before departure without worry.

Given 1 and 2, the proposed station designs flunk. They severely over-think what is required for a train station. They are, instead, airports for flight-level-zero departures. Thus, much of the convenience and joy of train travel is compromised before one's journey even begins.

3. "But," you say, "What of security?" As worldwide experience has shown across the decades, high speed rail does not make an inviting terrorist target. At the risk of stating the obvious, a train cannot be hijacked and driven into a building. It would be just as easy to target HSR infrastructure (eg. viaducts) from the outside; there's no reason to be on board. In fact, as the revised EIR itself points out, crime onboard heavy rail is quite rare, possibly because there's nowhere for a perpetrator to go! Thus, there is no need for a train station to resemble an airport bunker.

4. "But," you say, "What of non-paying persons getting aboard? We need turnstiles and sterile areas!" Turnstiles are choke points, difficult to navigate with luggage, strollers and the like. They are part of the gauntlet: that is the open area; this is the paid area. Turnstiles restrict passengers who may decide to return to the open area to (for example) grab a newspaper before boarding. They restrict people who may be assisting elderly, frail or young passenger to the train. And for what? Railroads all over the world operate on the system of lifting a ticket either at the door or while underway. Amtrak does this now. There's no compelling reason to abandon the train model for the airport model. It is over thinking and over complicating something that is actually quite simple.

Given 1-4, what should a CAHSR station schematic look like? With two exceptions to be discussed in due course, I offer the Irvine, CA, station as a model. It has ticketing and waiting areas but no one is required to use or travel through them on the way to the platforms; their use is purely optional. There are no choke points between drop-off and train; the southbound platform can be accessed from almost anyplace along its length. This design disperses passengers quite effectively and, just as important, speeds passengers/helpers in and out effortlessly, enabling the station to handle a large volume of people without feeling crowded or stressed.

However...

Submission I030 (Mark Bisaha, July 21, 2012) - Continued

I030-4

5. Passengers should not have to change elevation to access or exit a platform: it is energy consuming (especially if dragging children or luggage, or even children in luggage) and time-wasteful. Given a need to access a remote platform, ask a question: how can you provide access while minimizing a passenger's vertical travel? The answer is not a 40-foot high choke-point overpass but one or more shallow tunnels under the tracks. A smoothly sloped passenger underpass is navigable by all without need for escalators or elevators, is perceptually much shorter and friendlier because it doesn't have move across, move up, move across, move down, move across transitions, and the total vertical displacement can be, oh, 15-20% of what an overpass would require because people are shorter than trains (Better yet: slightly raise the railbed so the tunnel is level). Several tunnels could easily be built to disperse passenger flow (so no choke points). Lastly, trenching tunnels is probably cheaper than building a choke-point overpass with escalators and elevators.

I030-5

6. The Irvine station is an island in a sea of parking, which not only violates TOD principles, it ignores one of the reasons for having a downtown station to begin with: to interact with the neighborhood and the street grid. Compare to LA Union Station, the main entrance of which is mere steps from Alameda, with parking discreetly tucked around and below the building. The drawings for the CAHSR stations show the station-island effect.

I030-6

Given 1-6, CAHSR stations can and should be designed for user friendliness, accessibility and speed. These are the hallmarks of good train station design. This means no gauntlet, many entry/exit paths for dispersal of passengers, short walks, minimized up and down walking, stations fronting streets (not parking lot oceans) and interacting with the neighborhood. The 15% drawings fall short of these goals. Way short.

Kind regards,

Mark Bisaha
(213) 221-7416

EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I030 (Mark Bisaha, July 21, 2012)

I030-1

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

Authority station design requirements are described in the Station Program Design Guideline technical memorandums (Authority 2011h), which require passenger flows and facility organization to be consistent with specific operational, maintenance, retail, and security requirements. Many of the stations will have considerable ridership (more comparable to a BART station than an Amtrak station) that require throughput protocols consisting of fare gates, platform access controls, waiting areas, staff areas, and concessions. The 15% designs for the stations are not fixed and will evolve in response to changing Authority design standards, local land use policies, and ridership demand.

I030-2

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

The HSR station's safety and security design standards are in the process of being developed. Final station configuration relative to safety and security features will be revised to reflect the Authority's design standards.

I030-3

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

Authority Station Program Design Guidelines (Authority 2011h) require passengers to purchase tickets and pass through fare gates to access the trains. State-of-the-art stations in Taiwan (see Figure 4.6) and elsewhere contain fare gates and passenger waiting rooms to control the number of passengers accessing the platforms.

I030-4

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

The station design plans are preliminary and will be refined and revised during the next project design phase. Although vertical displacement for passengers using bridges is greater than for tunnels, passenger access to platforms from a pedestrian overcrossing

I030-4

bridge or an undercrossing tunnel is a function of each station's functional floor-plan layout. The vertical clearances above the high-speed rail tracks are prescribed by Authority design standards. Each means of platform access, whether a bridge or a tunnel, requires high-capacity, efficient, and safe passenger throughput in the form of stairs, escalators, and elevators that also meet ADA accessibility guidelines. These means of vertical circulation are placed at each station-to-platform access point in sufficient quantity to accommodate the projected passenger loads. The decision about which is the most appropriate method for passenger travel will be finalized during the next design phase.

I030-5

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

Station site planning and station area development principles and policies demonstrate a commitment to collaborating with station-recipient communities on long-term benefits and the impacts of introducing high-speed rail service. The General Principles for Station Area Development are articulated in Section 6B of the Program EIR/EIS and further elaborated in the High-Speed Train (HST) Station Area Development Policies (April 2008). Applied together, the policies and principles establish a framework for the Authority to guide station design and planning within the surrounding local context. Station site plans, in collaboration with recipient communities, will be refined during the next phase of design to conform with local economic development and transit-oriented design policies.

I030-6

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

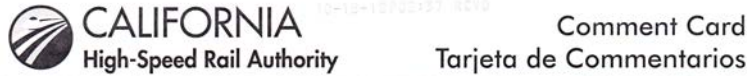
The 15% station design drawings included in the Draft EIR/EIS are preliminary and reflect current Authority policies. Station recipient communities are presently adopting station area land use planning policies that will, when implemented, impact that station's configuration. The City of Fresno, for example, is starting a station area planning process that will study local benefits and impacts from a future high-speed rail service on Mariposa Street adjacent to the downtown. The station drawings may be refined and revised during the next design phase to reflect updated local land use policies and

Response to Submission I030 (Mark Bisaha, July 21, 2012) - Continued

I030-6

Authority station design technical guidelines.

Submission I031 (Orbery and Rosalee Bowden, October 18, 2012)



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

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

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

Name/Nombre: ORBERY DALE Bowden + Rosalee Bowden
 Organization/Organización: _____
 Address/Domicilio: 11907 IONA Ave Hanford Ca
 Phone Number/Número de Teléfono: 585-9557
 City, State, Zip Code/Ciudad, Estado, Código Postal: Hanford Ca
 E-mail Address/Correo Electrónico: _____
 (Use additional pages if needed/Usar paginas adicionales si es necesario)

I031-1
 I031-2
 I031-3

*The REIR/EIS fails to describe gas & electrical facilities in front of our home, we are the only acreage that has gas lines on Iona, originally on there per approx 7 homes that are impacted.
 It will take up a lot of our land in front to raise the road to continue across 12th ave to go across & up for the rail line.
 It will affect 12th ave & @ way to town & will not have access to 12*

Rosalee & Dale Bowden

Response to Submission I031 (Orbery and Rosalee Bowden, October 18, 2012)

I031-1

Refer to Standard Response FB-Response-PU&E-03.

The Authority would work with utility owners during final engineering design and construction of the project to relocate utilities or protect them in place. Where existing underground utilities such as gas, petroleum, and water pipelines cross the high-speed train (HST) alignment, the utilities would be placed in a protective casing so that future maintenance could be accomplished outside of the HST right-of-way. The project construction contractor would coordinate schedules for utility relocations and protection-in-place with the utility owner to ensure that the project would not result in prolonged disruption of services. Refer to Section 3.6.5 for more information on impacts to utilities.

I031-2

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

At the preliminary level of design used to support the EIR/EIS, the applicable roadway design standards set by Caltrans and the local agency were balanced with the required HST alignment geometry and the goals of minimizing project impact on individual landowners, maintaining local access, and being cost-efficient.

As the design progresses, more detailed information on property impacts and solutions to minimize impacts (such as using retaining walls or adopting steeper embankment side slopes) will be developed.

I031-3

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

Submission I032 (Tammy Bozarth, October 16, 2012)

Fresno - Bakersfield (July 2012+) - RECORD #299 DETAIL

Status : Unread
Record Date : 10/17/2012
Response Requested : Yes
Stakeholder Type : CA Resident
Affiliation Type : Individual
Attorney or Law Firm? : No
Interest As : Individual
Submission Date : 10/17/2012
Submission Method : Project Email
First Name : Tammy
Last Name : Bozarth
Professional Title :
County :
Business/Organization :
Address :
Apt./Suite No. :
City : Bakersfield
State : CA
Zip Code : 00000
Telephone :
Email : tnbozarth@gmail.com
Email Subscription : Fresno - Bakersfield
Cell Phone :
Fax :
Comment Type :
Add to Mailing List :
Stakeholder : I am Tammy Bozarth of Bakersfield. I live in the Rosedale area. I don't
Comments/Issues : totally understand the plan for the Bakersfield – Fresno section. My
question is : What is the start- stop point of the beginning construction
stage of the track. I heard it was Seventh Standard road or the
downtown station by Amtrak. I live in a section on Palm Ave that is
directly effected. What would be the projected time frame for removing
the homes in my area?

Thank you for your time.

Tammy Bozarth

Subscription
Request/Response :
EIR/EIS Comment : Yes
General Viewpoint on
Project : Unknown
Official Comment Period : Yes

I032-1

I032-2

Response to Submission I032 (Tammy Bozarth, October 16, 2012)

I032-1

The start/stop point of the first construction segment of the Initial Operating Section in the Shafter/Rosedale area is not known at this time. Construction of this segment will begin in the latter half of 2013; it will be built from north to south and depend on available funding at the time of construction.

I032-2

Property acquisition would begin following publication of the Record of Decision (ROD) by the FRA, which is currently planned at the end of 2013. Property acquisition is likely to begin in the north and work south. Therefore, it may be several years after the ROD that property is acquired in the Rosedale area.

Submission I033 (Ross Browning, October 4, 2012)

Ross C. Browning

8646 Cairo Ave., Laton, CA 93242
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e-Mail: RCBrowning@AOL.com

October 4, 2012

Chairman and
Members of the Board of the
California High-Speed Rail Authority
770 L Street, Suite 800
Sacramento, CA 95814

Re: Fresno to Bakersfield High Speed Train (HST) Project Revised DEIR/Supplemental DEIS

Dear Chairman Richard and HSRA Board Members,

I033-1

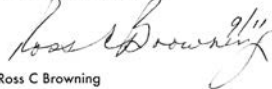
On behalf of myself and many other California residents who are attempting to provide a meaningful review of the above referenced document, I hereby request that you give consideration to and grant an additional 90 day review period.

I033-2

The reason for this request is that there is no way to read, understand, analyze, and comment on the amount of material presented in the time allotted, or at least I find that I am unable to digest the material that fast. This process would go somewhat faster and easier if the over 26 Technical Documents, that are constantly being referred to, were available in printed form or at least available on a DVD.

I endeavor to do my part in this process, may I ask that you do the same?

Respectfully submitted,



Ross C Browning

Response to Submission I033 (Ross Browning, October 4, 2012)

I033-1

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

I033-2

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

Submission I034 (Ross Browning, October 18, 2012)

Ross C. Browning

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Ross C. Browning

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October 18, 2012

Re: Fresno to Bakersfield Section, Revised Draft Environmental Impact Report/
Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS)

Chairman and Members of the Board of the
California High Speed Rail Authority
770 L Street, Suite 800
Sacramento, CA 95814

Subject: CEQA/NEPA Comments on Fresno to Bakersfield RDEIR/SDEIS

Gentlemen:

I034-1

I, along with many members of the community, have attempted to read, understand, and analyze the voluminous material presented, so that we might make comments on these data in the time allotted. This task was made all the more difficult, not only by the data offered but, by other required data not being available in a timely and user friendly manner. We have all done the best that we can given the circumstances, but alert the Authority to the fact that comments will continue to be made and submitted and further ask that the Technical Reports, that are critical to our understanding of this RDEIR/SDEIS, be made available without further delay.

The following responses are based upon a review, albeit limited, of the Revised Draft Environmental Impact Report/Supplemental Environmental Impact Statement (RDEIR/SDEIS) for the Fresno to Bakersfield portion of the California High Speed Rail (HSR) Project.

I034-2

i. The RDEIR/SDEIS, as published, should be concerned with the operation and effect of high speed train service and its claims of lower noise, vibration, pollution, air quality and a myriad of other issues when compared to traditional passenger train service as it affects the people and their lives along the Fresno to Bakersfield segment. However, the Authority has stated that initially the service would be provided, not by the HST with its highly touted benefits, but by eight years of traditional passenger service units, i.g., diesel locomotives.

A reading of the document uncovered that, as expected, issues and situations focused on high speed rail operations even though this is not the initial operating plan. The one glaring exception is as follows:

...interim use of the IOS first construction track for upgraded San Joaquin service could have environmental impacts that differ from those

Page 1

I034-2

I. Continued:

analyzed in this RDEIR/SDEIS; for example, increased noise and air quality impacts with increased frequency of diesel trains during the temporary period when San Joaquin service would use the IOS first construction track (between 2018 and 2022). Service upgrades for the San Joaquin service and the potential for environmental impact would be assessed by the operating agency prior to service initiation.

I034-3

Temporary use or not, the lack of data which would allow analysis, mitigation measures, and suitability of diesel powered trains, by the Authority and the public, for use in the San Joaquin service is a serious flaw in this document and begs the following questions:

1. Since this entire RDEIR/SDEIS is fatally flawed and not valid due to its omitting major and necessary equipment that the Authority plans to put into service, when can we, the public and our elected government officials expect to have a revised document available for review?
2. The language of the current RDEIR/SDEIS is very weak when it states, "Service upgrades for the San Joaquin service and the potential for environmental impact would be assessed by the operating agency prior to service initiation," How will the interest of the public be protected and the integrity of the San Joaquin service be maintained in the future?
3. Who will pay for this service upgrade and where will the funds come from?
4. Will the track need to be upgraded at this time? Who is responsible for the upgrade and who will pay for the upgrade?
5. What form and function will the train signal and control system have during the diesel phase of service? Will the upgraded service include train signal and control upgrades. Who will pay for these upgrades and where will these funds come from?
6. If the track and the control system for the San Joaquin service segment are initially installed as "HST" certified and ready, who will be responsible for maintaining these items at this higher level of readiness while the train itself is operating at a diesel level of service and where will these funds come from?
7. Since the stated goal of the Authority is to initially operate the San Joaquin service with diesel equipment that doesn't meet the intent nor the spirit of Proposition 1A as passed by the electorate of California in 2008, how does the Authority and any of its subsequent operating agencies intend to legally obtain Prop 1A funds when;
 - 7a. the proposed diesel service does not meet the requirement of electric-powered HST as set forth in Prop 1A?

I034-4

Page 2

Submission I034 (Ross Browning, October 18, 2012) - Continued

Ross C. Browning

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I034-4

I. Continued:

- 7b. the proposed diesel service operates up to about 90 mph, not the 220 mph as set forth in Prop 1A
- 7c. the proposed diesel service does not reduce California's dependence on foreign oil as set forth in Prop 1A?
- 7d. the proposed diesel service does not reduce air pollution and global warming greenhouse gases as set forth in Prop 1A?
- 7e. the proposed diesel service will do nothing to improve existing passenger rail lines serving the state's major population centers as set forth in Prop 1A?
- 7f. proposed diesel service does not meet the required travel time from Los Angeles to San Francisco in 2 hours and 40 minutes as set forth in Prop 1A?

II. My wife, Phyllis, and myself, had planned for around 10 years; for the house we wanted, how we would situate it on our small piece of property that had been in her family since 1942, what we would plant in the gardens and where the gardens would be, and in general just how we planned to spend our retirement in the quiet serenity of Kings County.

Things went pretty well for the first 6 years and then we heard about the high speed train and went to our first informational meeting. We didn't realize it at the time, but when they (didn't realize until too late that we should get names and organizations of the individuals that we spoke with) said that our home was not affected they were in fact lying to us as well as others that were there that day. We were told that our home looked to be over 500 feet from the alignment and a more accurate measurement would be possible when new maps were issued and that the alignment could be and probably would be "tweaked" a little to move it further from our home. A little over a month later, a neighbor told us that more detailed maps, with some overpass details, were available from the county office. We went to see the county officials and saw a sign saying that per the rail authority, the authority didn't want any of the maps released to the public. The county released the map of our property to us and to our horror we discovered that our street and our home was impacted, not by the train directly, but by the overpass. Collateral damage they call it.

We realize that overpasses are required and necessary if the HST, as currently defined, is to be built, but the proposed overpass on Cairo Avenue is over one half mile long and takes out 5, and quite possibly 7 homes, a small business, disrupts the lives of 9 families composed of 18 people and all this for what.

I034-5

II. Continued

I034-6

I have seen alternative studies that spare Cairo Ave all this grief and even other HST overpasses that have looked into moving the proposed overpass a substantial distance to avoid a structure or some other geographical necessity. My questions are as follows:

- 8. Have alternative overpasses, including any that may not have been made public, ever been considered for the Cairo Ave area?
- 9. Has any form of cost benefit analysis ever been done involving the Cairo Ave overpass?
- 10. Have benefits, if any, to the residents of the State of California been weighed against the hardships that will be created to the residents of Cairo Ave. and surrounding feeder roads if the overpass is built as envisioned?
- 11. Has anyone from the Authority spoken to residents of Cairo Ave. and nearby feeder roads to determine the effects of a Cairo Ave overpass on them and their lives, businesses and future planning?
- 12. Has anyone from the Authority spoken with any County of Kings official, or anyone from the roads section, the planning section, the public safety sections, land use or permitting sections, emergency response sections or anyone with an interest in or about a proposed overpass on Cairo Ave?

I034-7

I034-8

Gentlemen, I look forward to receiving the Authorities response to the above 18 questions as you either (see question 1) stop the current madness by releasing the Technical Documents and resetting the reviewing time allowed, reissue a new ReRevised Draft Environmental Impact Report/Revised Supplemental Environmental Impact Statement (ReRDEIR/RSDEIS) or some combination of the two which satisfy all the provisions of SEQA and NEPA which thus far you have failed to do.

Respectfully submitted,

Ross C. Browning 9/11
Ross C. Browning

Response to Submission I034 (Ross Browning, October 18, 2012)

I034-1

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

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

Comments received since the initiation of the review period of the Draft EIR/EIS have been responded to in the Final EIR/EIS. This includes comments received outside of the comment periods.

I034-2

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

I034-3

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

The Authority has not selected a specific high-speed train to use for the project; however, there are many similarities among the designs available for use, as explained in Chapter 2, Alternatives, of the Final EIR/EIS. These similarities are sufficient to evaluate impacts from operations of the train.

The San Joaquin service is operated and maintained by Amtrak, not the Authority. The Authority does not know Amtrak's future plans, but the San Joaquin service is used regularly by the communities in the south San Joaquin Valley, and it is likely that the service will continue into the future.

Amtrak will pay for the San Joaquin service. Amtrak should be contacted regarding their source of funding.

As described in the Revised 2012 Business Plan (Authority 2012a), Amtrak could use the HST tracks until service is provided between Fresno and Bakersfield. The Authority would maintain the tracks and HST equipment over this period.

I034-3

Train signaling and control for Amtrak service would be the same as it is for conventional rail service and would be the responsibility of Amtrak to install and maintain.

I034-4

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

I034-5

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

The project footprint and the parcels adjoining or beneath the footprint are illustrated in maps found in Appendix 3.1-A of the EIR/EIS. 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.

I034-6

The grade separation at Cairo Avenue has been designed according to state and local standards. No other overpass design has been considered. The proposed design provides emergency access to the area between Cole Slough, Dutch John Cut, and the High-Speed Train. Options in the area were discussed with Kings County officials, including the Sheriff, with regard to public safety and emergency responders; however, no consensus was reached. The proximity of existing homes to the planned HST right-of-way was a factor in determining the roadway alignment and will be weighed in the selection of a Preferred Alternative, but a cost-benefit analysis for this individual overpass was not conducted.

There is potential for the profile of the HST project to change in this area. Such a change in profile would remove the need for the overcrossing. In this case, Cairo Avenue would remain at-grade and would pass under the HST structure.

I034-7

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

Response to Submission I034 (Ross Browning, October 18, 2012) - Continued

I034-7

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

I034-8

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

Technical documents are available for review on the Authority's website.

Submission I035 (Esther Campos, October 18, 2012)



Comment Card
Tarjeta de Comentarios

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

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

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

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

Extended comment period for Fresno to Bakersfield High Speed Train Revised Draft EIR/Supplemental Draft EIS: **September 20, 2012 to October 19, 2012.**

El período de comentario público del Proyecto Revisado EIR/Proyecto Suplementario EIS: **del 20 de Julio al 19 de Octubre de 2012.**

Name/Nombre: ESTHER ALCARAZ CAMPOS
Organization/Organización: _____
Address/Domicilio: 614 OTIS ST #10 CORCORAN
Phone Number/Número de Teléfono: 554-992-1914
City, State, Zip Code/Ciudad, Estado, Código Postal: 93212
E-mail Address/Correo Electrónico: _____

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

1035-1 NO estoy de acuerdo con poner el tren de alta velocidad si asi hay accidentes de tren uoara con este. tambien no estoy de acuerdo por donde lo quieren meter destruiria muchos hogares de corcoran.

Response to Submission I035 (Esther Campos, October 18, 2012)

I035-1

Refer to Standard Response FB-Response-GENERAL-10, FB-Response-GENERAL-14, FB-Response-S&S-02, FB-Response-S&S-04.

Your opposition to the project is noted.

There are three proposed alternative alignments in the vicinity of Corcoran: BNSF (west side of the BNSF), Corcoran Bypass, (avoids Corcoran), and Corcoran Elevated (east side of the BNSF). Each alternative would have its own set of different effects. Your preference for the Corcoran Elevated Alternative is noted.

The Authority will use the information in the EIR/EIS and input from agencies and the public to identify the Preferred Alternative. The decision will include consideration of the project purpose and need and the project objectives presented in Chapter 1, Project Purpose and Need, as well as the objectives and criteria in the alternatives analysis, and the comparative potential for environmental impacts. Refer to Chapter 7, Preferred Alternative, in this Final EIR/EIS.

Consulte la Respuesta Estándar FB-Repuesta-GENERAL-10, FB-Respuesta-GENERAL-14, FB-Respuesta -S&S-02, FB-Respuesta-S&S-04.

Su oposición al proyecto ha sido notada.

Hay 3 alineaciones alternativas propuestas en las cercanías de Corcoran; BNSF (lado oeste de BNSF), Desviación de Corcoran, (evita Corcoran) y Corcoran Elevado (lado este de BNSF). Cada alternativa tendría su propio conjunto de efectos diferentes. Su preferencia por la alternativa de Corcoran Elevado ha sido notada.

La Autoridad utilizará la información en el EIR/EIS así como el aporte de las agencias y el público para identificar la Alternativa Preferida. La decisión incluirá la consideración del propósito del proyecto y la necesidad y los objetivos del proyecto presentados en el Capítulo 1, Propósito del Proyecto y Necesidad, así como los objetivos y criterios en el análisis de alternativas y la comparativa potencial de impactos ambientales. Consulte el Capítulo 7, Alternativa Preferida, en el EIR/EIS.

Submission I036 (Maria Carmen Reyes, October 18, 2012)



Comment Card
 Tarjeta de Comentarios

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

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

The comment period for the Fresno to Bakersfield High Speed Train Revised Draft EIR/Supplemental Draft EIS: July 20 - October 19	Extended comment period for Fresno to Bakersfield High Speed Train Revised Draft EIR/Supplemental Draft EIS: July 20, 2012, to October 19, 2012.	El período de comentarios públicos del Proyecto Revisado EIR/Proyecto Suplementario EIS: del 20 de Julio al 19 de Octubre de 2012.	Extendido el período de comentario público del Proyecto Revisado EIR/Proyecto Suplementario EIS: Julio 20 - Octubre 19	20 days before the meeting.
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Name/Nombre: Maria del Carmen Reyes
 Organization/Organización: _____
 Address/Domicilio: 614 Ohio Ave Sp 8
 Phone Number/Número de Teléfono: (559) 762-7396
 City, State, Zip Code/Ciudad, Estado, Código Postal: Corcoran, CA 93212
 E-mail Address/Correo Electrónico: Ashyanareyes2010@yahoo.com
(Use additional pages if needed/Usar paginas adicionales si es necesario)

I036-1

Al mirar con todo lo que se propone
 estoy descontento, nos quitarían nuestros
 fuentes de trabajo, al igual que nuestro
 transporte que nos transporta al trabajo.
 Nos están marginando más de lo que ya estamos.
 Por que si ustedes preguntan a personas de otras
 ciudades ¿sabes donde queda Corcoran?
 No saben, y pues como dicen que el high speed rail
 no parara en esta ciudad, menos sabra la
 gente de Corcoran
 la ciudad quedara muerta, entonces como seguira
 creciendo nuestra comunidad.
 Nuestras casas devaluaran más de lo que ya
 estan, y nuestra comunidad quedara sin vida.

Response to Submission I036 (Maria Carmen Reyes, October 18, 2012)

I036-1

Refer to Standard Response FB-Response-GENERAL-05, FB-Response-GENERAL-12, FB-Response-GENERAL-14, FB-Response-SO-02, FB-Response-SO-04, FB-Response-SO-07.

Please see FB-Response-GENERAL-05 for information on the impacts and benefits to communities without stations, such as Corcoran. FB-Response-SO-02 provides further information on the potential impacts on property values near the HST project.

As described in EIR/EIS Volume I Section 3.12 Impact SO #16, although the project would cause the displacement of homes and businesses in Corcoran, no evidence was found that any of these displacements or the resulting social and economic consequences would result in physical deterioration of communities.

The BNSF Alternative in Corcoran has the potential to relocate several businesses along Otis Avenue. 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. The federal Relocation Assistance Program ensures that persons displaced as a result of a federal action or by an undertaking involving federal funds are treated fairly, consistently, and equitably. This helps to ensure persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole. See FB-Response-SO-07 for more information about the concerns for environmental justice populations.

The sales revenue from all potentially displaced businesses represents 0.88% of the sales tax revenue received by the City of Corcoran. The total taxable sales of these businesses comprise 7.5% of the total taxable sales revenue collected in the city. These percentages suggest that (1) the potential fiscal effects to local sales tax revenues are minor and (2) the businesses being affected by the project do represent a considerable percentage of total city taxable sales. Therefore, while the potential for physical deterioration from fiscal effects is small, the businesses are important to the overall city economy and a small amount of suitable current vacant replacement properties leaves open the possibility that businesses may find it necessary to relocate outside the city. Therefore, the Authority will consult with the city to ensure that these businesses have

I036-1

suitable relocation alternatives in Corcoran. There are some existing vacancies to house some of these businesses so it is not expected that all of these businesses would relocate outside the city. In addition, Corcoran has vacant land available in its local Business Park for relocating these businesses. As a result, it is anticipated that the majority of these businesses will relocate in the area and no physical deterioration will occur.

The HST project includes no plans to discontinue Amtrak service to the Corcoran station or any other station or platform along the Fresno to Bakersfield Section corridor. If the BNSF Alternative is selected in the Corcoran area, the relocation of the facility would be completed prior to demolition of the existing structure and no disruption to Amtrak service would occur (see FB-Response-GENERAL-12).

Consulte la Respuesta Estándar FB-Respuesta-GENERAL-05, FB-Respuesta-GENERAL-12, FB-Respuesta-GENERAL-14, FB-Repuesta-SO-02, FB-Repuesta-SO-07.

Por favor vea FB-Repuesta-GENERAL-05 para la información sobre los impactos y beneficios para las comunidades sin estaciones, como Corcoran. FB-Repuesta-SO-02 proporciona más información sobre los impactos potenciales a valores de la propiedad cerca del proyecto de HST.

Como se describe en EIS/EIR Volumen I, Sección 3.12, Impacto SO #16, aunque el proyecto causara el desplazamiento de hogares y negocios en Corcoran, no se encontró evidencias que cualquier de estos desplazamientos o las consecuencias sociales y económicas que resultan causarían el empeoramiento físico de comunidades.

La Alternativa BNSF en Corcoran tiene el potencial para reubicar varios negocios a lo largo de la Avenida Otis. Como se requiere que la Autoridad proporcione la ayuda de reubicación según el Acto de políticas de Adquisición de bienes raíces y Ayuda de Traslado Uniforme, todos los negocios desplazados se trasladarían; mayoría, si no todos, dentro del área de los alrededores y sus empleados permanecerían empleados. El Programa de Ayuda de reubicación federal asegura que las personas desplazadas a consecuencia de una acción federal o por una empresa que implica fondos federales se

Response to Submission I036 (Maria Carmen Reyes, October 18, 2012) - Continued

I036-1

tratan justamente, consecuentemente, y equitativamente. Esto ayuda a asegurar que las personas no sufran heridas desproporcionadas a consecuencia de proyectos diseñados para el beneficio del público en conjunto. Vea FB-Repuesta-SO-07 para más información sobre las preocupaciones por poblaciones de justicia ambientales.

Los ingresos por ventas de todos los negocios potencialmente desplazados representan el 0.88% de los ingresos del impuesto sobre las ventas recibidos por la Ciudad de Corcoran. Las ventas gravables totales de estos negocios comprenden el 7.5% de los ingresos por ventas gravables totales coleccionados en la ciudad. Estos porcentajes sugieren que (1) los efectos fiscales potenciales a ingresos del impuesto sobre las ventas locales son menores y (2) los negocios afectados por el proyecto realmente representan un porcentaje considerable de la ciudad total ventas gravables. Por lo tanto, mientras el potencial para el empeoramiento físico de efectos fiscales es pequeño, los negocios son importantes para la economía general de la ciudad y una pequeña cantidad de propiedades de reemplazo vacantes corrientes convenientes abren la posibilidad que los negocios puedan encontrar necesario trasladarse fuera de la ciudad. Por lo tanto, la Autoridad consultará con la ciudad para asegurar que estos negocios tengan alternativas de traslado convenientes en Corcoran. Hay algunos puestos vacantes existentes para alojar algunos de estos negocios por tanto no se espera que todos estos negocios se trasladarían fuera de la ciudad. Además, Corcoran tiene la tierra vacante disponible en su Parque de negocios local para trasladar estos negocios. Como resultado, se espera que la mayoría de estos negocios se trasladará en el área y ningún empeoramiento físico ocurrirá.

El proyecto de HST no incluye ningunos proyectos de discontinuar el servicio de Amtrak a la estación de Corcoran o cualquier otra estación o plataforma a lo largo de la Sección de Fresno a Bakersfield. Si la Alternativa BNSF se selecciona en el área de Corcoran, el traslado de la instalación se completaría antes de la demolición de la estructura existente y ninguna interrupción al servicio de Amtrak ocurriría (vea FB-Repuesta-GENERAL-12).

Submission I037 (Richard Castodio, October 18, 2012)



Comment Card
Tarjeta de Comentarios

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

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

Please submit your completed comment card at the end of the meeting, or mail to:
Fresno to Bakersfield High-Speed Train Project EIR/Supplemental Draft EIS Comment, 770 L Street, Suite 800, Sacramento, CA 95814

Por favor entregue su tarjeta completada al final de la reunión, o envíela por correo a la siguiente dirección:
Fresno to Bakersfield High-Speed Train Project EIR/Supplemental Draft EIS Comment, 770 L Street, Suite 800, Sacramento, CA 95814

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

September 20, electronically, or October 20, 2012. El día de recepción de Extendido el periodo de comentario público del Proyecto Revisado EIR/Proyecto Suplementario EIS Julio 20 – Octubre 19

al 20 de septiembre, el día de recepción de

Name/Nombre: RICHARD CASTODIO

Organization/Organización: _____

Address/Domicilio: 5520 NEWARK AVE

Phone Number/Número de Teléfono: (559) 904-0253

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

E-mail Address/Correo Electrónico: _____

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

I037-1

I THINK THE MONEY SHOULD BE WELL SPENT ON A PROJECT THAT WOULD BENEFIT CALIFORNIA'S THE SPEED RAIL IS A WASTE OF MONEY, I OBJECT TO SPEED RAIL.



Response to Submission I037 (Richard Castodio, October 18, 2012)

I037-1

Refer to Master Response FB-Response-14

Your opposition to the project is noted.

Submission I038 (Gloria Castodio, October 18, 2012)

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

Fresno to Bakersfield High-Speed Train Section **La Sección de Fresno a Bakersfield del Tren de Alta Velocidad**
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TI Extended comment period for Fresno to Bakersfield High Speed Train Revised Draft EIR/Supplemental Draft EIS: July 20 – October 19	September 20, 2012, or October 20, 2012.	El día de la reunión pública del Proyecto Revisado EIR/Proyecto Suplementario EIS: Julio 20 – Octubre 19	hasta el 20 de septiembre, o el 20 de octubre, antes de la reunión pública.
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Name/Nombre: GLORIA CASTODIO
 Organization/Organización: _____
 Address/Domicilio: 5520 NEWARK AVE
 Phone Number/Número de Teléfono: (559) 302-5073
 City, State, Zip Code/Ciudad, Estado, Código Postal: _____
 E-mail Address/Correo Electrónico: _____
 (Use additional pages if needed/Usar paginas adicionales si es necesario)

I038-1

OBJECTION
 I THINK THE SPEED RAIL IS UNNECESSARY
 AMTRACK SHOULD AMPLIFY ITS EXTENSION
 OF SERVICES, AND STATIONS.
 FAMILIES WILL BE REMOVED AND ^{EXTREME} ~~HARDSHIP~~
 WILL FOLLOW FOR SO MANY. LIFE
 WILL BE AFFECTED AND LOSE PEACE AND
 HARMONY BECAUSE OF THE TREMENDOUS
 NOISE FACTOR THE TRAIN WOULD BRING.
 PLEASE DO NOT BRING THE SPEED RAIL TO
 CORCORAN. GO ALONG 99 IF YOU MUST
 OR ALONG 5, WHEREVER THERE IS
 ALREADY AN ESTABLISHED ROUTE FOR TRAFFIC.
OBJECT TO SPEED RAIL

Response to Submission I038 (Gloria Castodio, October 18, 2012)

I038-1

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

Your opposition to the project is noted.

There are three proposed alternative alignments in the vicinity of Corcoran: the BNSF Alternative (west side of BNSF tracks), the Corcoran Bypass Alternative, and the Corcoran Elevated (east side of BNSF tracks). Each alternative would have its own set of different effects.

The Authority used the information in the Revised DEIR/Supplemental DEIS and input from agencies and the public to identify the Preferred Alternative. The decision included consideration of the project purpose and need and the project objectives presented in Chapter 1, Project Purpose, Need, and Objectives, as well as the objectives and criteria in the alternatives analysis and the comparative potential for environmental impacts. Refer to Chapter 7, Preferred Alternative, of this Final EIR/EIS for more information.

Regarding why the Fresno to Bakersfield Section doesn't run along State Route 99 or I-5, refer to Standard Response FB-Response-GENERAL-02.

Submission I039 (Esther Cervantes, October 16, 2012)

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

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

The extended comment period for Fresno to Bakersfield High Speed Train Revised Draft EIR/Supplemental Draft EIS: July 20 – October 19	El período de comentario público del Proyecto Revisado EIR/Proyecto Suplementario EIS: Julio 20 – Octubre 19
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Name/Nombre: Esther Cervantes
 Organization/Organización: _____
 Address/Domicilio: 1316 Patterson Ave
 Phone Number/Número de Teléfono: 559-992-3840
 City, State, Zip Code/Ciudad, Estado, Código Postal: Cocoran, Ca 93212
 E-mail Address/Correo Electrónico: _____
 (Use additional pages if needed/Usar paginas adicionales si es necesario)

I039-1

It will not be a good thing for Cocoran - mainly for the people



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

95814335900



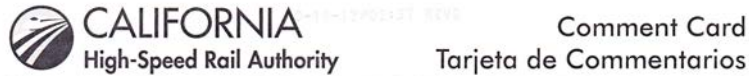
Response to Submission I039 (Esther Cervantes, October 16, 2012)

I039-1

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

Your opposition to the project is noted.

Submission I040 (Mary Lou Chase, October 18, 2012)



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

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

The comment period is from July 20 to September 20, 2012. Comments must be received electronically, or postmarked, on or before September 20, 2012.

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

Name/Nombre: Mary Lou Chase
Organization/Organización: self
Address/Domicilio: 1960 McKinley Ave, Hanford
Phone Number/Número de Teléfono: _____
City, State, Zip Code/Ciudad, Estado, Código Postal: Hanford, CA 93230
E-mail Address/Correo Electrónico: _____
(Use additional pages if needed/Usar paginas adicionales si es necesario)

- I040-1 | 1. Kings Co. is small. What is the impact of the loss of property taxes? HSR won't be paying them
- I040-2 | 2. Does the HSR follow environmental laws during construction? Do they use water to spray the dirt to keep the dust down?
- I040-3 | 3. This land is going out of production forever. If HSR doesn't work - what will happen to the construction?
- I040-4 | 4. Kings Co. is not rich - we have lots of poverty. It is about to lose lots of jobs & become much poorer. When construction is complete all those jobs are gone - but they won't be locals anyway.
- I040-5 | 5. Why didn't you start between LA & SD? Even if you don't complete it - they could use that section.

Response to Submission I040 (Mary Lou Chase, October 18, 2012)

I040-1

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

For information on the HST operation-related property and sales tax revenue effects see EIR/EIS Volume I Section 3.12 Impact SO#3, Impact SO#4, and Impact SO #12.

I040-2

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

The HST will follow required environmental laws during construction. The dust minimization measures listed in Section 3.3.8 of the Revised DEIR/Supplemental DEIS would further reduce fugitive dust emissions to a less-than-significant impact. The Final EIR/EIS also proposes mitigation measures to further reduce impacts to less than significant.

I040-3

Construction impacts and the mitigation measures that would be implemented for construction impacts are described in Chapter 3 of the EIR/EIS.

The purpose of an EIR/EIS is to evaluate the impacts of project construction and operation, not what would happen if after its construction the project fails. The risks of project failure most certainly would be taken into account by decision-makers in regard to proceeding with the project; but the risks of project failure are not an environmental issue addressed in an EIR/EIS.

I040-4

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

See Section 5.1.2 in the Community Impact Assessment Technical Report (Authority and FRA 2012h) and EIR/EIS Volume I Section 3.12 Impacts SO#5 and SO#13 for information on project job creation during construction and operation. Jobs created by construction and operation of the project would likely be filled by workers in the region. To help offset any disproportionate effects, the Authority has approved a Community Benefits Policy that supports employment of individuals who reside in disadvantaged

I040-4

areas and those designated as disadvantaged workers, including veterans returning from military service. It helps to remove potential barriers to small businesses, disadvantaged business enterprises, disabled veteran business enterprises, women-owned businesses, and microbusinesses that want to participate in building the High-Speed Train System. Under the Authority's Community Benefits Policy, design-build construction contracts will be required to adhere to the National Targeted Hiring Initiative, which states a minimum of 30% of all project work hours shall be performed by national Targeted Workers and a minimum of 10% of National Targeted Workers hours shall be performed by disadvantaged workers. According to the National Targeted Hiring Initiative, disadvantaged workers either live in an economically disadvantaged area or face any of the following barriers to employment: being homeless, a custodial single parent, receiving public assistance, lacking a GED or high school diploma, having a criminal record or other involvement with the criminal justice system, chronically unemployed, emancipated from the foster care system, being a veteran, or an apprentice with less than 15 percent of the required graduating apprenticeship hours in a program. The Community Benefits Policy will be to supplement the Authority's Small Business Program, which has an aggressive 30% goal for small business participation, which includes goals of 10% for disadvantaged business enterprises and 3% for disabled veteran business enterprises.

I040-5

The project does not start between Los Angeles and San Diego because the initial section must be in an area where a long enough track can be built to test HST systems and trains at full operating speeds. There are no high-speed trains operating in the United States; therefore, the State of California and federal government have never had to certify the safety of a high-speed train system. This certification must be accomplished by the FRA and the California Public Utilities Commission (CPUC) before a high-speed train can be allowed to operate in California. Certification cannot be done without building a section of track and testing all operating and safety systems. The test track must be long enough for the train to operate at full speed for an extended period of time. The section of the California HST System between roughly Merced and Bakersfield provides the best location for this test track. Because of dense urban development in the Los Angeles Basin, it is not possible to build a long enough test track for the HST System in that area.

Response to Submission I040 (Mary Lou Chase, October 18, 2012) - Continued

I040-5

As described in the Revised 2012 Business Plan, this initial section of the HST System is being developed to deliver early benefits by leveraging other systems—enabling them to operate on the new high-speed tracks, which can be done without impacts on the design or integrity of the new infrastructure. Improved passenger rail service would begin on completion of the first Initial Operating System segment by connecting the San Joaquins, ACE, Sacramento Regional Transit, and the Capitol Corridor (and potentially Caltrain). Through a new, strategic approach, there is also the opportunity for new or improved travel between Bakersfield and Sacramento, Oakland, San Jose, and San Francisco. This expanded Northern California Unified Service could begin operation as early as 2018, with the potential to provide transportation and economic benefits well before fully operational high-speed rail service is initiated.

Submission I041 (Louis and Betty Chavez, October 12, 2012)



Fresno to Bakersfield High-Speed Train Section
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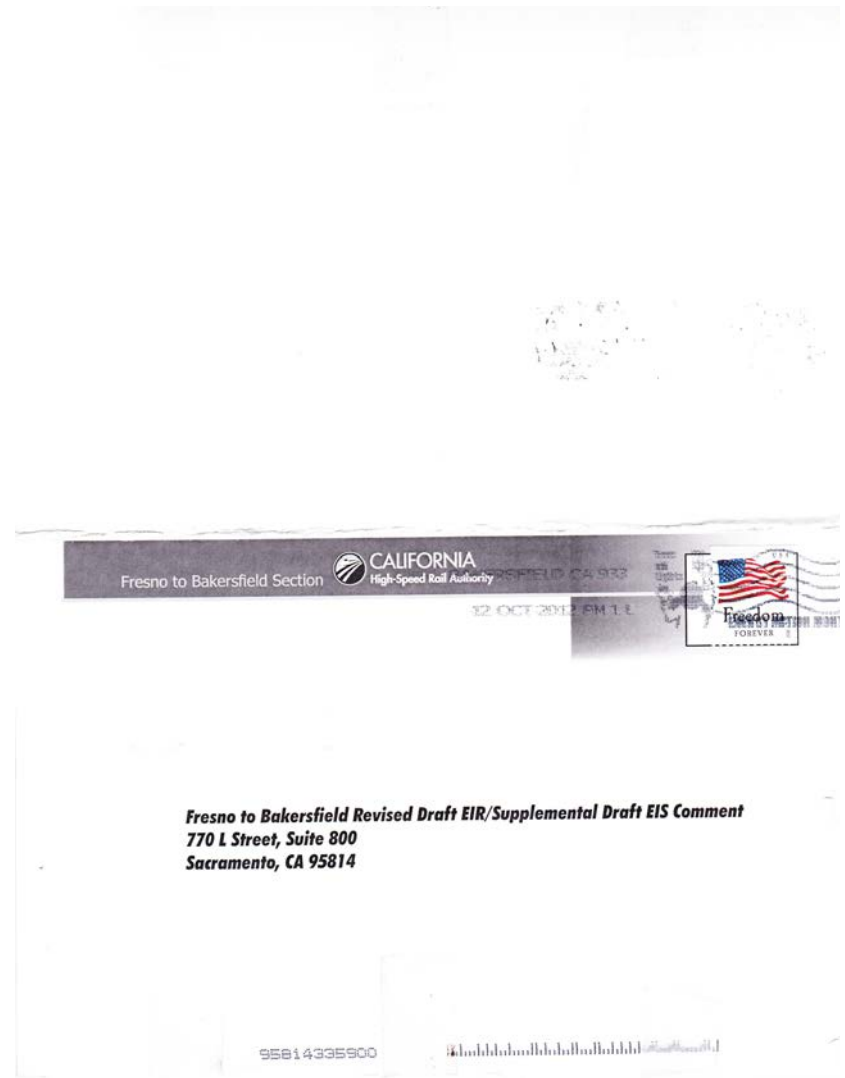
Por favor entregue su tarjeta completada al final de la reunión, o envíela por correo a la siguiente dirección:
Fresno to Bakersfield Revised Draft EIR/Supplemental Draft EIS Comment, 770 L Street, Suite 800, Sacramento, CA 95814

The comment period is extended to September 20, 2012. Comments may be submitted electronically, or by postmark on or before September 20, 2012.

El período de comentario público del Proyecto Revisado EIR/Proyecto Suplementario EIS se extendió hasta el 20 de septiembre de 2012. Los comentarios pueden ser enviados electrónicamente o antes del 20 de septiembre de 2012.

Name/Nombre: Louis and Betty Chavez
 Organization/Organización: _____
 Address/Domicilio: PO-Box 643 6208 Niles Ave, Corcoran, Ca
 Phone Number/Número de Teléfono: 559 992-3729
 City, State, Zip Code/Ciudad, Estado, Código Postal: Corcoran, Ca. 93212
 E-mail Address/Correo Electrónico: BettyChavez@comcast.net
(Use additional pages if needed/Usar paginas adicionales si es necesario)

- I041-1 We do not support having High-speed rail running through our town. It would tear our town apart. It would make it hard to get out of town for doctors, Hospital etc.
- I041-2 We only have one public transportation out of town and that is the Amtrack train. If High Speed takes the Amtrack out of business we haven't any Public way out of town.
- I041-3 It would destroy peoples homes and their lives.
- I041-4 It seems that more people and cities don't want the high-speed. You seem not to care about us little people in small towns.



Response to Submission I041 (Louis and Betty Chavez, October 12, 2012)

I041-1

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

Your opposition to the project is noted.

There are three proposed alternative alignments in the vicinity of Corcoran: the BNSF Alternative (on west side of BNSF), the Corcoran Bypass Alternative, and the Corcoran Elevated Alternative (on the east side of BNSF). Each alternative would have its own set of different effects.

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

I041-2

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

I041-3

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

See EIR/EIS Volume I Section 3.12 Impact SO #9 for residential displacements.

I041-4

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

Submission I042 (Roger Christensen, August 18, 2012)

Fresno - Bakersfield (July 2012+) - RECORD #86 DETAIL

Status : Action Pending
Record Date : 8/18/2012
Response Requested : No
Stakeholder Type : CA Resident
Affiliation Type : Individual
Interest As : Individual
Submission Date : 8/18/2012
Submission Method : Website
First Name : Roger
Last Name : Christensen
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Kingsburg
State : CA
Zip Code : 93631
Telephone : 559 897-3004
Email : rog4rail@aol.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues : The HanfordWest option is shorter, straighter, faster, shorter. If the ridership projections were significantly improved for Hanford East, it could be considered. But that is not the case. I've heard that the west option is four miles shorter. That's four miles faster and four miles cheaper.
EIR/EIS Comment : Yes
Official Comment Period : Yes

I042-1

Response to Submission I042 (Roger Christensen, August 18, 2012)

I042-1

As provided in Table 2-3 of Chapter 2, Alternatives, of the Final EIR/EIS, the Hanford West Bypass alternatives are approximately 2 miles shorter than the equivalent segment of the BNSF Alternative, which bypasses Hanford to the east. Length is only one factor that determines project cost. For example, elevated structures are more costly to construct than at-grade profiles, and tunnel and trench segments are more costly to construct than both elevated and at-grade track profiles. Please refer to Chapter 5, Project Costs and Operations, of the Final EIR/EIS for information about and a breakdown of project costs by alternative.

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

Submission I043 (Stuart Clark, July 27, 2012)

Fresno - Bakersfield (July 2012+) - RECORD #57 DETAIL

Status : Action Pending
Record Date : 7/27/2012
Response Requested : No
Stakeholder Type : CA Resident
Affiliation Type : Individual
Interest As : Individual
Submission Date : 7/27/2012
Submission Method : Website
First Name : Stuart
Last Name : Clark
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State : CA
Zip Code : 93922
Telephone :
Email : sclark@ccfinc.com
Email Subscription :
Cell Phone :
Add to Mailing List : No
Stakeholder Comments/Issues : I have reviewed the plan around Hanford and I have a couple of comments.
1) It seems to me that if you build the east side route, you should include a pedestrian/bike over/undercrossing at Hwy. 43 where your entrance is. That would, in the future, facilitate easy and zero carbon travel to the station by residents who will live in the area just west of Hwy. 43.
2) If the route chosen goes on the west side of Hanford, will that not cause ridership to decrease as travelers from Visalia will take that much longer to get to the station?
Thank you for hearing my comments.
EIR/EIS Comment : Yes
Official Comment Period : Yes

I043-1

I043-2

Response to Submission I043 (Stuart Clark, July 27, 2012)

I043-1

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

Bike lanes will be accommodated where local agencies have implemented a local or regional bicycle transit plan. Coordination with the City of Hanford and Kings County will continue as the project progresses to agree on the inclusion of bike lanes, where appropriate.

I043-2

The Authority studied station locations in the Hanford area in keeping with the commitment it made in the Statewide Program EIR/EIS (Authority and FRA 2005) to investigate alternatives that serve a potential station in the Visalia-Tulare-Hanford area, as outlined in the Visalia-Tulare-Hanford Station Feasibility Study (Authority 2007).

Section 8.1.1.1 of the referenced Feasibility Study describes project performance measures, including population and employment catchment. Population and employment data were compiled to determine the number of existing and projected residents and jobs that would be captured within a 20-mile radius of each of the station location alternatives. Although the Kings/Tulare Regional Station–West Alternative was not identified at the time that this report was prepared, its location falls within all of the studied station location catchment areas, and in general the population data for the catchment areas were similar. In other words, the distance between the two alternative station sites is not sufficient to result in a substantial difference in projected ridership.

The Kings/Tulare Regional Station is no longer considered a "potential" station. The Authority and FRA will construct a Kings/Tulare Regional Station in the vicinity of Hanford as part of the project. Construction timing will be based on ridership demand in the region.

Submission I044 (Geri Coderniz, October 7, 2012)

Fresno - Bakersfield (July 2012+) - RECORD #746 DETAIL

Status : Unread
Record Date : 10/25/2012
Response Requested : No
Affiliation Type : Individual
Interest As : Individual
Submission Date : 10/7/2012
Submission Method : Project Email
First Name : Geri
Last Name : Coderniz
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State : CA
Zip Code : 00000
Telephone :
Email : port2gez@aol.com
Email Subscription :
Cell Phone :
Add to Mailing List :

**Stakeholder
 Comments/Issues :**

From: Baily, Thomas
 Sent: Thursday, October 25, 2012 2:08 PM
 To: Giglini, Megan
 Subject: FW: High speech rail

From: Porter, Bryan [mailto:Porter@pbworld.com]
 Sent: Tuesday, October 09, 2012 10:17 AM
 To: Whately, Lynne M.; Baily, Thomas; Fielding, Karl;
 'abayne@cordobacorp.com'
 Cc: Kohlstrand, Rebecca
 Subject: Fw: High speech rail

FYI

From: stephanie.perez@dot.gov [mailto:stephanie.perez@dot.gov]
 Sent: Tuesday, October 09, 2012 08:44 AM
 To: Porter, Bryan
 Cc: david.valenstein@dot.gov <david.valenstein@dot.gov>
 Subject: FW: High speech rail

Please add this to the record.

From: Geri Coderniz [mailto:port2gez@aol.com]
 Sent: Sunday, October 07, 2012 4:48 PM
 To: Perez-Arrieta, Stephanie (FRA)
 Subject: High speech rail

To: Ms. Stephanie Perez, Environmental Protection specialist; Federal Rail Administration-Office of Railroad Policy and Development
 Re: High-Speed Rail Accountability
 I am demanding that you immediately release for public review, in public places, the missing 14,000-pages of Technical Reports that are referenced within the California High-Speed Train Project's current federal Environmental impact Statement review process.
 In addition I am demanding that you immediately STOP the California High-Speed Train Project's current federal Environmental Impact Statement review process.
 Furthermore you need to extend the federal Environmental Impact Statement review period by 6-months to allow the public adequate time to review the missing 14,000 pages of Technical Reports.
 Finally, I am demanding as a California Native Daughter and taxpayer that you, Mr. Valenstein, and Ms. Hurd, coordinate federal rail project activities meaningfully and in the public interest with local governments and local communities affected by the California High-Speed Train Project in accordance with the National Environmental Policy Act requirements.
 Geri Coderniz
 port2gez@aol.com<mailto:port2gez@aol.com>

I044-1
 I044-2
 I044-3
 I044-4

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Submission I044 (Geri Coderniz, October 7, 2012) - Continued

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EIR/EIS Comment :

Official Comment Period : Yes

Response to Submission I044 (Geri Coderniz, October 7, 2012)

I044-1

The Technical Reports are available for public review at the Authority's website.

I044-2

Pursuant to the requirements in NEPA, the DEIS and Supplemental DEIS were released for public review, comments were received on both documents, and responses to those comments are provided in Volumes 4 and 5 of the Final EIS.

I044-3

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

I044-4

Refer to Standard Response FB-Response-GENERAL-08, FB-Response-GENERAL-16.

Submission I045 (Joyce Cody, October 3, 2012)

October 3, 2012

Chairman Dan Richard
California High Speed Rail Authority
770 L Street, Suite 800
Sacramento, California 95814

Re: Extension of Public Review – EIR/EIS: Fresno to Bakersfield

Chairman Richard and Authority Board Members,

I045-1

We are asking for an extension of 365 days in order to have time to read and understand the EIR/EIS: Fresno to Bakersfield document.

I045-2

My husband and I farm and are landowners in Kings County who will be impacted by the High Speed Rail coming through our County. We harvest our deciduous fruit from May through September. We start our walnut harvest in September and finish the harvest in October. The High Speed Rail will have a huge impact on us and our farming practices and we must have the time to review the document.

I045-3

We do not have time to read and study the document during fruit harvest and walnut harvest. The only public document in Kings County is at the County library which is closed when we would have time to review it.

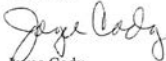
I045-4

The CD's of the EIR/EIS: Fresno to Bakersfield can be read on the computer, but cannot be printed out. And why is that? It seems to us that every effort on your part has been made to make it almost impossible for the residents of Kings County to have access to this document and to have sufficient time to review it.

I045-5

Again, we are asking for an extension of 365 days in order to have time to read and understand the EIR/EIS Fresno to Bakersfield document.

Sincerely,



Joyce Cody
7813 13th Ave.
Hanford, CA 93230

Response to Submission I045 (Joyce Cody, October 3, 2012)

I045-1

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

I045-2

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

I045-3

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

I045-4

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

The EIR/EIS can be printed from the CD.

I045-5

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

Submission I046 (Joyce Cody, October 18, 2012)

10-18-2012 1:07:00 PM

October 17, 2012.

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

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

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

Dear California High Speed Rail Authority,

My comments on the Revised Draft EIR/EIS Fresno to Bakersfield are listed below. The draft is inadequate for many reasons.

- I046-1 | > I did not find any impact information on a diesel train being used for the High Speed Rail. The High Speed Rail is not linked to Amtrak. A study has not been done to meet the requirements of CEQA.
- I046-2 | > There is no impact information on how landowners will be compensated for the loss/long term loss of property value due to the Rail running through or near their property. Our land and our home and our business are our assets which will be greatly devalued.
- I046-3 | > How will farm land/property be returned to "before construction" farm land? Compaction from construction equipment use and storage will ruin farm land/property. This has not been address in the DEIR/EIS.
- I046-4 | > Our wells will have to be relocated. How will you provide for new wells? The old wells cannot be depreciated in value, no matter its age, because it is doing a full and complete work as designed.
- I046-5 | > How will you compensate for the time it will take to drill new wells, which will leave tree crops and open ground without water?
- I046-6 | > The movement of Last Chance ditch from the east side of our property to west of our property will leave the irrigation fall going in the wrong direction. Our farm land will have to be leveled so it can be irrigated. How will you compensate us for this?
- I046-7 | > Irrigation districts have about a two month window for construction. How will you compensate ourselves and other farmers for loss of water to irrigate crops? How will you provide water to us during the movement of Last Chance ditch?
- I046-8 |

- I046-9 | > How will access to our business be provided to us and our customers during construction of the rail the moving of the roads? How will you compensate us for loss of income during the time of construction, which will take more than five or six months.
- I046-10 |
- I046-11 | > Once land/businesses have been purchased by the HSR Authority, how will the land/property be returned to the land owners and business owners if the rail plans do not go forward?
- I046-12 | > The rail will go past three school with-in a half mile of each other. What will the noise and vibration impact be on the schools? This issue has not been address in the DEIR/EIS.
- I046-13 | > What will the noise impact be on our home and our business? How will we be able to conduct business with a noise decibel above 90?
> What are the long term effects of the train noise on human hearing, when employees and business owners have to work in close proximity to the rail?
> What are the short and long term effects of construction vibration and vibration from the train on wells and septic tanks?

These issues listed above not only directly affect us, but many other people in the alignments. The issues need to be address in a revised EIR/EIS.

Thank you,

Joyce Cody
7813 13th Ave.
Hanford, CA 93230

Response to Submission I046 (Joyce Cody, October 18, 2012)

I046-1

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

I046-2

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

For information on potential HST project impacts on property values, see Section 5.4.4.3 in the Community Impact Assessment Technical Report.

I046-3

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

The Authority recognizes that farmlands used for temporary construction activities will experience impacts from the storage of construction equipment and other construction-related activities. One of the project design features is to ensure that once the land is no longer needed for construction activities, the Authority will restore the land to as close to pre-construction condition as possible. This would include the Authority providing compensation for costs associated with de-compacting soil, replanting lost crops, and revenues lost during the construction period.

I046-4

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

I046-5

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

Compensation for loss of infrastructure (irrigation facilities, wells, etc.) would be paid and the farm owner would have time to restore infrastructure before construction begins and before the start of the growing season. However, in those cases where construction would need to occur before infrastructure can be restored or before the growing season, the farm owner would be compensated for the loss of agricultural production resulting from the disruption.

I046-6

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

I046-7

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

I046-8

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

Where irrigation canals like Last Chance Ditch need to be relocated, the relocation will first be constructed and when completed, it will be tied into the existing irrigation system so that the length of time the canal needs to be shutdown will be kept to a minimum. The design-build contractor will work with the irrigation system owner to identify the best schedule to make the tie in so that it minimizes disruption to users. Where practicable, these tie ins would be made during winter months when irrigation water is not required. Where that is not possible, the Authority will coordinate with the irrigation system owner/operator to gain input from users regarding the best time to make the tie in. This would include notification of users of the timing and length of service disruption before disruption occurs.

I046-9

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

I046-10

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

I046-11

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. In the unlikely event that a property is acquired and subsequently not needed for the construction of the HST system, the right-of-way agents would follow Uniform Relocation Act legal guidelines to reverse the property acquisition.

Response to Submission I046 (Joyce Cody, October 18, 2012) - Continued

I046-12

The comment did not specify the locations of the three schools in question. It was assumed that the three schools are Frontier Elementary, Sierra Pacific High School, and College of the Sequoias, due to their close proximity to the home address of the commenter. Frontier Elementary has an existing noise level of 61 dBA Ldn and a total noise level of 61 dBA Ldn (sum of the ambient and project noise levels) for all four proposed alternative alignments traveling through West Hanford. Frontier Elementary will not be affected by any of the proposed alternative alignments.

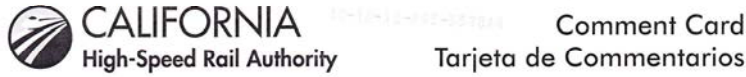
College of the Sequoias has an existing noise level of 56 dBA Ldn, a total noise level of 68 dBA Ldn for the Hanford West Bypass 1 Alternative at-grade option, 61 dBA Ldn for the Hanford West Bypass 1 Alternative below-grade option, 68 dBA Ldn for the Hanford West Bypass 2 Alternative at-grade option, and 61 dBA Ldn for the Hanford West Bypass 2 Alternative below-grade option. The College of the Sequoias will be moderately impacted by the Hanford West Bypass 1 and Bypass 2 alternatives below-grade options, and severely impacted by the Hanford West Bypass 1 and Bypass 2 alternatives at-grade options.

Sierra Pacific High School has an existing noise level of 56 dBA, a total noise level of 65 dBA Ldn for the Hanford West Bypass 1 Alternative at-grade option, 63 dBA Ldn for the Hanford West Bypass 1 Alternative below-grade option, 65 dBA Ldn for the Hanford West Bypass 2 Alternative at-grade option, and 63 dBA Ldn for the Hanford West Bypass 2 Alternative below-grade option. Sierra Pacific High School will be moderately impacted by all four proposed alternative alignments traveling through West Hanford. All three schools are not close enough to any of the HST alternative alignments traveling through West Hanford to be affected by vibrations.

I046-13

The noise impact screening distance for the high-speed train (HST) is 2,500 feet from the centerline of the rail line. Your home/business will be outside of this screening distance and will not be severely impacted or experience a noise level of 90 dBA. Due to the distance between your home/business, you will not experience vibrations levels high enough to affect your wells and septic tanks during both the construction phase and operations of the HST.

Submission I047 (Juanita Coelho, October 18, 2012)



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

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

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

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

The comment period is from July 20 to September 20, 2012. Comments must be received electronically, or postmarked, on or before September 20, 2012.

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

Name/Nombre: Juanita Coelho
 Organization/Organización: Larmec
 Address/Domicilio: 11755 15th Ave Lemoore Ca
 Phone Number/Número de Teléfono: 559-582-0071
 City, State, Zip Code/Ciudad, Estado, Código Postal: Lemoore, Ca 93245
 E-mail Address/Correo Electrónico: Coelhoja15@hotmail.com
(Use additional pages if needed/Usar paginas adicionales si es necesario)

I047-1

Does it have to discuss the impact on irrigation wells within 1/2 mile from tracks. vibration to land use, effect the land water status. Impact to deep wells?

I047-2

use of big springs - due to winds of air movement caused by train.

Response to Submission I047 (Juanita Coelho, October 18, 2012)

I047-1

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

I047-2

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

Refer to the Air Quality Technical Report, Appendix D: Potential Impact from Induced Winds, Section 2.4.2, which states that the induced wind gusts from the HST are less than the average peak gusts in the area (Authority and FRA 2012f). Therefore, the induced winds would be expected to be less than and indistinguishable from naturally occurring wind gusts. For this reason, there would be no impact compared with existing conditions associated with the use of agricultural sprayers to surrounding land areas.

The Authority established an Agricultural Working Group to assist the Authority on issues related to the agricultural industry and the high-speed train (HST). University, government agency, and agri-business representatives belong to this group. The Agricultural Working Group prepared a white paper entitled "Pesticide Use Impacts" in 2012. That paper is available on the Authority's website.

The Agricultural Working Group concluded that the existence of the HST and its right-of-way will not in and of itself cause promulgation of new regulations to restrict the use of pesticides near (adjacent) to a new railway. The only impact will be in consequence to the railway footprint causing a "set-back" from its right-of-way due to the need for farm equipment turnaround space.

The white paper, "Induced Wind Impacts," examined the potential for airflow from the train to create wind. It found that the induced wind speed would be 2.4 miles per hour at 30 feet from the train. This distance is well within the right-of-way of the system, so induced wind at the edge of the right-of-way would be very small. Note that HST train sets are very streamlined and are not directly comparable to the wind effects of a typical freight train, even at higher speed.

I047-2



"Induced Wind Impacts" concluded the following regarding the potential for pesticide drift prevention space:

* There is the general practice that the application of pesticides is not performed in winds that exceed 5-10 mph. The actual limiting of application is determined by factors, such as pesticide label instructions, the experience of the applicator, the perceived risk of drift involved, and specific application conditions and regulations.

* The situation of the HST moving pesticides from an adjacent field into the HST right-of-way or into an adjoining field is not reasonably foreseeable as a result of the wind speeds noted above.

If pesticide applicators apply pesticides adjacent to the HST in accordance with the existing regulations, there should be no liability. If they fail to meet those regulations, the applicator would be liable for damages.

Submission I048 (Stanley Crawshaw, October 18, 2012)

Comment Card
Tarjeta de Comentarios

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

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

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

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

The comment period is from July 20 to September 20, 2012. Comments must be received electronically, or postmarked, on or before September 20, 2012.

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

Name/Nombre: STANLEY CRAWSHAW

Organization/Organización: FARMING

Address/Domicilio: 870Y CAIRO AVE LATON, CA 93242

Phone Number/Número de Teléfono: (559) 534-3717

City, State, Zip Code/Ciudad, Estado, Código Postal: LATON, CA 93242

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

1048-1 | 1. well is being taken out by tracks - instead ^{paying} ~~to~~ replacing the well.

2. maintenace of pipe line under the tracks

1048-2 | 3. what is going to happen to the small amount of land left by the HSR.

4. no access road to land or house

5. how do we spray our field - I wonder stand the commerial sprayers will not come within 1/2 mile of the tracks

6. your 100 ft right of way has turned end to 300 ft so I can ^{not} turn around to farm

1048-3 | 7. overpass on car line is going to take out house, some trees well and agiculture well

Response to Submission I048 (Stanley Crawshaw, October 18, 2012)

I048-1

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

I048-2

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

I048-3

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

Submission I049 (Ruby A. Cronian, October 16, 2012)

October 15, 2012

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

I049-1

I agree 100% with the letter submitted by Semitropic Water Storage District.
We definitely need water before any High Speed Rail.

California cannot take on more debt and I don't think the state can depend on
the Federal Government for any help.

Regards,

Cronian Family Bypass Trust



Ruby A. Cronian, Trustee



Response to Submission I049 (Ruby A. Cronian, October 16, 2012)

I049-1

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

Your opposition to the project is noted.

Submission I050 (George Cruz, July 31, 2012)

Fresno - Bakersfield (July 2012+) - RECORD #66 DETAIL

Status : Action Pending
Record Date : 7/31/2012
Response Requested : No
Stakeholder Type : CA Resident
Affiliation Type : Individual
Interest As : Individual
Submission Date : 7/31/2012
Submission Method : Website
First Name : George
Last Name : Cruz
Professional Title :
Business/Organization : Personal Job Applicant
Address :
Apt./Suite No. :
City : Sacramento
State : CA
Zip Code : 95833
Telephone : 916-692-8950
Email : gfcruz4@gmail.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues : California High-Speed Rail project will bring an Environmental Impact to the state of California & it will be the state of the art 20th century high tech transportation. Let's go for this project and every individual who would participate in California High-Speed Rail designing/building/speakers/advocates/critics/green people working on this project GOD BLESS all of you and let this project would be successful, meaningful, safe and could be used by the NEXT GENERATIONS. Good luck and more power to California High-Speed Rail.
EIR/EIS Comment : Yes
Official Comment Period : Yes

I050-1

Response to Submission I050 (George Cruz, July 31, 2012)

I050-1

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