Submission I001 (Lee Coldwell, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #421 DETAIL

Status :	Action Pending
Record Date :	1/19/2018
Response Requested :	No
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Program Info Line
First Name :	Lee
Last Name :	Coldwell
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	
Telephone :	661-549-8726
Email :	
Email Subscription :	
Cell Phone :	
Add to Mailing List :	Yes
Stakeholder Comments/Issues :	

I001-1 My name is Lee Coldwell from Bakersfield, California my number is 661-549-8726. I'm requesting for the hub station to be on Truxtun Avenue. Again my name is Lee Coldwell about the hub station in Bakersfield to be on Truxtun Avenue, organization is a citizen of Bakersfield and a Veteran.

EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I001 (Lee Coldwell, January 16, 2018)

I001-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I002 (Bob Coons, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #295 DETAIL

Status :	Action Pending
Record Date :	1/16/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Project Email
First Name :	Bob
Last Name :	Coons
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	
Email :	rcoons@bak.rr.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

I002-1 I want to go on record as opposing the F street station and believe the Truxton location is by far the best for the city of Bakersfield and Kern County

Sent from my iPad

EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I002 (Bob Coons, January 16, 2018)

I002-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I003 (Bill Cooper, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #285 DETAIL

Status :	Action Pending
Record Date :	1/16/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Project Email
First Name :	Bill
Last Name :	Cooper
Professional Title :	
Business/Organization :	
Address :	5826 Riggs Court
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	93306
Telephone :	
Email :	wtcooper47@aol.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

I003-1 I support the original station location at the Amtrak Station area. This only makes sense. I see no conflict with the HSR running adjacent to the high school campus as trains have been using this corridor for a century. Also, there appear to be no structures within this right of way of any historical value.

Bill Cooper
5826 Riggs Court
Bakersfield, CA 93306

EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I003 (Bill Cooper, January 16, 2018)

I003-1

Refer to Standard Response FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives.

The F-B LGA project technical studies and the F-B Hybrid Alignment (May 2014 Project) technical studies identified properties that meet National Register of Historic Places and California Register of Historical Resources eligibility criteria. Refer to the F-B LGA Historic Architectural Survey Reports, and the F-B Historic Property Survey Reports prepared in support of Section 3.17 of the May 2014 Fresno to Bakersfield Section Final EIR/EIS.

Submission I004 (Nancy Craig, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #318 DETAIL

Status :	Action Pending
Record Date :	1/16/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Project Email
First Name :	Nancy
Last Name :	Craig
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	
Email :	zacarycraig@icloud.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

I004-1 I am a resident of Bakersfield and I would prefer the HSR station be located at the Downtown Truxton Ave train station.

I believe this location is fiscally responsible and can better facilitate the needs of travelers due to the surrounding office buildings, hotels, and eateries.

The F Street location does not offer the same amenities and would require much more infrastructure to levied.

Thank you for your time and consideration.

Sent from Bob Craig's iPhone

EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I004 (Nancy Craig, January 16, 2018)

I004-1

Refer to Standard Response FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives.

Submission I005 (William Curtis, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #309 DETAIL

Status :	Action Pending
Record Date :	1/16/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Website
First Name :	William
Last Name :	Curtis
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	93304
Telephone :	6613231107
Email :	snoopy1048@yahoo.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	No
Stakeholder Comments/Issues :	

I005-1 DO NOT BUILD A HSR STATION IN Bakersfield! If you ever get the MONEY to build a station, then put it our on Hwy 5 & 58.

EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I005 (William Curtis, January 16, 2018)

I005-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I006 (Virginia Dallas-Dull, January 19, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #435 DETAIL

Status :	Action Pending
Record Date :	1/22/2018
Response Requested :	No
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/19/2018
Submission Method :	Project Email
First Name :	Virginia
Last Name :	Dallas-Dull
Professional Title :	
Business/Organization :	
Address :	11814 Kettering Dr.
Apt./Suite No. :	
City :	Bakersfield
State :	
Zip Code :	93312
Telephone :	661-301-8188
Email :	vdallasdull@gmail.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

I006-1 As a person who has relied on public transportation for many years and in a variety of countries, I completely agree with Jonathan Yates. The F street design and location are a daunting and shameful offering to the traveling public. I have studied the station designs and locations. When I express my observations to local citizens they laugh, "It's way over budget. It'll never be built." Or, they've only attended the City Council's "one sided point of view" hearings. I implore our citizens to embrace the High Speed Rail Station as a project worthy of their time and attention. At 73 I find it easy to imagine myself using a walker or wheel chair. I want to get on and off at a station where it is easy to transfer to other forms of transportation and there are consumer-friendly support systems in place.

Virginia Dallas-Dull
661-301-8188
vdallasdull@gmail.com
11814 Kettering Dr.
Bakersfield, CA 93312

EIR/EIS Comment :	Yes
Official Comment Period :	No

Response to Submission I006 (Virginia Dallas-Dull, January 19, 2018)

I006-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I007 (Charles Davidson, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #391 DETAIL

Status :	Action Pending
Record Date :	1/17/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Project Email
First Name :	Charles
Last Name :	Davidson
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	
Email :	cmdvdsn01@yahoo.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

I007-1 I want the HSR Terminal located on Truxtun Ave.

Sent from my iPhone

EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I007 (Charles Davidson, January 16, 2018)

I007-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I008 (Ruth Davis, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #397 DETAIL

Status :	Action Pending
Record Date :	1/17/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Project Email
First Name :	Ruth
Last Name :	Davis
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	
Email :	rdavis6@gmail.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

I008-1 please consider Truxtun Ave as the best location for hsr -

EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I008 (Ruth Davis, January 16, 2018)

I008-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I009 (Moises De Santiago, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #425 DETAIL

Status :	Action Pending
Record Date :	1/19/2018
Response Requested :	No
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Program Info Line
First Name :	Moises
Last Name :	De Santiago
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	CA
Zip Code :	
Telephone :	661-340-5698
Email :	
Email Subscription :	
Cell Phone :	
Add to Mailing List :	Yes
Stakeholder Comments/Issues :	

I009-1 Uhm, my name is uh, Moises De Santiago and uh, I'm calling, my phone number is 661-340-5698 and I'm calling to uh, tell you that I want the depot to be at-on the Truxtun, on Truxtun, OK, bye-bye.

EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I009 (Moises De Santiago, January 16, 2018)

I009-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I010 (William Descary, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #287 DETAIL

Status :	Action Pending
Record Date :	1/16/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Project Email
First Name :	William
Last Name :	Descary
Professional Title :	
Business/Organization :	
Address :	604 Plover Court
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	93309
Telephone :	
Email :	wcdescary@aol.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

January 15, 2018
Comments: Fresno to Bakersfield Project Section DraftSupplemental
Environmental Impact Report/Environmental Impact Statement

Background

November2017
The Fresno to Bakersfield Project Section Draft EIR/EIS issuedin August 2011 focused on two alternative alignments designated as blue andred. They were in close proximity andboth entered town with a 90 foot elevation over the Westside Parkway andfollowed the BNSF tracks along Truxtun Avenue with a 30 foot elevation. Both caused extensive destruction toresidences, schools, churches, businesses, Mercy Hospital, the Homeless Centerand municipal infrastructure including the City's Corporation Yard, police garageand communications center, RaboBank Arena parking and Mill Creek housing with astation near the existing Amtrak station. There were few mitigation options andboth alignments were unacceptable.

In 2012, the Authority released the F-B Draft RevisedEIR/EIS focused on a Hybrid Alternative that was slightly different from theprior two alignments, offered few mitigation options, and overall was not animprovement. Nevertheless, in May 2014,the High-Speed Rail Authority Board certified the Revised Draft EIR with theHybrid Alternative as its preferred alignment. In order to protect the interest of all City stakeholders, in June 2014,the City filed a California Environmental Quality Act (CEQA) lawsuit againstthe Authority arguing that the certified EIR inadequately analyzed the impactsto the City's facilities.

I010-1

Locally GeneratedAlternative

The F-B Draft Supplemental EIR is a collaborative effort bylocal agencies, the High-Speed Rail Authority and stakeholders. The effort was the end result of an agreementthat settled the City's CEQA lawsuit against the Authority when it certifiedthe Bakersfield Hybrid Alternative in May 2014. The F-B Draft Supplemental EIR introduces the Locally GeneratedAlternative (LGA). In the document theHybrid Alternative is referred to as the "May 2014 Project." In my study of the Supplemental EIR, Iutilized a summary document and focused on Table S-2 titled, Impact Comparisonbetween May 2014 Project and F-B LGA (pages S-26 through S-44).

Comparison of the LGA and the "May 2014 Project" clearlyshows the LGA to be superior. Somenoteworthy differences are that south of 7th Standard Road the LGAfollows Union Pacific right-of-way with much less impact to residences (86 vs384), schools (16 vs 22) and businesses (377 vs 392) resulting in about$500,000 less property and sales tax lost. The LGA spares the Corporation Yard, Mercy Hospital and other facilitiesalong Truxtun Avenue. The LGA costs lessto build by over $200 million and there would be four less permanent roadclosures. The LGA station would belocated at F Street and SR 204, a relatively uncongested area of the City thatcould use the possible economic boost from a rail station.

In summary, I support the LGA and with few exceptions thecommunity supports the LGA. Communitysupport is best indicated by the Bakersfield City Council's adoption of acomprehensive resolution on December 13, 2017 supporting the LGA on a 7-0 vote.

William C. Descary
604 Plover Court
Bakersfield, CA 93309

EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I010 (William Descary, January 16, 2018)

I010-1

Refer to Standard Response FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives.

Submission I011 (Christal Dolan, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #323 DETAIL

Status :	Action Pending
Record Date :	1/16/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Project Email
First Name :	Christal
Last Name :	Dolan
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	
Email :	irelandchristal@gmail.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

I011-1 TRUXTON AVE (centrally located)

EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I011 (Christal Dolan, January 16, 2018)

I011-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I012 (Pamela Dougherty, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #280 DETAIL

Status :	Action Pending
Record Date :	1/16/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Project Email
First Name :	Pamela
Last Name :	Dougherty
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	
Email :	pdougherty@bak.rr.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

To Whom It May Concern:

I012-1 I am writing to provide formal comments in response to the Fresno to Bakersfield Locally Generated Alignment draft EIR/EIS. With respect to the draft EIR/EIS, my position can be summarized as follows: I support the May 2014 Project (known as the hybrid alignment) with a station at Truxtun Avenue and oppose the Locally Generated Alignment with a station at F Street. If the Locally Generated Alignment is ultimately selected, I would like the station location at a location other than F Street and Golden State Avenue (preferably in Old Town Kern in the vicinity of Sumner Street between Beale and Baker).

I012-2 1) First, I am concerned about the lack of an intermodal rail connection with the existing San Joaquin Amtrak. Recognized as a high-speed rail best practice, California is actively building and expanding intermodal rail stations in San Francisco, San Jose, Los Angeles, and Anaheim that will serve as critical transfer points and offer feeder rail services for the high-speed rail system. It is critical that the multimodal rail connection linking the Hybrid alignment and high-speed rail station with the Bakersfield Amtrak be preserved. We know from all international best practices that there is a synergistic network effect when combine rail systems into a common intermodal station and that the ridership and economic activity generated from these intermodal connections are greater than the sum of their individual parts. I also support the Hybrid alignment and the Truxtun Station because it is located within walking distance of the downtown area including multiple hotels, the convention center, Rabobank Arena, many government office buildings, a federal courthouse, the Maya Theater complex, Bakersfield's Ice Center, and McMurtrey Aquatic Center. The Mill Creek Linear Park, an active transportation facility linking to the Truxtun Station site further enhances its walk- and bike -ability. It is clear that the Truxtun Station site offers the best opportunity for transit oriented development and to serve as a catalyst for economic development for the Bakersfield metropolitan region.

I012-3 2) Second, I am concerned about the significant distance and lack of walkability between the F Street Station and downtown destinations. An F Street Station is very far from Bakersfield's downtown core. Unlike the Truxtun Station which prioritizes active and public transportation modes, the F Street Station site by location and design prioritizes auto mobility with a park-and-ride setup that is surrounded by parking, overpasses, interchanges, and taxi/Transportation Network Company loading zones.

In light of #1 and #2, the impacts of vehicular and motorized traffic connecting between an F Street Station and Amtrak, the Convention Center, and Rabobank Arena have not been (and must be) studied. The F Street Station placement not only results in a distant, less convenient, auto-oriented station location, it is also not walkable to large regional downtown convention and sporting facilities. Traffic between F Street and Rabobank Arena, the Convention Center, and Amtrak will add traffic congestion downtown and air emissions in the San Joaquin Valley.

I012-4 3) Third, I am concerned about the adverse impacts the locally generated alignment will have on Old Town Kern with an elevated viaduct over Sumner Street. Old Town Kern represents a critical historic yet struggling low-income community that will forever be changed if an elevated viaduct bisects this vestige of Kern County history. The Hybrid alignment was far less destructive passing to the South of this neighborhood rather than through it. With that being said, if LGA is selected as the final alignment, I would strongly urge the CHSRA and FRA to place the Bakersfield Station in Old Town Kern and not at F Street. Placing the station between Baker and Beale streets in Old Town would mitigate the adverse impacts of the elevated viaduct bisecting this neighborhood and allow for an intermodal rail connection where the BNSF railroad tracks converge with the LGA alignment. This would allow for a second Amtrak connect at an Old Town Kern high-speed rail station allowing a cross platform transfer. This would be similar to the Amtrak's Capitol Corridor which has two stations, one at Jack London Square and a second station at the Oakland Colosseum/Airport.

Thank you for considering these comments.

Pamela Dougherty

EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I012 (Pamela Dougherty, January 16, 2018)

I012-1

The commenter suggests a station in Old Town Kern "between Baker and Beale streets" rather than F Street.

In response to this request, a feasibility study (Authority 2018) was conducted to determine whether a station between Baker and Beale streets in Old Town Kern would be practicable.

The following is a list of CHSR Technical Memorandum (TM) used to evaluate station sites.

- TM 2.1.3 Turnouts and Station Tracks
- TM 2.2.4 Station Platform Geometric Design

As defined in the TMs, the length of the station platform is 1,400 feet long and a minimum of 117 feet wide. The station tracks that service the platforms connect to the mainline tracks at a minimum of 2,450 feet from the center of the platform. In addition, there are high-speed crossovers each side of the station track turnouts. These turnouts and crossovers must be located on tangent (straight) track, and cannot be within 1,300 feet of a horizontal curve.

Engineering

The Old Town Kern station as described by the commenter would be infeasible in terms of engineering for the following reasons:

- Mainline alignments would need to be moved south to allow edge of the HSR platform to be 15 feet from UPRR right-of-way line. A distance of 15 feet is required as maintenance easement along aerial structures. Additionally, moving the alignment would impact all properties south of Sumner Street, as well as all properties south of the F-B LGA alignment between Chester Avenue and Miller Street.
- Further, the distance along the alignment between Baker Street and Beale Avenue is only 975 feet, which is 425 fewer feet than required by the CHSR TM as noted above. There is a horizontal spiral between Baker Street and Beale Avenue, which means that the station track turnouts would need to be placed north around the curve. This would add approximately 8,350 feet of additional viaduct. Station tracks to the east would begin approximately at Miller Street.
- Finally, the area between Baker Street and Beale Avenue and 19th Street and Kentucky Street minus the Union Pacific Railroad property is approximately 24 acres. The F Street Station site is 44 acres. Vehicular access to the site would be difficult and would require significant modification to City of Bakersfield arterial and collector roadways.

I012-1

Environmental

The Old Town Kern station as described by the commenter would be infeasible in terms of environmental resources for the following reasons:

- The proposed station location along Sumner Street between Baker Street and Beale Avenue would displace several commercial businesses, including Pyrenees French Bakery, Luigi's, and Arizona Café. This site would also displace The Mission at Kern County (homeless shelter), Bakersfield Fire Station No. 2, and the U.S. Post Office building at 727 Kentucky Street.
- The Baker-Beale site as proposed has a high sensitivity for historical archaeological deposits, and contains two known historic properties (former SPRR, now UPRR, Rail Depot and the Fire Station). Placement of a station footprint here would cause a direct adverse effect to both properties.
- Further, a station located at the Baker-Beale site would likely have a much longer footprint extending in both directions along the centerline. Therefore, it is very likely that other known historic properties would be adversely affected (specifically, Noriega's Traditional Cultural Property [TCP] and the Amestoy Hotel, and possibly the Kern Land Co Warehouse). The F-B LGA project made a considerable effort to avoid, minimize, and mitigate potential adverse effects of the HSR viaduct to the Noriega's TCP –an HSR station at this location would likely have more extensive adverse effects on this property and others in the area.
- Finally, a station at this location would require additional inventory and evaluation of built environment resources to the north and south, and possibly to the east and west as well, in areas that are outside the current APE. These areas are likely to reveal additional historic properties based on the age of this neighborhood and the presence

Response to Submission I012 (Pamela Dougherty, January 16, 2018) - Continued

I012-1

of known historic properties.

I012-2

Refer to Standard Response FB-LGA-Response-GENERAL-05: Proximity of F Street Station to Downtown and Amtrak Station, FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives.

I012-3

Refer to Standard Response FB-LGA-Response-GENERAL-05: Proximity of F Street Station to Downtown and Amtrak Station, FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives.

The HSR is a mode of transportation, not an attraction. The attractions mentioned by the commenter have their purpose that bring patrons (e.g., arena events, etc.). The HSR is simply the mode (like passenger car, bus, bike or walk) to convey the passenger to the destination. Trips to and from the referenced existing facilities already exist. Currently, some of these trips may be long-distance trips where people are traveling to these destinations from far away cities. The HSR is a regional facility similar to airports and is not intended for local travel. As such, the passengers using HSR will be replacing inter-city long distance vehicle trips that would have otherwise have occurred without the project.

I012-4

The F-B LGA project technical studies identified five historic properties that meet National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) eligibility criteria within the project Area of Potential Effect (APE) in the area of East Bakersfield also known as Sumner, Kern City, or Old Town Kern (refer to FB LGA HASR). The F-B LGA project would not remove any NRHP/CRHR-eligible property in Old Town Kern and none of these historic properties would experience physical impacts, or direct adverse effects, under the F-B LGA project. The F-B LGA project would pose an indirect adverse visual effect to the historic property known as the Kern County Land Company Warehouse (MR#075, APN 014-350-09). Refer to Section 3.17.6.2 of the Draft Supplemental EIR/EIS for mitigation measures that address this indirect effect. Although the F-B LGA elevated structure would also be visible, or partly visible, from the other four historic properties identified in the APE in the Old Town Kern area, this visual change would not diminish the historically significant aspects or features of these properties. The analysis of effects for all historic properties is presented in the F-B LGA Supplemental Finding of Effects. Also refer to Section 3.12 of the Draft Supplemental EIR/EIS for Socioeconomics and Communities impacts analysis, and Section 3.16 for Aesthetics and Visual impacts analysis for information regarding other analysis of the elevated structure.

The commenter suggests a station in Old Town Kern “between Baker and Beale streets” rather than F Street.

- TM 2.1.3 Turnouts and Station Tracks
- TM 2.2.4 Station Platform Geometric Design

As defined in the TMs, the length of the station platform is 1,400 feet long and a minimum of 117 feet wide. The station tracks that service the platforms connect to the mainline tracks at a minimum of 2,450 feet from the center of the platform. In addition, there are high-speed crossovers each side of the station track turnouts. These turnouts and crossovers must be located on tangent (straight) track, and cannot be within 1,300 feet of a horizontal curve.

Engineering

Response to Submission I012 (Pamela Dougherty, January 16, 2018) - Continued

I012-4

The Old Town Kern station as described by the commenter would be infeasible in terms of engineering for the following reasons:

- Mainline alignments would need to be moved south to allow edge of the HSR platform to be 15 feet from UPRR right-of-way line. A distance of 15 feet is required as maintenance easement along aerial structures. Additionally, moving the alignment would impact all properties south of Sumner Street, as well as all properties south of the F-B LGA alignment between Chester Avenue and Miller Street.
- Further, the distance along the alignment between Baker Street and Beale Avenue is only 975 feet, which is 425 fewer feet than required by the CHSR TM as noted above. There is a horizontal spiral between Baker Street and Beale Avenue, which means that the station track turnouts would need to be placed north around the curve. This would add approximately 8,350 feet of additional viaduct. Station tracks to the east would begin approximately at Miller Street.
- Finally, the area between Baker Street and Beale Avenue and 19th Street and Kentucky Street minus the Union Pacific Railroad property is approximately 24 acres. The F Street Station site is 44 acres. Vehicular access to the site would be difficult and would require significant modification to City of Bakersfield arterial and collector roadways.

Environmental

The Old Town Kern station as described by the commenter would be infeasible in terms of environmental resources for the following reasons:

- The proposed station location along Sumner Street between Baker Street and Beale Avenue would displace several commercial businesses, including Pyrenees French Bakery, Luigi's, and Arizona Café. This site would also displace The Mission at Kern County (homeless shelter), Bakersfield Fire Station No. 2, and the U.S. Post Office building at 727 Kentucky Street.
- The Baker-Beale site as proposed has a high sensitivity for historical archaeological deposits, and contains two known historic properties (former SPRR, now UPRR, Rail Depot and the Fire Station). Placement of a station footprint here would cause a direct adverse effect to both properties.
- Further, a station located at the Baker-Beale site would likely have a much longer footprint extending in both directions along the centerline. Therefore, it is very likely that other known historic properties would be adversely affected (specifically, Noriega's Traditional Cultural Property [TCP] and the Amestoy Hotel, and possibly the Kern Land Co Warehouse). The F-B LGA project made a considerable effort to avoid, minimize, and mitigate potential adverse effects of the HSR viaduct to the Noriega's TCP –an HSR station at this location would likely have more extensive adverse effects on this property and others in the area.
- Finally, a station at this location would require additional inventory and evaluation of built environment resources to the north and south, and possibly to the east and west as well, in areas that are outside the current APE. These areas are likely to reveal additional historic properties based on the age of this neighborhood and the presence of known historic properties.

I012-4

Submission I013 (Glenn Dunbach, Vista West High School, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #325 DETAIL

Status :	Action Pending
Record Date :	1/16/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Project Email
First Name :	Glenn
Last Name :	Dunbach
Professional Title :	
Business/Organization :	Vista West High School
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	
Email :	Glenn_Dunbach@kernhigh.org
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

I013-1 Locate the Bakersfield station at the Truxton Avenue site.

Glenn S. Dunbach
Vista West High School
Science Education
Ext.: 66341
[cid:image001.png@01CF11D4.322DE040]

EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I013 (Glenn Dunbach, Vista West High School, January 16, 2018)

I013-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I014 (Karen Eichner, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #386 DETAIL

Status :	Action Pending
Record Date :	1/17/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Project Email
First Name :	Karen
Last Name :	Eichner
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	
Telephone :	
Email :	jeffersonian13@gmail.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

I014-1 I am 60 years old. Born and raised in Bakersfield. Truxtun Avenue is the only place that makes sense for the train station.
Thank you. Karen Eicher.

EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I014 (Karen Eichner, January 16, 2018)

I014-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I015 (Lance Elliot, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #385 DETAIL

Status :	Action Pending
Record Date :	1/17/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Project Email
First Name :	Lance
Last Name :	Elliot
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	
Email :	lfelliot83@yahoo.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	

Stakeholder Comments/Issues :

I015-1 Please, consider the Truxtun location for the Bakersfield depot. Thank you

Lance Elliot

Sent from Yahoo Mail on Android

EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I015 (Lance Elliot, January 16, 2018)

I015-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I016 (Kathleen Ellis Faulkner, December 20, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #201 DETAIL

Status :	Action Pending
Record Date :	12/20/2017
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	12/20/2017
Submission Method :	Project Email
First Name :	Kathleen
Last Name :	Ellis Faulkner
Professional Title :	
Business/Organization :	
Address :	2109 B Street
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	
Telephone :	
Email :	kat@FaulknerLaw.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

I016-1 The station in Bakersfield should be at F St. It doesn't make any sense to go through downtown where some many business would be jeopardized i.e. Mercy Hospital Kathleen Ellis Faulkner, 2109 B St. Bakersfield, CA

EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I016 (Kathleen Ellis Faulkner, December 20, 2017)

I016-1

Refer to Standard Response FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives.

Submission I017 (Laura Epps, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #299 DETAIL

Status :	Action Pending
Record Date :	1/16/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Project Email
First Name :	Laura
Last Name :	Epps
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	
Email :	lqepps@yahoo.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

Dear Chairman Richard and Ms. Perez,
I am writing to provide formal comments in response to the Fresno to Bakersfield Locally Generated Alignment draft EIR/EIS. As a longtime Westchester Rivera resident, the Locally Generated Alignment, if built, will have a huge impact on the place I call home.

I017-1 With respect to the draft EIR/EIS, my position can be summarized as follows: I support the May 2014 Project (known as the hybrid alignment) with a station at Truxtun Avenue and oppose the Locally Generated Alignment. If the Locally Generated Alignment is ultimately selected, I would like the station location at a location other than F Street and Golden State Avenue (preferably in Old Town Kern in the vicinity of Sumner Street between Beale and Baker).

The Hybrid alignment/Truxtun Station simply makes more sense. The Hybrid alignment has a multi-modal connection with Amtrak and is located within walking distance of the downtown area including multiple hotels, the convention center, Rabobank Arena, many government office buildings, a federal courthouse, the Maya Theater complex, Bakersfield's Ice Center, and McMurtrey Aquatic Center. I am also concerned about the significant distance and lack of walkability between the F Street Station and downtown destinations. Westchester is a residential neighborhood and our local business district on F Street doesn't need any more traffic. The F Street Station is an incompatible use given the close proximity of the predominantly single family Westchester Rivera neighborhood.

I017-2 I am also concerned about the adverse impacts the locally generated alignment will have on Old Town Kern with elevated tracks over Sumner Street. Old Town Kern represents an important historic community whose character must be preserved and protected. The Hybrid alignment was far less destructive passing to the South of this neighborhood rather than through it.

I017-2 If LGA is selected, I would like the Federal Railroad Administration to consider a station in Old Town Kern. We don't want a station at F Street and Golden State Avenue and a station in Old Town Kern would be better for our community. Of course, my preference is first and foremost for the Truxtun Station next to Amtrak.
Thank you for considering these comments.
Sent from Yahoo Mail for iPad

EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I017 (Laura Epps, January 16, 2018)

I017-1

Refer to Standard Response FB-LGA-Response-GENERAL-04: Impacts to the Westchester Neighborhood Southwest of the F Street Station, FB-LGA-Response-GENERAL-05: Proximity of F Street Station to Downtown and Amtrak Station, FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives.

I017-2

The F-B LGA project technical studies identified five historic properties that meet National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) eligibility criteria within the project Area of Potential Effect (APE) in the area of East Bakersfield also known as Sumner, Kern City, or Old Town Kern (refer to FB LGA HASR). The F-B LGA project would not remove any NRHP/CRHR-eligible property in Old Town Kern and none of these historic properties would experience physical impacts, or direct adverse effects, under the F-B LGA project. The F-B LGA project would pose an indirect adverse visual effect to the historic property known as the Kern County Land Company Warehouse (MR#075, APN 014-350-09). Refer to Section 3.17.6.2 of the Supplemental EIR/EIS for mitigation measures that address this indirect effect. Although the F-B LGA elevated structure would also be visible, or partly visible, from the other four historic properties identified in the APE in the Old Town Kern area, this visual change would not diminish the historically significant aspects or features of these properties. The analysis of effects for all historic properties is presented in the F-B LGA Supplemental Finding of Effects. Also refer to Section 3.12 of the Supplemental EIR/EIS for Socioeconomics and Communities impacts analysis, and Section 3.16 for Aesthetics and Visual impacts analysis for information regarding other analysis of the elevated structure.

The commenter suggests a station in Old Town Kern rather than F Street.

In response to this request, a feasibility study (Authority 2018) was conducted to determine whether a station between Baker and Beale streets in Old Town Kern would be practicable.

The following is a list of CHSR Technical Memorandum (TM) used to evaluate station sites.

- TM 2.1.3 Turnouts and Station Tracks
- TM 2.2.4 Station Platform Geometric Design

As defined in the TMs, the length of the station platform is 1,400 feet long and a minimum of 117 feet wide. The station tracks that service the platforms connect to the mainline tracks at a minimum of 2,450 feet from the center of the platform. In addition, there are high-speed crossovers each side of the station track turnouts. These turnouts

Response to Submission I017 (Laura Epps, January 16, 2018) - Continued

I017-2

and crossovers must be located on tangent (straight) track, and cannot be within 1,300 feet of a horizontal curve.

Engineering

The Old Town Kern station as described by the commenter would be infeasible in terms of engineering for the following reasons:

- Mainline alignments would need to be moved south to allow edge of the HSR platform to be 15 feet from UPRR right-of-way line. A distance of 15 feet is required as maintenance easement along aerial structures. Additionally, moving the alignment would impact all properties south of Sumner Street, as well as all properties south of the F-B LGA alignment between Chester Avenue and Miller Street.
- Further, the distance along the alignment between Baker Street and Beale Avenue is only 975 feet, which is 425 fewer feet than required by the CHSR TM as noted above. There is a horizontal spiral between Baker Street and Beale Avenue, which means that the station track turnouts would need to be placed north around the curve. This would add approximately 8,350 feet of additional viaduct. Station tracks to the east would begin approximately at Miller Street.
- Finally, the area between Baker Street and Beale Avenue and 19th Street and Kentucky Street minus the Union Pacific Railroad property is approximately 24 acres. The F Street Station site is 44 acres. Vehicular access to the site would be difficult and would require significant modification to City of Bakersfield arterial and collector roadways.

Environmental

The Old Town Kern station as described by the commenter would be infeasible in terms of environmental resources for the following reasons:

- The proposed station location along Sumner Street between Baker Street and Beale Avenue would displace several commercial businesses, including Pyrenees French Bakery, Luigi's, and Arizona Café. This site would also displace The Mission at Kern County (homeless shelter), Bakersfield Fire Station No. 2, and the U.S. Post Office

I017-2

building at 727 Kentucky Street.

- The Baker-Beale site as proposed has a high sensitivity for historical archaeological deposits, and contains two known historic properties (former SPRR, now UPRR, Rail Depot and the Fire Station). Placement of a station footprint here would cause a direct adverse effect to both properties.
- Further, a station located at the Baker-Beale site would likely have a much longer footprint extending in both directions along the centerline. Therefore, it is very likely that other known historic properties would be adversely affected (specifically, Noriega's Traditional Cultural Property [TCP] and the Amestoy Hotel, and possibly the Kern Land Co Warehouse). The F-B LGA project made a considerable effort to avoid, minimize, and mitigate potential adverse effects of the HSR viaduct to the Noriega's TCP –an HSR station at this location would likely have more extensive adverse effects on this property and others in the area.
- Finally, a station at this location would require additional inventory and evaluation of built environment resources to the north and south, and possibly to the east and west as well, in areas that are outside the current APE. These areas are likely to reveal additional historic properties based on the age of this neighborhood and the presence of known historic properties.

Submission I018 (Sarah Ersua, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #427 DETAIL

Status :	Action Pending
Record Date :	1/19/2018
Response Requested :	No
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Program Info Line
First Name :	Sarah
Last Name :	Ersua
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	CA
Zip Code :	
Telephone :	661-917-5331
Email :	
Email Subscription :	
Cell Phone :	
Add to Mailing List :	Yes
Stakeholder Comments/Issues :	

I018-1 My name is Sarah my- Ersua- my la- my phone number is 661-917-5331 and I have no affiliation uh, with a group, I'm just a citizen and I would like the speed-rail station from Fresno to Bakersfield, the Bakersfield station to be on Truxtun Avenue. Truxtun Avenue is where the, the stop should be, downtown by everything else, all the other bus stations, uhm, not out in the middle of nowhere, uhm, thank you.

EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I018 (Sarah Ersua, January 16, 2018)

I018-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I019 (Terry Foley, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #304 DETAIL

Status :	Action Pending
Record Date :	1/16/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Project Email
First Name :	Terry
Last Name :	Foley
Professional Title :	
Business/Organization :	
Address :	2721 Drake Street
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	93301
Telephone :	
Email :	foley.terry@gmail.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

I am a 36-year resident of Bakersfield and have spent the last 34 years living in one home located in an area known as North Westchester or Upper Westchester. I am a firm believer in improved public transportation systems, including high speed rail.

I019-1

I am quite concerned about the actual location of the HSR station, however. I think it makes much more sense to locate the HSR station in the area of Truxtun Avenue than it does in the F Street/Golden State area. Truxtun is better suited to the goals of integrated transportation systems and is likely to lead to a healthier and more rapid revitalization of the downtown core of my city. I anticipate that a quicker turnaround between investment and financial return is also more likely with this site.

I019-2

The F Street location, on the other hand, will likely interfere with the vibrant residential use of the Westchester neighborhoods (a substantial component of the overall use of the downtown area and a significant percentage of the homes in this area), and it will do so in ways that will not and cannot be adequately mitigated, despite what this City's planners insist. Furthermore, the expanded arterial traffic routes proposed for the location the HSR station at the end of F Street, when combined with the expansion of 24th Street currently underway, may well lead to a strangulation of the neighborhoods over a short period of time. The neighborhood is historic and lovely. If this residential treasure is to be

I019-2

preserved, there is no room for errors in judgment and planning. Please support the only HSR station location that promises multi-faceted success, the Truxtun Avenue site.

Thank you for your consideration,
Therese Foley
2721 Drake Street
Bkersfield, CA 93301

EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I019 (Terry Foley, January 16, 2018)

I019-1

Refer to Standard Response FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives.

I019-2

The Authority recognizes the value of historic and cultural resources to both rural and urban communities. All historic-period built environment resources were identified and evaluated in accordance with Section 106 of the National Historic Preservation Act (NHPA), as well as NEPA, CEQA, and the Section 106 Programmatic Agreement (PA), which constitutes an agreement between the State Historic Preservation Officer (SHPO), the Authority, the FRA, and Native American tribes, on how the compliance with Section 106 will be implemented. The procedures for the identification and treatment of historic properties are described in Section VI (Identification of Historic Properties), Section VII (Assessment of Adverse Effects), and Section VIII (Treatment of Historic Properties) of the PA. The PA is included as Appendix 3.17-A of the Fresno to Bakersfield Section Final EIR/EIS. Detailed information regarding the identified resources is documented in the cultural resources technical reports prepared in support of the Supplemental EIR/EIS, including the Historic Architectural Survey Report (HASR) and the HASR Addendum 1.

There are no NRHP or CRHR-eligible historic properties within the northern part of the Westchester neighborhood. The buildings on these parcels, which are bordered by Golden State Frontage and Elm Street were less than 50 years old at the time of survey in 2015, requiring no further study. The F-B LGA project does not have the potential to affect any of the characteristics that could qualify the rest of the Westchester neighborhood for eligibility to the NRHP or CRHR, and therefore, the remainder of the tract is outside the F-B LGA Built Environment Area of Potential Effect. Also refer to Chapter 3.17-A, the Section 106 Programmatic Agreement, Attachment B, "Area of Potential Effects Delineation"; Section 3.13 for Land Use impacts analysis, and Section 3.16 for Visual and Aesthetics impacts analysis.

Submission I020 (Jewell Forrest, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #302 DETAIL

Status :	Action Pending
Record Date :	1/16/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Project Email
First Name :	Jewell
Last Name :	Forrest
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	
Telephone :	
Email :	iimpalakid@yahoo.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

Bakersfield, CA HSR location-

I020-1 Please put the station at the Truxtun Ave. location, near the Amtrak station. Hotels, eateries, entertainment are easy access.

The F Street location is not suitable to anything reasonable for those that live nearby. Please do not use the F Street location.

Jewell ForrestBakersfield, CA homeowner

EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I020 (Jewell Forrest, January 16, 2018)

I020-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I021 (Frederick Frias, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #354 DETAIL

Status :	Action Pending
Record Date :	1/16/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Website
First Name :	Frederick
Last Name :	Frias
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	93305
Telephone :	
Email :	rickoteck9@gmail.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	No
Stakeholder Comments/Issues :	

I021-1 My input is that I prefer the Truxtun Avenue location for the Bakersfield station of the High Speed Rail system.

EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I021 (Frederick Frias, January 16, 2018)

I021-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I022 (Marcell Fulop, November 29, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #160 DETAIL

Status :	Action Pending
Record Date :	11/29/2017
Response Requested :	Yes
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	11/29/2017
Submission Method :	Website
First Name :	Marcell
Last Name :	Fulop
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	Danville
State :	CA
Zip Code :	94506
Telephone :	
Email :	marcellfulop2000@gmail.com
Email Subscription :	Construction Package 4 Updates
Cell Phone :	
Add to Mailing List :	Yes

Stakeholder Comments/Issues :

I022-1 After reviewing the EIR/EIS document on viaducts, I noticed two long viaducts, one about 4 miles and other 7 miles. Why is there so much track dedicated to viaducts? Wouldn't it be better to go at grade for most of that length?

EIR/EIS Comment :

Official Comment Period : Yes

Response to Submission I022 (Marcell Fulop, November 29, 2017)

I022-1

The long viaducts are required to reduce impacts to the existing infrastructure such as 7th Standard Road, SR 99, SR 204, SR 178, and the canals. Because of the rigid design criteria due to the higher speeds, the HSR profile cannot transition up and down quickly, and since these features are spaced closely together; the CHSR remains elevated.

Submission I023 (Tina and James Gerber, none, December 19, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #199 DETAIL

Status :	Action Pending
Record Date :	12/19/2017
Response Requested :	
Affiliation Type :	Local Agency
Interest As :	Local Agency
Submission Date :	12/19/2017
Submission Method :	Website
First Name :	Tina and James
Last Name :	Gerber
Professional Title :	Homeowners
Business/Organization :	none
Address :	
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	93308
Telephone :	6613995878
Email :	jtgerber@att.net
Email Subscription :	
Cell Phone :	
Add to Mailing List :	No

Stakeholder Comments/Issues :

I023-1 We have been following closely the development so far of high speed rail in California. After a vacation in Italy, we can see the value, especially with high traffic areas and mountainous areas. Our only comment is: WHEN

I023-2 WILL THIS GET STARTED? There are definitely pros and cons to each site suggested for a station in Bakersfield. We support the F Street station because it is an opportunity for the City to renew an area of

I023-3 Bakersfield that is dire need of renewal. Unless HSR is planning to buy Amtrak, we propose to leave the Truxton station to them.

EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I023 (Tina and James Gerber, none, December 19, 2017)

I023-1

Refer to Standard Response FB-LGA-Response-General-07: General Support of HSR.

I023-2

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

I023-3

Comment noted. While the proposed Truxtun Avenue Station would be located in the vicinity of the existing Bakersfield Amtrak Station in Bakersfield, the two facilities would not share the same site or be operated by the same operator if the May 2014 Project is approved. The Authority does not have plans to purchase Amtrak or the Amtrak station on Truxtun Avenue.

Submission I024 (Paul Gipe, January 15, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #277 DETAIL

Status :	Action Pending
Record Date :	1/15/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/15/2018
Submission Method :	Website
First Name :	Paul
Last Name :	Gipe
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	93305
Telephone :	6613259590
Email :	pgipe@igc.org
Email Subscription :	
Cell Phone :	
Add to Mailing List :	No
Stakeholder Comments/Issues :	

I024-1 Our family strongly supports California's development of HSR. We need more trains--of all kinds--more often.

We also need simple and quick transfers to make the rail system function as it does in European countries.

I024-2 We strongly urge that HSR Authority choose the Truxtun Ave route and station in Bakersfield. As frequent rail users here and in Europe this is the only station location and route that makes sense from a rail user perspective.

Do not use the "F" Street location and route. That will make transfers difficult and time consuming. This is is a poorly conceived location and station design.

Again, based on our experience as frequent users of rail, the downtown Bakersfield location near the existing station is the only station location that makes sense.

Paul Gipe and Nancy Nies

EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I024 (Paul Gipe, January 15, 2018)

I024-1

Refer to Standard Response FB-LGA-Response-General-07: General Support of HSR.

I024-2

Refer to Standard Response FB-LGA-Response-GENERAL-05: Proximity of F Street Station to Downtown and Amtrak Station, FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives.

Submission I025 (Gary Glassmoyer, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #400 DETAIL

Status :	Action Pending
Record Date :	1/17/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Project Email
First Name :	Gary
Last Name :	Glassmoyer
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	
Email :	glassmoyer@sbcglobal.net
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

I025-1 Truxtun station please

EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I025 (Gary Glassmoyer, January 16, 2018)

I025-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I026 (Patricia Godwin, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #294 DETAIL

Official Comment Period : Yes

Status :	Action Pending
Record Date :	1/16/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Project Email
First Name :	Patricia
Last Name :	Godwin
Professional Title :	
Business/Organization :	
Address :	2629 Beech Street
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	93301
Telephone :	
Email :	pagodwin@sbcglobal.net
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

Sent from my iPhone

Begin forwarded message:

> From: Patricia Godwin <pagodwin@sbcglobal.net>
> Date: January 13, 2018 at 7:07:28 PM PST
> To: stephanie.perez@dot.gov
> Subject: HSR Downtown BFL
>

I026-1

> Strongly support DowntownBFL HSR station. Walking distance to Amtrak, Rabobank Arena, convention center, hotel, Maya Cinema, Courthouse and more.
>
> The F Street proposal is in a blighted area and is not walkable to any desirable venues and will add traffic and disrupt established routes. I am strongly opposed to this idea.
> Sincerely,
> Patricia Godwin
> 2629 Beech Street
> BFL, CA 93301
>
> Sent from my iPhone

EIR/EIS Comment : Yes

Response to Submission I026 (Patricia Godwin, January 16, 2018)

I026-1

Refer to Standard Response FB-LGA-Response-GENERAL-05: Proximity of F Street Station to Downtown and Amtrak Station, FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I027 (Patricia Godwin, December 20, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #204 DETAIL

Status :	Action Pending
Record Date :	12/20/2017
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	12/20/2017
Submission Method :	Project Email
First Name :	Patricia
Last Name :	Godwin
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	
Email :	pagodwin@sbcglobal.net
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

I027-1 Strongly support DOWNTOWN Bakersfield as location for HSR STATION.

I027-2 Totally against the proposed F Street location in Westchester neighborhood. This is a dead space, disconnected to any desirable venues, extremely disruptive to neighborhood traffic, and dangerous and inconvenient for passengers. In addition, this location lies in the direct path of possible catastrophic flooding from the Lake Isabella Dam.

Sent from my iPhone

EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I027 (Patricia Godwin, December 20, 2017)

I027-1

Refer to Standard Response FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives.

I027-2

In the event of a structural failure at Isabella Dam resulting from a catastrophic seismic event, the amount of time that would pass prior to inundation of the proposed alignment would be on the order of several hours, allowing for evacuation of people from the potentially affected area. Refer to Section 3.9 Geology, Soils, Seismicity, and Paleontological Resources for additional discussion.

Submission I028 (Patricia Godwin, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #293 DETAIL

Status :	Action Pending
Record Date :	1/16/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Project Email
First Name :	Patricia
Last Name :	Godwin
Professional Title :	
Business/Organization :	
Address :	2629 Beech Street
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	93301
Telephone :	
Email :	pagodwin@sbcglobal.net
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

Sent from my iPhone

Sent from my iPhone

Begin forwarded message:

> From: Patricia Godwin <pagodwin@sbcglobal.net>
> Date: January 13, 2018 at 7:07:28 PM PST
> To: stephanie.perez@dot.gov
> Subject: HSR Downtown BFL
>

I028-1 > Strongly support DowntownBFL HSR station. Walking distance to Amtrak, Rabobank Arena, convention center, hotel, Maya Cinema, Courthouse and more.

>

I028-2 > The F Street proposal is in a blighted area and is not walkable to any desirable venues and will add traffic and disrupt established routes. I am strongly opposed to this idea.

> Sincerely,
> Patricia Godwin
> 2629 Beech Street
> BFL, CA 93301

>
> Sent from my iPhone

EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I028 (Patricia Godwin, January 16, 2018)

I028-1

Refer to Standard Response FB-LGA-Response-GENERAL-05: Proximity of F Street Station to Downtown and Amtrak Station, FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives.

I028-2

Refer to Standard Response FB-LGA-Response-GENERAL-05: Proximity of F Street Station to Downtown and Amtrak Station, FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives.

Submission I029 (John Gonzales, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #405 DETAIL

Status :	Action Pending
Record Date :	1/17/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Project Email
First Name :	John
Last Name :	Gonzales
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	
Email :	johng4766@att.net
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

I029-1 Truxtun Ave would be the best location
John Gonzales

EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I029 (John Gonzales, January 16, 2018)

I029-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I030 (Joseph Goossen, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #319 DETAIL

Status :	Action Pending
Record Date :	1/16/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Project Email
First Name :	Joseph
Last Name :	Goossen
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	
Email :	jogoose@icloud.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

I030-1 Sent from my iPad

EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I030 (Joseph Goossen, January 16, 2018)

I030-1

"Sent from my iPad" is not a comment.

Submission I031 (Travis Graves, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #337 DETAIL

Status :	Action Pending
Record Date :	1/16/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Website
First Name :	Travis
Last Name :	Graves
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	93312
Telephone :	
Email :	Graves2015@yahoo.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	No
Stakeholder Comments/Issues :	

I031-1 As a resident of Bakersfield, I think the downtown station should be moved to Truxton.

EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I031 (Travis Graves, January 16, 2018)

I031-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I032 (Martin Graves, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #396 DETAIL

Status :	Action Pending
Record Date :	1/17/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Project Email
First Name :	Martin
Last Name :	Graves
Professional Title :	
Business/Organization :	
Address :	10806 Pointe Royal Dr.
Apt./Suite No. :	
City :	Bakersfield
State :	
Zip Code :	93311
Telephone :	
Email :	mgr@mrc-ca.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

I032-1 Please make the Bakersfield Ca downtown station at the Truxtun location and the maintenance location in Shafter. Best Economic Sense!!! As found by the studies...

Martin Graves
10806 Pointe Royal Dr.
Bakersfield Ca. 93311

EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I032 (Martin Graves, January 16, 2018)

I032-1

Refer to Standard Response FB-LGA-Response-GENERAL-05: Proximity of F Street Station to Downtown and Amtrak Station, FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

It is unclear what studies the commenter is referring to in this comment. No changes have been made to the Final Supplemental EIS in response to this comment.

Submission I033 (Laura Graves, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #408 DETAIL

Status :	Action Pending
Record Date :	1/17/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Project Email
First Name :	Laura
Last Name :	Graves
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	
Telephone :	
Email :	lr_graves@yahoo.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

I033-1 As a resident of bakersfield, I think the F street station should be moved to Truxtun Ave.
Thank you.

Sent from the Yahoo Mail app. Get yours!

EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I033 (Laura Graves, January 16, 2018)

I033-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I034 (Eric Greenwood, January 19, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #417 DETAIL

Status :	Action Pending
Record Date :	1/19/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/19/2018
Submission Method :	Project Email
First Name :	Eric
Last Name :	Greenwood
Professional Title :	PE,PG,CHG
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	
Telephone :	
Email :	ejg.painter@gmail.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

HSR Planners,

I034-1 I completely agree with the views expressed by Jonathan Yates in the Bakersfield Californian today. I have often used Amtrak and other trains around the world. It is a key issue to have train station locations that link with other transportation services and amenities.

PLEASE take every available measure to change the station location!!!

Sincerely,
Eric Greenwood, PE,PG,CHG
Bakersfield, CA

Sent from my iPad

EIR/EIS Comment :	Yes
Official Comment Period :	No

Response to Submission I034 (Eric Greenwood, January 19, 2018)

I034-1

Refer to Standard Response FB-LGA-Response-GENERAL-03: Response to Comments Received After the Close of the Public Comment Period, FB-LGA-Response-GENERAL-05: Proximity of F Street Station to Downtown and Amtrak Station.

Submission I035 (Unknown Greg, January 17, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #411 DETAIL

Status :	Action Pending
Record Date :	1/17/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/17/2018
Submission Method :	Project Email
First Name :	Unknown
Last Name :	Greg
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	
Email :	gmssmg@aol.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

I035-1 Please vote to put the Bakersfield station at the Truxton location. It makes far more sense being more in the downtown area.
Thank you

EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I035 (Unknown Greg, January 17, 2018)

I035-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I036 (Greg H, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #407 DETAIL

Status :	Action Pending
Record Date :	1/17/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Project Email
First Name :	Greg
Last Name :	H
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	
Telephone :	
Email :	ghatesw@aim.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

I036-1 I am a citizen of Bakersfield and I want the high speed rail station to be at Truxtun NOT at Golden State and F streets.

EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I036 (Greg H, January 16, 2018)

I036-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I037 (Barry Hanson, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #344 DETAIL

Status :	Action Pending
Record Date :	1/16/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Project Email
First Name :	Barry
Last Name :	Hanson
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	
Email :	barry@jpoil.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

I037-1 I want the station on the Truxton avenue location.

Many Thanks

Barry Hanson

EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I037 (Barry Hanson, January 16, 2018)

I037-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I038 (Mike Hawkesworth, January 4, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #237 DETAIL

Status :	Action Pending
Record Date :	1/4/2018
Response Requested :	No
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/4/2018
Submission Method :	Project Email
First Name :	Mike
Last Name :	Hawkesworth
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	
Email :	bakersfield@fastundercar.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

I038-1 Please show the resolve it takes to not succumb to the "good ole boy"
politics of this town and put the CHSR station downtown on the Hybrid route!
PLEASE SHOW UNCOMMON SENSE as common sense is NO LONGER COMMON!

Thank you!

Michael Hawkesworth

EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I038 (Mike Hawkesworth, January 4, 2018)

I038-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I039 (Mike Hawkesworth, January 11, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #273 DETAIL

Status :	Action Pending
Record Date :	1/11/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/11/2018
Submission Method :	Project Email
First Name :	Mike
Last Name :	Hawkesworth
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	
Email :	bakersfield@fastundercar.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

I039-1 PLEASE DON'T SUCCOMB TO THE WISHES OF OUR CITY WHO HAVE OBVIOUS ALTERNATE AGENDAS TO MAKING THIS THE BEST THAT IT CAN BE. PLEASE!

EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I039 (Mike Hawkesworth, January 11, 2018)

I039-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I040 (Shelly Hawkesworth, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #326 DETAIL

Status :	Action Pending
Record Date :	1/16/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Project Email
First Name :	Shelly
Last Name :	Hawkesworth
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	
Email :	sabrinahawkesworth@att.net
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

Thank you,

Shelly Hawkesworth

EIR/EIS Comment : Yes
Official Comment Period : Yes

To Whom It May Concern,

I040-1

I am writing to provide formal comments in response to the Fresno to Bakersfield Locally Generated Alignment draft EIR/EIS. With respect to the draft EIR/EIS, my position is in support of the May 2014 Project (known as the hybrid alignment) with a station at Truxtun Avenue and I oppose the Locally Generated Alignment. If the Locally Generated Alignment is ultimately selected, I would like the station location at a location other than F Street and Golden State Avenue (preferably in Old Town Kern in the vicinity of Sumner Street between Beale and Baker).

High-speed rail should be an intermodal connection next to Amtrak and within walking distance of the downtown core. The Truxtun Station is located within walking distance of the downtown area including multiple hotels, the convention center, Rabobank Arena, many government office buildings, a federal courthouse, the Maya Theater complex, Bakersfield's Ice Center, and McMurtrey Aquatic Center. The Mill Creek Linear Park, an active transportation facility linking to the Truxtun Station site further enhances its walk- and bike -ability.

Response to Submission I040 (Shelly Hawkesworth, January 16, 2018)

I040-1

Refer to Standard Response FB-LGA-Response-GENERAL-05: Proximity of F Street Station to Downtown and Amtrak Station.

The commenter suggests a station in Old Town Kern "between Baker and Beale streets" rather than F Street.

In response to this request, a feasibility study (Authority 2018) was conducted to determine whether a station between Baker and Beale streets in Old Town Kern would be practicable.

The following is a list of CHSR Technical Memorandum (TM) used to evaluate station sites.

- TM 2.1.3 Turnouts and Station Tracks
- TM 2.2.4 Station Platform Geometric Design

As defined in the TMs, the length of the station platform is 1,400 feet long and a minimum of 117 feet wide. The station tracks that service the platforms connect to the mainline tracks at a minimum of 2,450 feet from the center of the platform. In addition, there are high-speed crossovers each side of the station track turnouts. These turnouts and crossovers must be located on tangent (straight) track, and cannot be within 1,300 feet of a horizontal curve.

Engineering

The Old Town Kern station as described by the commenter would be infeasible in terms of engineering for the following reasons:

- Mainline alignments would need to be moved south to allow edge of the HSR platform to be 15 feet from UPRR right-of-way line. A distance of 15 feet is required as maintenance easement along aerial structures. Additionally, moving the alignment would impact all properties south of Sumner Street, as well as all properties south of the F-B LGA alignment between Chester Avenue and Miller Street.
- Further, the distance along the alignment between Baker Street and Beale Avenue is only 975 feet, which is 425 fewer feet than required by the CHSR TM as noted above. There is a horizontal spiral between Baker Street and Beale Avenue, which means that the station track turnouts would need to be placed north around the curve. This would add approximately 8,350 feet of additional viaduct. Station tracks to the east would begin approximately at Miller Street.
- Finally, the area between Baker Street and Beale Avenue and 19th Street and Kentucky Street minus the Union Pacific Railroad property is approximately 24 acres. The F Street Station site is 44 acres. Vehicular access to the site would be difficult and would require significant modification to City of Bakersfield arterial and collector roadways.

I040-1

Environmental

The Old Town Kern station as described by the commenter would be infeasible in terms of environmental resources for the following reasons:

- The proposed station location along Sumner Street between Baker Street and Beale Avenue would displace several commercial businesses, including Pyrenees French Bakery, Luigi's, and Arizona Café. This site would also displace The Mission at Kern County (homeless shelter), Bakersfield Fire Station No. 2, and the U.S. Post Office building at 727 Kentucky Street.
- The Baker-Beale site as proposed has a high sensitivity for historical archaeological deposits, and contains two known historic properties (former SPRR, now UPRR, Rail Depot and the Fire Station). Placement of a station footprint here would cause a direct adverse effect to both properties.
- Further, a station located at the Baker-Beale site would likely have a much longer footprint extending in both directions along the centerline. Therefore, it is very likely that other known historic properties would be adversely affected (specifically, Noriega's Traditional Cultural Property [TCP] and the Amestoy Hotel, and possibly the Kern Land Co Warehouse). The F-B LGA project made a considerable effort to avoid, minimize, and mitigate potential adverse effects of the HSR viaduct to the Noriega's TCP –an HSR station at this location would likely have more extensive adverse effects on this property and others in the area.
- Finally, a station at this location would require additional inventory and evaluation of

Response to Submission I040 (Shelly Hawkesworth, January 16, 2018) - Continued

I040-1

built environment resources to the north and south, and possibly to the east and west as well, in areas that are outside the current APE. These areas are likely to reveal additional historic properties based on the age of this neighborhood and the presence of known historic properties.

The commenter expresses concerns about the distance between the downtown core and the F Street station, pedestrian access/walkability, and revitalization of the downtown area.

Though not located immediately in the downtown core, the F-B LGA's proposed F Street Station has proximity to the downtown area, and the surrounding area has the potential for development. SR 204/99B is a main artery through Bakersfield that connects to SR 99 and SR 178. F Street provides direct access to the downtown core to the south; Chester Avenue also provides access to the downtown as well as to industrial, residential, and park uses to the north. East of the proposed station site, 34th Street provides east-west access to the station site.

The station site study area includes the Kern River, flood plain features, agriculture, open space, storage and warehouse, light industrial, commercial, and residential uses (Exhibit GENERAL-5.1).

A HSR Station in downtown Bakersfield would encourage higher-intensity development in the surrounding areas. This would also be consistent with the City's plans and policies encouraging downtown revitalization. According to the Final Draft 30-Year Phased Development Strategy (City of Bakersfield 2016b), the City intends to substantially increase retail, residential, office, and hotel development in the areas surrounding the proposed HSR station through policies and strategies promoting infill development, business attraction, and the adoption of zoning ordinance amendments. Approximately 6 percent of the F Street Station study area is underutilized or vacant, and surrounding development is characterized as aging, single-story industrial warehouses with large parking areas. Therefore, compared to the Truxtun Avenue Station, the F Street Station presents more opportunities for infill development, revitalization of existing large buildings, new job creation, and transit-oriented housing. As with the May 2014 Project, transit-oriented development associated with the F Street Station would be consistent

I040-1

with the Kern Council of Governments and City of Bakersfield's plans and policies encouraging downtown revitalization (City of Bakersfield 2005).

Submission I041 (Carol Helm, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #387 DETAIL

Status :	Action Pending
Record Date :	1/17/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Project Email
First Name :	Carol
Last Name :	Helm
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	
Email :	cahelm@sbcglobal.net
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

I041-1

I would like to express my opinion and preference that “if” there is to be a “high speed” rail station for Bakersfield, that it be located at the Truxtun (downtown) location. It makes no sense to bring in people from out of our area and then not give them easy access to our new downtown area (which Bakersfield is working so hard to improve). The F street location is inconvenient, unattractive, and a very poor representation of our city. Why it is even being considered is not only confusing but seemingly in opposition to the position of the business people of downtown who have dedicated their time and money to improve our city to make it more attractive and a destination to bring in more business and revenue.
With Kindest Regards,
Carol Helm

Sent from Mail for Windows 10

EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I041 (Carol Helm, January 16, 2018)

I041-1

Refer to Standard Response FB-LGA-Response-GENERAL-05: Proximity of F Street Station to Downtown and Amtrak Station, FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives.

Submission I042 (Lupe Hernandez, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #356 DETAIL

Status :	Action Pending
Record Date :	1/16/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Website
First Name :	Lupe
Last Name :	Hernandez
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	93301
Telephone :	
Email :	lupe-h@att.net
Email Subscription :	
Cell Phone :	
Add to Mailing List :	No
Stakeholder Comments/Issues :	

I042-1 Would Like to see the Main hub at the Truxtun location area.

EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I042 (Lupe Hernandez, January 16, 2018)

I042-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I043 (Andy Hilliard, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #291 DETAIL

Status :	Action Pending
Record Date :	1/16/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Project Email
First Name :	Andy
Last Name :	Hilliard
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	
Email :	tped2020@gmail.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

I043-1 "I am writing to provide formal comments in response to the Fresno to Bakersfield Locally Generated Alignment draft EIR/EIS. With respect to the draft EIR/EIS, my position can be summarized as follows: I support the May 2014 Project (known as the hybrid alignment) with a station at Truxtun Avenue and oppose the Locally

I043-2 Generated Alignment. If the Locally Generated Alignment is ultimately selected, I would like the station location at a location other than F Street and Golden State Avenue (preferably in Old Town Kern in the vicinity of Sumner Street between Beale and Baker)."
Andy Hilliard

Sent from Samsung Mobile

EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I043 (Andy Hilliard, January 16, 2018)

I043-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

I043-2

The commenter suggests a station in Old Town Kern "between Baker and Beale streets" rather than F Street.

In response to this request, a feasibility study (Authority 2018) was conducted to determine whether a station between Baker and Beale streets in Old Town Kern would be practicable.

The following is a list of CHSR Technical Memorandum (TM) used to evaluate station sites.

- TM 2.1.3 Turnouts and Station Tracks
- TM 2.2.4 Station Platform Geometric Design

As defined in the TMs, the length of the station platform is 1,400 feet long and a minimum of 117 feet wide. The station tracks that service the platforms connect to the mainline tracks at a minimum of 2,450 feet from the center of the platform. In addition, there are high-speed crossovers each side of the station track turnouts. These turnouts and crossovers must be located on tangent (straight) track, and cannot be within 1,300 feet of a horizontal curve.

Engineering

The Old Town Kern station as described by the commenter would be infeasible in terms of engineering for the following reasons:

- Mainline alignments would need to be moved south to allow edge of the HSR platform to be 15 feet from UPRR right-of-way line. A distance of 15 feet is required as maintenance easement along aerial structures. Additionally, moving the alignment would impact all properties south of Sumner Street, as well as all properties south of the F-B LGA alignment between Chester Avenue and Miller Street.
- Further, the distance along the alignment between Baker Street and Beale Avenue is only 975 feet, which is 425 fewer feet than required by the CHSR TM as noted above. There is a horizontal spiral between Baker Street and Beale Avenue, which means that the station track turnouts would need to be placed north around the curve. This would

Response to Submission I043 (Andy Hilliard, January 16, 2018) - Continued

I043-2

add approximately 8,350 feet of additional viaduct. Station tracks to the east would begin approximately at Miller Street.

- Finally, the area between Baker Street and Beale Avenue and 19th Street and Kentucky Street minus the Union Pacific Railroad property is approximately 24 acres. The F Street Station site is 44 acres. Vehicular access to the site would be difficult and would require significant modification to City of Bakersfield arterial and collector roadways.

Environmental

The Old Town Kern station as described by the commenter would be infeasible in terms of environmental resources for the following reasons:

- The proposed station location along Sumner Street between Baker Street and Beale Avenue would displace several commercial businesses, including Pyrenees French Bakery, Luigi's, and Arizona Café. This site would also displace The Mission at Kern County (homeless shelter), Bakersfield Fire Station No. 2, and the U.S. Post Office building at 727 Kentucky Street.
- The Baker-Beale site as proposed has a high sensitivity for historical archaeological deposits, and contains two known historic properties (former SPRR, now UPRR, Rail Depot and the Fire Station). Placement of a station footprint here would cause a direct adverse effect to both properties.
- Further, a station located at the Baker-Beale site would likely have a much longer footprint extending in both directions along the centerline. Therefore, it is very likely that other known historic properties would be adversely affected (specifically, Noriega's Traditional Cultural Property [TCP] and the Amestoy Hotel, and possibly the Kern Land Co Warehouse). The F-B LGA project made a considerable effort to avoid, minimize, and mitigate potential adverse effects of the HSR viaduct to the Noriega's TCP –an HSR station at this location would likely have more extensive adverse effects on this property and others in the area.
- Finally, a station at this location would require additional inventory and evaluation of built environment resources to the north and south, and possibly to the east and west as well, in areas that are outside the current APE. These areas are likely to reveal additional historic properties based on the age of this neighborhood and the presence

I043-2

of known historic properties.

Submission I044 (John Houser, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #412 DETAIL

Status :	Action Pending
Record Date :	1/17/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Project Email
First Name :	John
Last Name :	Houser
Professional Title :	
Business/Organization :	
Address :	528 E Street
Apt./Suite No. :	
City :	Wasco
State :	CA
Zip Code :	93280
Telephone :	661-758-0628
Email :	killjoy66@bak.rr.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

I044-1 The High Speed Rail Station needs to be on Truxtun Avenue!

Thank you,
John Houser
528 E Street
Wasco, CA 93280
661-758-0628

Sent from my Verizon Wireless 4G LTE DROID

EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I044 (John Houser, January 16, 2018)

I044-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I045 (Charles Howell, December 29, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #233 DETAIL

Status :	Action Pending
Record Date :	1/2/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	12/29/2017
Submission Method :	Project Email
First Name :	Charles
Last Name :	Howell
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	
Email :	clhowell.48@gmail.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

I045-1 I believe the downtown station location would be a much better solujtion for Bakersfield than the F Street location. The downtown location would provide many benefits to riders and ease of use as well as aiding growth and evolution of the downtown area.

Regards,

Charles Howell

EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I045 (Charles Howell, December 29, 2017)

I045-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I046 (Kent Jackson, December 20, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #206 DETAIL

Status :	Action Pending
Record Date :	12/20/2017
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	12/20/2017
Submission Method :	Project Email
First Name :	Kent
Last Name :	Jackson
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	
Email :	kent9901@att.net
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

I046-1 Please save one of the last old bakersfield neighborhoods. Westchester is one of a kind. Keep the rail downtown. Thank you

EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I046 (Kent Jackson, December 20, 2017)

I046-1

Refer to Standard Response FB-LGA-Response-GENERAL-04: Impacts to the Westchester Neighborhood Southwest of the F Street Station.

Submission I047 (Kent Jackson, January 15, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #418 DETAIL

Status :	Action Pending
Record Date :	1/19/2018
Response Requested :	No
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/15/2018
Submission Method :	Program Info Line
First Name :	Kent
Last Name :	Jackson
Professional Title :	
Business/Organization :	
Address :	2714 Beech Street
Apt./Suite No. :	
City :	
State :	CA
Zip Code :	
Telephone :	
Email :	
Email Subscription :	
Cell Phone :	
Add to Mailing List :	Yes
Stakeholder Comments/Issues :	

I047-1 Hello, my name is Kent Jackson, uhm, I live at 2714 Beech Street downtown, uhm, anyways, I was just uh, really hoping you didn't this things not going to go up on the F Street, uh, this neighborhood is just going to go really downhill we've already got a big, uh, problem with the uh, homeless, and I just feel like that's going to be the last, you know, last we can take in town, er in this area area anyway. I feel like downtown at least you already have rail there and you can build up downtown much better instead of having uh, having it a mile away. So, anyways I hope, I hope uh, this message gets listened to, uhm, I'm jus-I'm just I'm not affiliated with nobody just uh, concerned citizen, OK thank you for your time, bye.

EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I047 (Kent Jackson, January 15, 2018)

I047-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I048 (John Jamison, December 20, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #211 DETAIL

Status :	Action Pending
Record Date :	12/20/2017
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	12/20/2017
Submission Method :	Project Email
First Name :	John
Last Name :	Jamison
Professional Title :	
Business/Organization :	
Address :	3125 Audubon Drive
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	93301
Telephone :	
Email :	jjamison757@icloud.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

I048-1 I would like to express my vehement opposition to the F Street alignment as it will be very disruptive to our established neighborhood.
The downtown alignment is obviously the preferable route as it provides travelers with hotel/ motel options, dining options and access to the various city/ county services.

Respectfully,
John Jamison
3125 Audubon Drive
Bakersfield CA 93301

Sent from my iPhone

EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I048 (John Jamison, December 20, 2017)

I048-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I049 (Sandie Johnson, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #279 DETAIL

Status :	Action Pending
Record Date :	1/16/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Website
First Name :	Sandie
Last Name :	Johnson
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	93301
Telephone :	6613408673
Email :	we3bjammin@sbcglobal.net
Email Subscription :	
Cell Phone :	
Add to Mailing List :	No
Stakeholder Comments/Issues :	

I049-1 Very strongly OPPOSE the high speed rail station to be located in F Street. We already have a terrible transient problem with encampments within 1/4 mile. The cost for this location is too high and more economical and better location are available.

EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I049 (Sandie Johnson, January 16, 2018)

I049-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Refer to Table 6-1 of the Draft Supplemental EIR/EIS for a summary of the capital costs associated with the May 2014 Project and the F-B LGA. As shown in the table, the capital costs associated with the May 2014 Project are estimated at $2,893.7 million, while the F-B LGA capital costs are estimated at $2,687.5 million, a difference of more than $200 million.

Submission I050 (S Johnson, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #440 DETAIL

Status :	Action Pending
Record Date :	1/16/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Website
First Name :	S
Last Name :	Johnson
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	CA
Zip Code :	93305
Telephone :	
Email :	Sujo4815@aol.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	No
Stakeholder Comments/Issues :	

I050-1 I am a citizen of Bakersfield and I believe the high speed rail station should be on Truxtun Ave in Bakersfield. Thank you

EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I050 (S Johnson, January 16, 2018)

I050-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I051 (Mary Jones, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #292 DETAIL

Status :	Action Pending
Record Date :	1/16/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Project Email
First Name :	Mary
Last Name :	Jones
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	
Email :	maryjones232808@yahoo.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

I051-1 In regards to the F St HSR station in Bakersfield, I am writing to say that I am opposed to the station being at F St. for many reasons, mostly because of the fact that it will bring more congestion, noise and transient traffic into my neighborhood. We already are experiencing this without the station. When I moved in my home on Bay St. it was a quiet historic neighborhood I do not want it to become further congested by adding this station.

EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I051 (Mary Jones, January 16, 2018)

I051-1

Refer to Standard Response FB-LGA-Response-GENERAL-04: Impacts to the Westchester Neighborhood Southwest of the F Street Station, FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives.

Submission I052 (Partho Kalyani, November 11, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #151 DETAIL

Status :	Action Pending
Record Date :	11/11/2017
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	11/11/2017
Submission Method :	Website
First Name :	Partho
Last Name :	Kalyani
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	CA
Zip Code :	90025
Telephone :	
Email :	Parthokalyani@gmail.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	No
Stakeholder Comments/Issues :	

I052-1 Please use the existing Amtrak station downtown.

EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I052 (Partho Kalyani, November 11, 2017)

I052-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I053 (Rick Kappler, December 21, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #227 DETAIL

Status :	Action Pending
Record Date :	1/2/2018
Response Requested :	No
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	12/21/2017
Submission Method :	Project Email
First Name :	Rick
Last Name :	Kappler
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	
Email :	rickk@sunsetforest.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

I053-1 California's high-speed passenger rail needs housing exactly by the train stations instead of subsidized car parking garages.

EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I053 (Rick Kappler, December 21, 2017)

I053-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

The City of Bakersfield's Making Downtown Bakersfield Vision Plan (May 2018; Vision Plan) includes an urban design strategy for downtown Bakersfield that promotes economic development and sustainability, encourages the physical development of the HSR station area, and enhances the community's sustainability by encouraging infill development and multi-modal connectivity, in particular transit-, pedestrian-, and bicycle-oriented connectivity. The second phase of implementation detailed in the Vision Plan lays out a framework for redeveloping the area around the F Street HSR station. Garces Circle would be transformed from an automobile-oriented roundabout into a high-density, mixed-use retail, residential and office district. This new district will be supported by rehabilitating adjacent mixed-use and single-family neighborhoods.

Submission I054 (Rick Kappler, December 21, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #228 DETAIL

Status :	Action Pending
Record Date :	1/2/2018
Response Requested :	No
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	12/21/2017
Submission Method :	Project Email
First Name :	Rick
Last Name :	Kappler
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	
Email :	rickk@sunsetforest.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

I054-1 HSR in California also needs an adjacent bike path. Highways 1 and 101 in California are not pleasant for people riding a bike unlike Oregon. Freeways are horrible planning.

From: HSR fresno_bakersfield@HSR [mailto:fresno_bakersfield@hsr.ca.gov]
Sent: Thursday, December 21, 2017 12:40 PM
To: Rick Kappler
Subject: Automatic reply: Remove car parking for HSR

[Automatic Reply]

Thank you for taking the time to contact the California High-Speed Rail Authority. Your views and comments are important to our team. We receive a large amount of letters, phone calls and emails, and because this email is not monitored 24 hours a day and generally not on the weekends, we may not be able to respond to you right away. However, our team works very hard to ensure that all comments/questions are read and responded to, when appropriate.

If you have any questions about working at the Authority, please visit our High-Speed Rail Careers page here: http://hsr.ca.gov/About/Careers/index.html.

Thank you again for your interest in the California High-Speed Rail Program.

California High-Speed Rail Authority <http://hsr.ca.gov/>
EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I054 (Rick Kappler, December 21, 2017)

I054-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

The commenter recommends that bicycle paths be developed adjacent to the HSR alignment. The Authority has no plans at this time to develop an adjacent bicycle path.

Submission I055 (Karen, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #320 DETAIL

Status :	Action Pending
Record Date :	1/16/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Project Email
First Name :	
Last Name :	Karen
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	
Email :	k.renee@att.net
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

I055-1 I believe the better location for the Bakersfield HSR station is the Truxton Avenue location.

EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I055 (Karen, January 16, 2018)

I055-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I056 (John and Susan Karnes, January 14, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #437 DETAIL

Status :	Action Pending
Record Date :	1/22/2018
Response Requested :	No
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/14/2018
Submission Method :	Letter
First Name :	John and Susan
Last Name :	Karnes
Professional Title :	
Business/Organization :	
Address :	2521 Beech Street
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	93301
Telephone :	
Email :	
Email Subscription :	
Cell Phone :	
Add to Mailing List :	Yes
Stakeholder Comments/Issues :	
EIR/EIS Comment :	Yes
Official Comment Period :	
Attachments :	437_Karnes_letter_011418_Original.pdf (432 kb)

January 14, 2018

Fresno to Bakersfield Project Section Draft Supplemental EIR/EIS Comment
770 L Street
Sacramento, Ca. 95814

Re: HSR Station Location

There are currently two options being studied for the HSR station: 1) downtown Truxtun; 2) Locally Generated Alternative (LGA). I offer a brief analysis of these two alternate station locations.

I056-1

Access to HSR station. The downtown station is more accessible to downtown Rabobank Convention Center, governmental agencies, hotels and entertainment activities than the LGA station, which is an isolated island bound by railroad tracks and Golden State Hwy. The downtown station is more accessible to the City. The LGA requires extensive infrastructure improvements of roads and highways. The downtown station has access from Hwy 99 via Truxtun Avenue and California Avenue as well as access from Golden State Hwy.

I056-2

Economic potential.
It is entirely possible that people will not utilize the HSR to visit Bakersfield due to the inconvenient location of the LGA station. If the HSR station is going to impact the economy of Bakersfield, it should be located in downtown. Everything downtown would be within walking distance of the station. According to the HSR Screening Report "The proposed (downtown) site maximizes the ridership and revenue potential, connectivity and accessibility, and is compatible with existing and planned development while minimizing impacts to natural and cultural resources." The Kern Council of Governments reviewed the different sites and stated "The Truxtun site offs the best opportunities for the station to serve as a catalyst of the new downtown economic development."

I056-3

Heavy Maintenance Facility (HMF)
Only the downtown station route offers the opportunity for the HMF via BNSF. The LGA route does not have this option available. Shafter is a strong contender for the HMF with property donated. The Shafter HMF has been studied as part of approved Environmental Impact Reports for the Freson-Bakersfield Hybrid alignment. The HMF is forecast to generate a quarter of billion in annual GDP growth. With Bakersfield economy still struggling from the downturn in oil production, the City should be trying to diversify its economic base. Many organizations such as the Kern Taxpayers Association, Kern Transportation Foundation, Kern Economic Development Corporation, and Kern County Black Chamber of Commerce are working in unison to bring the HMF to Bakersfield.

I056-4

It is not clear why the City Council and "local stakeholders" opposed the downtown station. In closing the HSR station should be located downtown.

Respectfully,

John Karnes

Susan Karnes

John Karnes, Architect
2521 Beech Street
Bakersfield, CA 93301

Susan Karnes

CC: HSR, Sacramento, Ca.

Response to Submission I056 (John and Susan Karnes, January 14, 2018)

I056-1

Though not located immediately in the downtown core, the F-B LGA's proposed F Street Station has proximity to the downtown area, and the surrounding area has the potential for development. SR 204/99B is a main artery through Bakersfield that connects to SR 99 and SR 178. F Street provides direct access to the downtown core to the south; Chester Avenue also provides access to the downtown as well as to industrial, residential, and park uses to the north. East of the proposed station site, 34th Street provides east-west access to the station site.

Both station locations would require reconfiguration of roads and intersections. The F Street station is closer to SR 204, which would require reconfiguring on- and off-ramps. Both stations will be easily accessed from road systems in the vicinity. The F Street Station, as shown in Drawing Number A1801 in Volume III: Station Drawings of the Draft Supplemental EIR/EIS, would be accessible from Chester Avenue, SR 204, 34th Street, and F Street. The Truxtun Avenue Station, as shown in Drawing Number A9804, in Volume III: Station Drawings of the Final EIR/EIS, would be accessible from Union Avenue, Truxtun Avenue, U Street, and 14th Street. Some reconstruction of all access roads for either station would be required for the construction of the station, parking, and approaches.

I056-2

The commenter speculates that placing the station at F Street in Bakersfield rather than Truxtun Avenue would reduce HSR system ridership. No evidence to support this opinion is provided by the commenter.

As discussed in Section 3.13, Station Planning, Land Use, and Development, of the Draft Supplemental EIR/EIS, the land within the F Street Station site study area is currently developed with a mix of low-density commercial, residential, and industrial uses and vacant parcels. The Truxtun Avenue station location, conversely, is centrally located near the Rabobank Arena, Theater, and Convention Center, Marriott Hotel, and Amtrak station.

While the Truxtun Avenue station location would provide an immediate direct connection to the Amtrak Station and existing downtown amenities, public benefits derived from future transit-oriented development would be concentrated in a relatively small geographic area that is already developed, with little benefit to the rest of the city. The F Street Station site, however, offers opportunities for a comprehensive planning effort to revitalize the greater downtown area through the conversion of auto-oriented corridors to complete streets that prioritize the pedestrian, greater transit and multi-modal connectivity throughout downtown, and the revitalization of underutilized land.

The City of Bakersfield Making Downtown Bakersfield Vision Plan (May 2018; Vision Plan) describes a phased effort to link the F Street Station and the Amtrak Station through the development of transit, bicycle, and pedestrian improvements to enable passengers to transfer from the HSR train to local commuter transit. These improvements include bus rapid transit (BRT) on Chester and California Avenues, a downtown shuttle, and mobility hubs at the Amtrak Station, HSR station, and the Golden Empire Transit Center. While these services are central to connecting the HSR station and downtown, they provide the added benefit of offering a new alternative form of transportation for non-HSR riders throughout downtown. The Vision Plan also proposes public realm improvements along three corridors to form a pedestrian friendly loop around the downtown area, connecting residential, commercial, and parks, and open space areas and activating the F Street station area.

As discussed in Appendix 8-A of the Draft Supplemental EIR/EIS, because the F Street

Response to Submission I056 (John and Susan Karnes, January 14, 2018) - Continued

I056-2

Station area contains more vacant land compared to the Truxtun Avenue Station area, the F Street Station presents more opportunities for infill development, revitalization of existing large buildings, new job creation, and transit-oriented housing. The second phase of implementation detailed in the Draft Vision Plan lays out a framework for redeveloping the area around the F Street station. Garces Circle would be transformed from an automobile-oriented roundabout into a high-density, mixed-use retail, residential and office district. This new district will be supported by rehabilitating adjacent mixed-use and single-family neighborhoods.

In addition to increased opportunities for revitalization, the F Street Station site would involve the loss of fewer homes compared to the Truxtun Avenue Station. The Truxtun Avenue Station would result in the conversion of 53 acres of single-family residential land uses and 4 acres of multi-family residential uses. The F Street Station would result in the conversion of 1 acre of single-family residential and 2 acres of multi-family residential land uses.

The 2003 Kern COG Terminal Impact Analysis Report does not consider more recent plans for improving the Station Area as described in the Vision Plan. The Kern COG Terminal Impact Analysis Report, which was prepared in 2003 and was 12 years old at the time of preparation of the Draft Supplemental EIR/EIS commenced, was not cited in the Draft Supplemental EIR/EIS and does not consider more recent plans for improving the Station Area as described in the City's Vision Plan.

I056-3

The HMF decision will be made separately from the identification of the preferred alignment and station alternatives in the Draft Supplemental EIR/EIS. A decision on the HMF site will be made sometime after environmental review is complete for both the Fresno to Bakersfield Section and the Wye area near Chowchilla (the Wye area is being evaluated on a supplemental basis via a Subsequent EIR/Supplemental EIS to the certified 2012 Merced to Fresno Section Final EIR/EIS). To support this future decision, additional comparative study, design, and review may be necessary. Subsequent review and study may include further design.

I056-4

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I057 (Dylan Keith, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #382 DETAIL

Status :	Action Pending
Record Date :	1/17/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Project Email
First Name :	Dylan
Last Name :	Keith
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	
Email :	jesse.dylan.keith@gmail.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

I057-1 As a tax paying resident of downtown Bakersfield who lives in the CBD I would like to voice my opposition to the proposed Locally Generated Alternative "F Street" station for the high speed rail. This option is short sighted and has the potential to squander a golden opportunity to build an integrated public transit system that would continue to drive a revitalized downtown. The EIR itself clearly describes the LGA as being, "at the northern edge of downtown Bakersfield, peripheral to the downtown core."

Potential patrons interested in using the HSR (including business travelers, commuters, and the economically disenfranchised) will see the location as an insurmountable inconvenience compared with other transit options that would take them directly to the CBD core with access to multiple other public transit options. This leaves only the occasional local or a curious tourist willing to deal with the inconvenience as users rather than the entire community of potential travelers.

The Truxton Ave station on the other hand follows an existing pathway and requires minimal additional engineering to directly integrate the Bakersfield station with the economic center of the city and the other major public transit hubs. This station needs to be built with a grander future in mind for the most important city in the southern San Joaquin rather than as a unused public transit ghost on the outskirts of the city

I057-1 center.

Best regards,

--
Jesse Dylan Keith

EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I057 (Dylan Keith, January 16, 2018)

I057-1

Refer to Standard Response FB-LGA-Response-GENERAL-05: Proximity of F Street Station to Downtown and Amtrak Station, FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives.

Submission I058 (Donna Kennedy, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #404 DETAIL

Status :	Action Pending
Record Date :	1/17/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Project Email
First Name :	Donna
Last Name :	Kennedy
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	
Email :	658924@bak.rr.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

I058-1 Please locate HSR at Truxtun Ave. and NOT Golden State Hwy. & F St.

Thank You,
D. Kennedy
Sent from my iPhone

EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I058 (Donna Kennedy, January 16, 2018)

I058-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I059 (Michael Kennedy, Bethel Christian School, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #378 DETAIL

Status :	Action Pending
Record Date :	1/17/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Project Email
First Name :	Michael
Last Name :	Kennedy
Professional Title :	Principal
Business/Organization :	Bethel Christian School
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	
Email :	mikeakennedy@gmail.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

I059-1 There is legal obligation to include the attached PDF document as an official comment to the Draft Supplemental EIR/EIS for the Fresno to Bakersfield Project Section.

In addition, please add this documentation to the existing Administrative Record for Case No.34-2014-80001864.

Regards,

Michael Kennedy, Principal (M.Ed.L.)

Bethel Christian School

Sent from my iPhone

EIR/EIS Comment :	Yes
Official Comment Period :	Yes
Attachments :	378_Kennedy_email_011618_Attachment.pdf (210 kb)



Philip Raya, Representative
Accelerated Christian Education
2600 Ace Lane
Lewisville, TX 75067

Michael Kennedy, Principal
Bethel Christian School
2236 E. California Ave.
Bakersfield, CA 93307

Dear Mr. Kennedy,

It has recently come to my attention that the visiting committee from your accreditation evaluation stated "...a potential impediment, to future accreditation, is the current unresolved status with regard to the impact on the school site of the California High Speed Rail project." Unfortunately, as a professional educator, I must concur that the close proximity of the High Speed Rail will destroy the individualized learning environment at Bethel Christian School.

My conclusions are based on the need for your organization to provide continued individualized academic attention, in a quiet atmosphere, to fulfill your mission. I must also remind you that according to the Accelerated Christian Education (A.C.E.) Service Agreement, signed by your organizers in1980, the atmosphere and noise level within your school is a critical component to success.

This unique atmosphere is essential, because many parents search for schools that utilize the A.C.E. program to assist their children who have been diagnosed with learning disabilities. Many of these children are in the Autism Spectrum, or have Attention Deficit Hyperactivity Disorder (ADHD) and find it difficult to concentrate for long periods of time. The program requirements (e.g., limited noise, individualized tutorial environment, etc.) of the A.C.E. system are distinct, but these requirements produce dramatic results for students. In fact, many students on the structured PACE program quickly advance to grade level, and others advance several grades during a few short months. Even children, who have been given previous IEP learning goals of "concentrating for 10 minutes at a time", can sit and learn for hours on the A.C.E. PACE program. However, as noted above, to maintain this type of successful environment, it is imperative that noise be limited throughout the Learning Center (LC) environment.

Therefore, I would encourage your leadership team to carefully consider the anticipated impacts from the train and consult with experts, like the World Health Organization, on acceptable decibel levels. This is necessary, as a compromised learning center environment would, no doubt, ultimately result in lower PACE test scores and consequently the loss of your rating as a Quality Status School.

Sincerely,
Philip Raya, Representative
California
praya@aceministries.com

Submission I059 (Michael Kennedy, Bethel Christian School, January 16, 2018) - Continued

SELF-STUDY VISITING COMMITTEE REPORT

WESTERN ASSOCIATION OF SCHOOLS AND COLLEGES

FOR

Bethel Christian School

2236 E. California Ave

Bakersfield, CA 93307

First Free Will Baptist Church

April 7 - 10, 2013

Visiting Committee Members

Dale Folkens, Ed. D., Chairperson
Principal, High Desert Premier Academy, Apple Valley CA

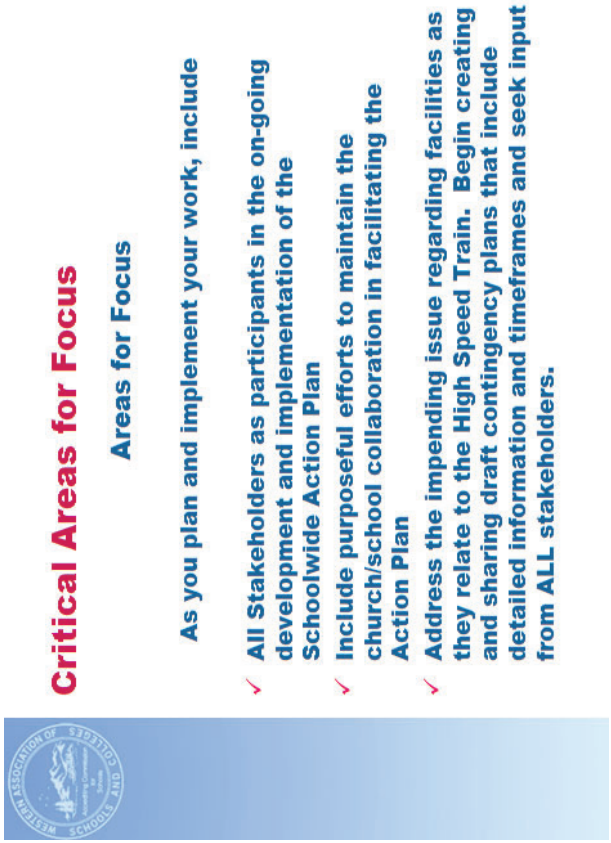
Edward Amey, MB
Executive Director, The Concordia Schools, Los Angeles CA

The school's action plan incorporates important schoolwide issues and relates them to the concepts of the Focus on Learning criteria. A possible impediment to the plan would be the potential of all or most of the responsibility for implementation and measurement falling on the school Principal, rather than on a broader team of stakeholders. Another potential impediment is the current unresolved status with regard to the impact on the school site of the California High Speed Rail project.

The follow-up process that the school intends to use for monitoring the accomplishment of the schoolwide action plan appears to be adequate. The Leadership Team will be the central facilitating body. The school has demonstrated that they are committed to and involved in ongoing inservice and professional growth, which is focused on the improvement of the learning environment and increased student achievement.

In summary, the school is looking forward to an ongoing celebration of progress.

Submission I059 (Michael Kennedy, Bethel Christian School, January 16, 2018) - Continued



Response to Submission I059 (Michael Kennedy, Bethel Christian School, January 16, 2018)

I059-1

The commenter has provided a document (PDF) as an attachment to the comment submittal and indicates there is legal obligation to include the file as an official comment to the Draft Supplemental EIR/EIS.

The Authority has reviewed and considered the document that was included with the comment. The document contains a letter from Accelerated Christian Education encouraging the leadership of Bethel Christian Church to consider anticipated impacts from the train and consult with experts, like the World Health Organization, on acceptable decibel levels.

None of the documents attached to this comment specifically address the analyses contained in the Draft Supplemental EIR/EIS. However, the Authority notes that Section 3.4.2.3 of the Draft Supplemental EIR/EIS describes the impact assessment guidance and noise thresholds used to assess noise impacts associated with the F-B LGA. This methodology is consistent with the noise impact methodology in the Fresno to Bakersfield Section Final EIR/EIS, as well as federal, state, and local laws, regulations, and orders relevant to noise and vibration described in Section 3.4.1 of the Draft Supplemental EIR/EIS.

Submission I060 (D Kennedy, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #342 DETAIL

Status :	Action Pending
Record Date :	1/16/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Project Email
First Name :	D
Last Name :	Kennedy
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	
Email :	658924@bak.rr.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

I060-1 Please locate High Speed Rail at Truxtun Ave. and please DO NOT locate High Speed Rail at Golden State Hwy. and F St.
Thank You,
D. Kennedy

EIR/EIS Comment :	Yes
Official Comment Period :	Yes
Attachments :	FBLGA_Draft_EIRS_Notice_of_Availability.pdf (656 kb)

CALIFORNIA High-Speed Rail Authority

PUBLIC NOTICE

NOTICE OF AVAILABILITY/NOTICE OF PUBLIC HEARING

California High-Speed Rail – Fresno to Bakersfield Project Section:

DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT

PROPOSED PROJECT AND LOCATION

The Fresno to Bakersfield Project Section (F-B) Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS) considered several alternatives between the cities of Fresno and Bakersfield and ultimately identified a Preferred Alternative from the Fresno high-speed rail station to the Bakersfield high-speed rail station to Oswell Street in Bakersfield. The California High-Speed Rail Authority (Authority) Board of Directors (Board) certified the Fresno to Bakersfield Section Final EIR/EIS in May 2014. The Preferred Alternative identified by the Authority Board consists of portions of the BNSF Alternative in combination with the Corcoran Bypass, Allensworth Bypass, and Bakersfield Hybrid alternatives. In Bakersfield, the Preferred Alternative included a station that would be constructed at the corner of Truxtun and Union Avenues/State Route 204, as well as a maintenance of infrastructure facility (MOIF) that would lie along the alignment just north of the City of Bakersfield and 7th Standard Road. The Board only approved a portion of the alignment extending from downtown Fresno to approximately 7th Standard Road (a point north of Bakersfield). Therefore, the Board did not approve a location for the portion of the alignment that extended into Bakersfield. The FRA, in August 2014, approved the entire Preferred Alternative from the Fresno Station to Oswell Street in Bakersfield.

PROJECT DEVELOPMENT

The City of Bakersfield filed a lawsuit challenging the Board's approvals under the California Environmental Quality Act (CEQA). In a Settlement Agreement reached in December 2014 the City of Bakersfield and the Authority agreed to work together to develop and study a new alternative for the Bakersfield portion of the project that would be acceptable to the City and meet the Authority's design requirements. The Fresno to Bakersfield Locally Generated Alternative (F-B LGA) evolved from this mutual cooperation and subsequent public input. The Authority has also worked with the City of Shafter to include in the F-B LGA a new design for the alignment within Shafter. The F-B LGA extends from Poplar Avenue north of Shafter, continues on retained fill through the City of Shafter, and transitions to elevated structure (viaduct) into the City of Bakersfield. In Bakersfield, the high-speed rail station associated with the F-B LGA would be located at the intersection of F Street and State Route 204 (Golden State Avenue).

The Authority and the FRA have prepared a Supplemental EIR/EIS for the F-B Project Section. The Supplemental EIR/EIS evaluates the environmental and community impacts associated with the F-B LGA and compares the potential impacts of the F-B LGA to the impacts identified for the corresponding portion of the Preferred Alternative (May 2014 Project). For the purposes of the Supplemental EIR/EIS, the May 2014 Project consists of the following portions of the Preferred Alternative: the BNSF Alternative from Poplar Avenue to Hageman Road, and the Bakersfield Hybrid Alternative from Hageman Road to Oswell Street.

ANTICIPATED IMPACTS

Significant pre-mitigation environmental effects resulting from the F-B LGA are anticipated in the following resource areas: transportation (project impacts); air quality (construction impacts); noise and vibration (construction and project

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Submission I060 (D Kennedy, January 16, 2018) - Continued

impacts); biological resources and wetlands (construction and project impacts); hydrology and water resources (project impacts); geology, soils, seismicity, and paleontology (construction impacts); hazardous materials and wastes (construction impacts); safety and security (project impacts); socioeconomics and communities (project impacts); agricultural lands (project impacts); parks, recreation, and open space (construction and project impacts); aesthetics and visual resources (construction and project impacts); cultural resources (construction impacts); and environmental justice (construction and project impacts). These are the impacts known at the time of study. Additional issues may arise in the public and public agency review period that will be addressed in a response to comments.

HAZARDOUS WASTE SITES

The F-B LGA and the May 2014 Project would cross several sites on hazardous waste lists enumerated under Section 65962.5 of the California Government Code. For the F-B LGA, one site that fits the criteria for Section 65962.5(a)(4) was identified. The identified site is included in the 149 sites of potential environmental concern (PEC) that were reviewed during the baseline conditions assessment for all sites with the potential to affect the F-B LGA study area negatively. The one site is the 15-acre Brown and Bryant site at 135 Commercial Drive in Shafter (PEC Site 22), which operated from 1955 to 1989 as a manufacturing, blending, and packaging/re-packaging facility for pesticides, insecticides, herbicides, fumigants, defoliants, and fertilizers. This site is currently an open remediation case with oversight by Department of Toxic Substances Control. Of the two PEC sites identified in the May 2014 Project, neither fits the criteria for Section 65962.5(a)(4).

PUBLIC REVIEW PERIOD

The Fresno to Bakersfield Project Section Draft Supplemental EIR/EIS is being made available to the public for a **60-day review and comment period** in accordance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). During the 60-day comment period, written comments may be submitted in the following ways:

- Via mail to "Fresno to Bakersfield Project Section Draft Supplemental EIR/EIS Comment," 770 L Street, Suite 620 MS-1, Sacramento, CA 95814;
- Through the Authority's website (www.hsr.ca.gov); or
- Via email to Fresno_Bakersfield@hsr.ca.gov with the subject line "Fresno to Bakersfield Project Section Draft Supplemental EIR/EIS Comment."

The comment period is from November 9, 2017 to January 16, 2018. Comments must be received electronically, or postmarked, on or before January 16, 2018.

The information in the Fresno to Bakersfield Project Section Draft Supplemental EIR/EIS and the comments received will be taken into account by the Authority and FRA when they consider whether to approve the May 2014 Project or the F-B LGA from south of Poplar Avenue (north of Shafter) to Oswell Street (in Bakersfield). The Authority and FRA will prepare a Fresno to Bakersfield Project Section Final Supplemental EIR/EIS, which will include responses to comments received and a description of the preferred alignment and station location.

PUBLIC HEARING

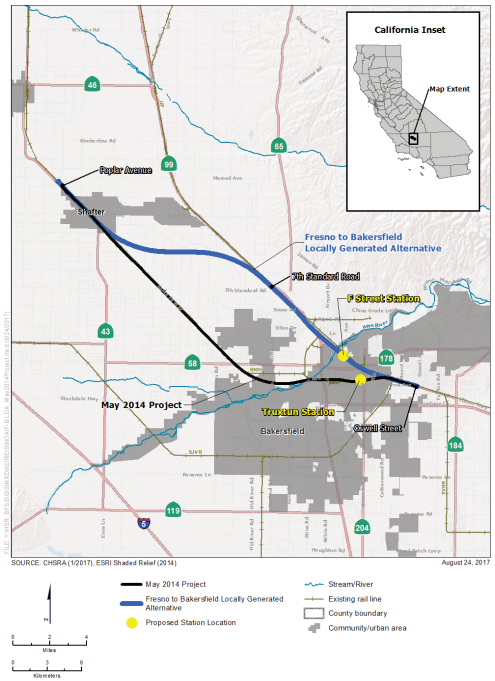
The Authority and FRA invite you to attend the public hearing that has been scheduled on **December 19, 2017** to receive public and public agency comments on the Fresno to Bakersfield Project Section Draft Supplemental EIR/EIS. The hearing is scheduled from **3:00 p.m. to 8:00 p.m.** at **Bakersfield Marriott Hotel, 801 Truxtun Avenue**, Bakersfield, California. The public hearing will provide an opportunity for members of the public formally to submit an oral comment on the Fresno to Bakersfield Project Section Draft Supplemental EIR/EIS. Written comments also may be submitted at the hearing. Interpretes al español estarán en la reunión. The meeting facility is accessible for persons with disabilities. All requests for reasonable accommodations and/or language services must be submitted 72 hours in advance of the scheduled meeting date. Please contact the public outreach team at (888) 481-2772 or call the California Relay Service at 711. All public hearings will be wheelchair accessible. Please check the Authority website (www.hsr.ca.gov), for more information, including up-to-date information on the planned hearing.

COPIES OF THE DRAFT SUPPLEMENTAL EIR/EIS

Visit the Authority website (www.hsr.ca.gov) or the FRA website (www.fra.dot.gov) to view and download the Fresno to Bakersfield Project Section Final EIR/EIS and Draft Supplemental EIR/EIS. The Authority website also contains technical reports that inform the Fresno to Bakersfield Project Section Draft Supplemental EIR/EIS. You may also request a CD-ROM of the Fresno to Bakersfield Project Section Final EIR/EIS and Draft Supplemental EIR/EIS by calling (888) 481-2772. Printed copies of the Fresno to Bakersfield Project Section Final EIR/EIS and Draft Supplemental EIR/EIS have been placed at the following public libraries: Kern County Library, Beale Memorial Library (701 Truxtun Avenue, Bakersfield, CA); Kern County Library, Shafter Branch (236 James Street, Shafter, CA); Kern County Library Baker Branch (1400 Baker Street, Bakersfield, CA); and Kern County Library, Rathbun Branch (200 West China Grade Loop, Bakersfield, CA). The Executive Summary is available in Spanish upon request.

Printed copies of the Fresno to Bakersfield Project Section Draft Final EIR/EIS and Supplemental EIR/EIS and the associated technical reports also are available for review during business hours (8:00 A.M. to 5:00 P.M.) at the Authority's offices at 770 L Street, Suite 620 MS-1, Sacramento, CA and at 1111 H Street, Fresno, CA.

The Authority does not discriminate on the basis of disability and, upon request, will provide reasonable accommodation to ensure equal access to its programs, services, and activities.



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Response to Submission I060 (D Kennedy, January 16, 2018)

I060-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I061 (Michael Kennedy, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #380 DETAIL

Status :	Action Pending
Record Date :	1/17/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Project Email
First Name :	Michael
Last Name :	Kennedy
Professional Title :	Principal
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	
Email :	mikeakennedy@gmail.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

I061-1 There is legal obligation to include the attached memo (pdf) as an official comment to the Draft Supplemental EIR/EIS for the Fresno to Bakersfield Project Section, and also add this documentation to the existing Administrative Record for Case No.34-2014-80001864.

Note: The Authority has stated that this document was "inadvertently" omitted from the FEIR.

Regards,

Michael Kennedy, Principal (M.Ed.L.)

Sent from my iPhone

EIR/EIS Comment :	Yes
Official Comment Period :	Yes
Attachments :	380_Kennedy_email_011618_Attachment.pdf (690 kb)

Bethel Christian School and First Free Will Baptist Church

Memorandum of Request

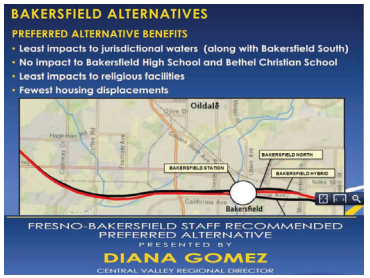
TO: High Speed Rail Authority, Diana Gomez

FROM: First Free Will Baptist Church, Bethel Christian School

SUBJECT: New Hybrid Alignment

DATE: DECEMBER 18, 2013

Introduction



In November of 2013, the California High Speed Rail Authority (HSRA) approved the staff recommendation for the Hybrid Alignment through Bakersfield. The Authority stated that "The Bakersfield Hybrid Alternative would… impact the fewest religious facilities, and it would not impact… Bethel Christian School." Nevertheless, the environmental studies for the three proposed rail alignment alternatives near the church-school are only feet apart from each other, as throughout the City of Bakersfield. They are not true alternatives because all three will cause similar, extensive and severe impacts to the church-school facility and other local organizations. Although church-school stakeholder comments

Submission I061 (Michael Kennedy, January 16, 2018) - Continued

related to the revised EIR/EIS were initially submitted in writing, before the October 19, 2012 deadline, documented in numerous public hearings (e.g., August 27, 2012 HSRA Hearing), and referenced in FFWBC Validation Complaint (Court Ruling 34-2013-00140689), the church-school community believes that their concerns related to the Bakersfield Hybrid Alignment have not been adequately addressed.

Therefore, the stakeholders of the church-school request that the HSRA incorporate the attached data into the Final EIR/EIS. This is essential because the Bakersfield Hybrid was only recently (November, 2013) identified as the preferred alignment.

New Hybrid Alignment Property Impacts (Based on the November Staff Report)



Areas for expanded consideration under this newly approved alignment should include:

- Air Quality
- Noise
- Traffic Circulation
- Socioeconomic/Environmental Justice
- Land Use Compatibility
- Aesthetics/Visual
- Compensation for Devaluation of Property Value
- Lack of Specific Mitigation in the Revised EIR/EIS
- Absence of Viable Route Alternatives in Violation of RLUIPA
- Cumulative Church-School Impacts
- Preferred Relocation of Facilities Due to Proximity of the Hybrid Alignment

History of the Church-School and HSR Impact

Bethel Christian School and the First Free Will Baptist Church are currently in the existing HSR alignments between both California Ave. (South Alignment) and Edison Highway (Hybrid Alignment). The school and church serve the greater Bakersfield area and the many low-income families in this study area. As noted in the Revised EIR/EIS

Index	East Bakersfield	Bakersfield	California
Income per capita	$7,637	$23,022	$30,367
Median household income	$23,496	$53,997	$64,457
Median household income owner occupied	$66,693	$66,693	$75,630
Median household income renter occupied	$29,785	$29,785	$44,245
Median earnings male	$16,912	$36,924	$41,787
Median earnings female	$11,169	$21,104	$24,729
Unemployment rate (2000)	24.8%	8.5%	4.9%
Unemployment rate (2010)	n/a	10.2%	12.3%
Unemployment rate (2013)	n/a	10.9%	8.9%
Poverty level	50.3%	18.0%	13.5%

The data is based upon 2010 estimates.

The poverty level in East Bakersfield is 179.9% greater than the Bakersfield average and 271.7% greater than the California average.

Submission I061 (Michael Kennedy, January 16, 2018) - Continued

Socioeconomic, Environmental, and Ministry to Low-Income Stakeholders

In an October 22, 2011Los Angeles Times article by Ralph Vartabedian, it was noted that:

> "Officials at First Free Will Baptist Church believe it will lose some of the 22 parcels it owns in east Bakersfield, damaging its outreach mission and a school for 70 kids, no matter which route is selected.
>
> 'This area is in decline,' said Pastor Mark Harrison. 'We have a failing economy. There is a lot of vandalism here. There is graffiti everywhere. We are overrun with gangs. It is a violent area at night. If you want to see hopelessness, look at the youth in this area. We like to think of our church as standing for hope.'"

Families within East Bakersfield are greatly concerned about the opportunities afforded to low-income youth. Many of these families desire a safe church-school environment where Christian character is foundational, and learning outcomes are a priority. Some are also concerned about the declining condition of the local schools available to their children, because student-to-teacher ratios are climbing, test scores are dropping, and graduation rates are at historic lows.

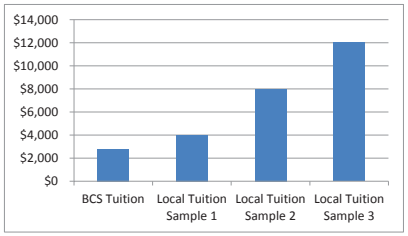
East Bakersfield, Bakersfield crime information

Statistic	East Bakersfield /100K	Bakersfield /100K	California /100K
Violent crime	849 (estimate)	531	423
Property crime	6,754 (estimate)	4,221	2,759
Total crime index	7,603 (estimate)	4,752	3,182

In fact, according to a study conducted by the Fresno State College Department of Sociology (2006), students within our local East Bakersfield subculture have stated that their educational needs are as follows:

- Providing educational opportunities needed to succeed (46.5%)
- Creating more venues for local arts (43.5%)
- Providing students the resources they need (40.3%)
- Making sure our schools are accountable (34.7%)
- Providing youth with vocational training (39.7%)
- Making our schools safe (26.4%)
- Providing young people with more leadership opportunities (15.5%)

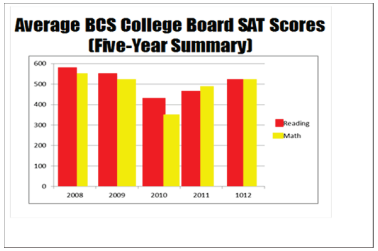
While there are sixty-six private and Christian schools throughout the County of Kern, the majority of middle-class and lower-income households cannot afford the luxury of privatized education. Many of these private Christian schools have exceptional programs and facilities, but tuition rates for local private schools are now between $4,000 and $12,000 dollars per year.



Submission I061 (Michael Kennedy, January 16, 2018) - Continued

With this in mind, the 2013 WASC Focus on Learning Report has verified that "Bethel Christian School serves this local need by providing a low-cost Christian education that is focused on learning results, established on Christian-character, and built around the individualized needs of the student."

Many students in this low-income demographic will not always test at the highest levels or be accepted to the most prestigious academic programs, but it is the desire of the BCS staff to bring about the best in every child, and praise each child for the progress that has been made. This supportive atmosphere encourages students as they work to exceed the median levels and reach their personal educational goals. Such distinguishing features of the BCS program focus on what is best for the individual child.



NEPA/CEQA Regulations

Thorough analysis of impacts to the church-school is essential, as according to the National Environmental Policy Act (NEPA), Title 1, Section 101(a), the HSRA is required to "…use all practicable means and measures, including financial and technical assistance, in a manner calculated to foster and promote the general welfare, to create and maintain conditions under which man and nature can exist in productive harmony, and fulfill the social, economic, and other requirements of present and future generations of Americans." Section 102(2)(C) also states, "…and other major Federal actions significantly affecting the quality of the human environment."

Note: CEQ Regulations §1508.14 the human environment is defined as including the natural physical, social, and economic characteristics of the total environment.

Religious Land Use Laws

As a Baptist church, the Religious Land Use and Institutionalized Persons Act (RLUIPA), Pub.L. 106–274, codified as 42 U.S.C. § 2000cc et seq., is a United States federal law that would apply to the building of a High Speed Rail in close proximity to the church-school facility. RLUIPA prohibits the imposition of such burdens and gives churches and other religious institutions a way to avoid burdensome restrictions to their property use.

The law states clearly that it is the responsibility of the government agency to "demonstrate that (any) imposition of the burden on that person, assembly or institution is: in furtherance of a compelling governmental interest; and is the least restrictive means of furthering that compelling governmental interest." Yet in Court Ruling 34-2013-00140689, the CA Superior Court of Sacramento found that "…there was no evidence in the record of the proceedings before the Committee (HSRA) to support its finding and determination, made at its March 18, 2013 (HSR) meeting, that it was 'necessary and desirable' to authorize issuance of bonds" to build the HSR.

FRA & Noise-Sensitive Land Uses Regulations

HSR noise impacts vary depending on the alignment but it's assumed that noise would be greater with the hybrid aerial options. Regardless, in the most recent High-Speed

Submission I061 (Michael Kennedy, January 16, 2018) - Continued

Ground Transportation Noise and Vibration Impact Assessment, the FRA has stated that a church and a school would both qualify as "indoor noise-sensitive sites" and that they should be evaluated and compared with other similar noise-sensitive sites to allow for similar mitigation. Within the existing hybrid alignment three similar noise sensitive areas exist including: Mercy Hospital, Kern County Library, and Bakersfield High School.

California Education Code (EC) Requirements

As a fully accredited WASC school, which lies within only 190-490 feet of the rail easement, Bethel Christian School should receive the same consideration granted to other WASC accredited institutions of learning. Under Title 5 Division 1, Chapter 13, Subchapter 1 of the California Code, the HSRA should consider among other items:

> "If the proposed site is within 1,500 feet of a railroad track easement, a safety study shall be done by a competent professional trained in assessing cargo manifests, frequency, speed, and schedule of railroad traffic, grade, curves, type and condition of track need for sound or safety barriers, need for pedestrian and vehicle safeguards at railroad crossings, presence of high pressure gas lines near the tracks that could rupture in the event of a derailment, preparation of an evacuation plan. In addition to the analysis, possible and reasonable mitigation measures must be identified."

Aesthetics/Visual Impact to the Church-School

All three of the alternative alignments include 12 to 15 miles of elevated rail viaduct as high as 96 feet that will tower approximately 80 feet high at the church-school location. These impacts have not been mitigated in the most recent DEIS/DEIR document.

Mitigation and Church-School Stakeholder Recommendations

Option 1: Preferred Relocation

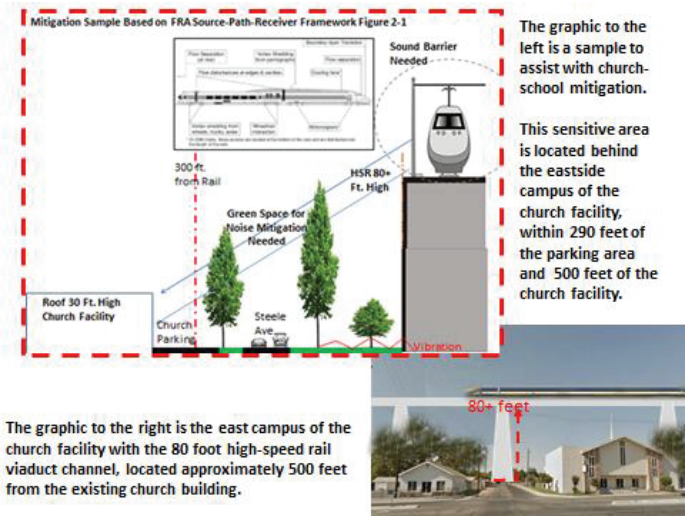
Under the new Hybrid Alignment the HSR Authority should, as promised with the South Alternative (Revised DEIR/Supplemental DEIS, July, 2012), "…consult with First Free Will Baptist Church and Bethel Christian School to identify suitable relocation alternatives for both facilities to minimize the impacts of the disruption." The Authority should also, as with the South alignment, "…consult with school and church officials before land acquisition to find the facilities necessary to replace displaced classroom space in a manner that ensures similar functionality and accessibility to current levels."

Option 2: Substantial Reconfiguration of Existing Buildings

If full relocation of the church-school facility (under the Hybrid Alignment) is not possible, then the close proximity of the facility to the high-speed rail easement will necessitate facility reconfiguration, and rebuilding of noise-sensitive structures to mitigate issues relating to noise and vibration. Based on FRA requirements this would require substantial landscape design, sound walls, major facility demolition, reconfiguration, and rebuilding to the South of the existing church-school property.

Submission I061 (Michael Kennedy, January 16, 2018) - Continued

Audits would also need to be conducted to account for loss of property value and to provide compensation and good will.



Note: The HSRA has stated that it does not anticipate construction in the Central Valley and upgrades of existing systems to be complete and operational until 2018. Nevertheless, natural noise barriers (e.g., trees, shrubs, etc.) should be established in early 2014 to allow for needed growth. In addition, facility demolition, facility reconfiguration/consolidation, and needed facility upgrades (e.g., new insulation) should be aligned with the timeline for the Bakersfield Construction Package(s) (CP).

Mitigation Needs and Church Facility Consolidation: Option 2 (Non-Relocation)



The graphic above shows demolition of six (6) noise-sensitive facilities that are in close proximity to the Hybrid Alignment. This graphic also depicts the building of a large consolidated structure on the south end of the existing church-school property, to replace displaced classroom space in a manner that ensures similar functionality and accessibility to current levels. This substantial reconfiguration would help minimize the impacts of the HSR disruption to the First Free Will Baptist Church and BCS.

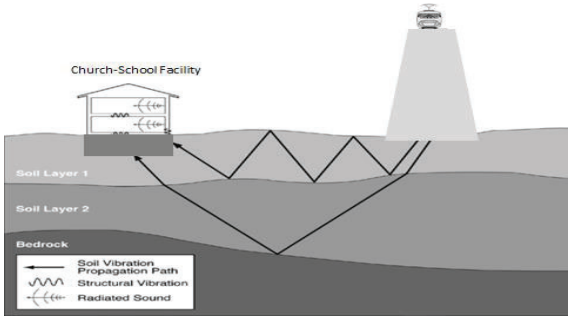
Note: The church-school would also need green space (e.g., trees, grass, etc.), sound wall/barriers (with absorption), and relocation of the existing parking facilities to ensure similar functionality.

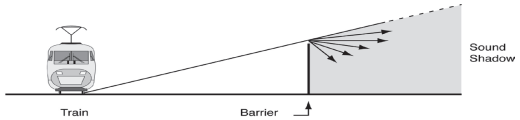
Submission I061 (Michael Kennedy, January 16, 2018) - Continued

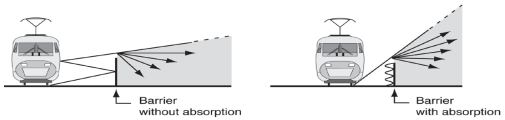
FRA Source Data and Basic HSR Receiver Geometry (Noise and Vibration)

The total amount of vibration the HSR would cause to the church-school facility is not yet known. However, it is an issue of concern. In recent correspondence with the CHSRA the church-school stakeholders have requested this question be addressed in detail. Any vibration impacts (e.g., structural, radiated sound, etc.) caused by HSR would have to be mitigated.

Note: Sound barriers will only provide minimal assistance in this area.







This comprehensive church-school document has been submitted to the High-Speed Rail Authority (HSRA) to assist the HSRA staff as it works to submit the Final DEIR/DEIS for the Bakersfield segment. Full mitigation and consideration is imperative, as Court Ruling 34-2013-00140689 has ordered the authority to demonstrate that all environmental clearances are in place for the first 300 miles of the HSR line throughout the Central Valley.

Submitted: 12/18/2013

_____ Date: _____

Michael Kennedy, Principal

Bethel Christian School

_____ Date: _____

Dr. Mark Harrison, Pastor

First Free Will Baptist Church

Received: 12/18/2013

_____ Date: _____

Diana Gomez, HSRA

Central Valley Regional Director

Response to Submission I061 (Michael Kennedy, January 16, 2018)

I061-1

Refer to Standard Response FB-LGA-Response-N&V-01: Schools, FB-LGA-Response-N&V-02: General Assessment Methodology Concerns - Use of FRA Methodology/Criteria.

The commenter has provided a memorandum (PDF) as an attachment to the comment submittal and indicates there is legal obligation to include the file as an official comment to the Draft Supplemental EIR/EIS.

The Authority has reviewed and considered the memo that was included with the comment. The memo, which is dated December 18, 2013 and addressed to Diana Gomez of the High-Speed Rail Authority from the First Free Will Baptist Church/Bethel Christian School, relates to the "New Hybrid Alignment" analyzed in the Fresno to Bakersfield Section Final EIR/EIS and includes an assertion that the Fresno to Bakersfield Section Final EIR/EIS did not adequately analyze potential impacts to the church/school facilities and requests that additional analysis be included in the environmental document. This memo also includes mitigation measures that the stakeholder suggests should have been included in the Fresno to Bakersfield Final EIR/EIS to adequately mitigate potential impacts to the church/school. The Authority notes this attached memo was included in Volume V, Post-Comment Period Submissions of the Fresno to Bakersfield Final EIR/EIS under Submission 036 (pages 51-123 to 51-129). The Authority responded to this comment in FB-Response-General 28 in Volume IV Response to Comments of the Fresno to Bakersfield Section Final EIR/EIS. The response provided in Volume IV of the Fresno to Bakersfield Section Final EIR/EIS is sufficient to address this comment.

Furthermore, the Draft Supplemental EIR/EIS includes an analysis of impacts to community facilities, including schools and churches, generally, and to the First Free Will Baptist Church and Bethel Christian School, specifically. Refer to Section 3.2.4.3 for an analysis of transportation and safety impacts on schools; Section 3.3.5.1 for the air quality impacts on sensitive receptors, including schools; Section 3.4.4.2 for a discussion of impacts on noise-sensitive receivers, including schools; Section 3.5.4.2 for an analysis of electromagnetic fields and electromagnetic interference impacts on schools; Section 3.10.3.2 for the hazardous materials impacts on schools; Section 3.11.3.2 for an analysis of safety and security impacts associated with schools; Section

I061-1

3.12.4.2 for a discussion of impacts to community facilities, including schools; and Section 3.16.3.2 for an analysis of visual quality effects to schools. As such, the Authority has taken into consideration the content and applicability of the memo to the Draft Supplemental EIR/EIS. The Authority has included the memo in the Administrative Record for the Final Supplemental EIS.

Submission I062 (Susan Koble, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #308 DETAIL

Status :	Action Pending
Record Date :	1/16/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Website
First Name :	Susan
Last Name :	Koble
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	Keene
State :	CA
Zip Code :	93531
Telephone :	661-330-7438
Email :	susankoble@yahoo.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	No
Stakeholder Comments/Issues :	

I062-1

The most practical, best place for the Bakersfield terminal is the Truxtun Avenue location.

EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I062 (Susan Koble, January 16, 2018)

I062-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I063 (Mike Ladd, November 20, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #155 DETAIL

Status :	Action Pending
Record Date :	11/20/2017
Response Requested :	No
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	11/20/2017
Submission Method :	Website
First Name :	Mike
Last Name :	Ladd
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	93301
Telephone :	6613243885
Email :	ladd3@bak.rr.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	No
Stakeholder Comments/Issues :	

I063-1 The Truxton avenue location is best because it is centrally located, has all needed amenities, is closest to all government and private needs and is the least disruptive to local businesses and neighborhoods. There is no sensible reason to put this at F street. It is my personal opinion that someone with the city either owns land around F street or is working with someone who does to push this terrible F street location. My personal stake in this is that I live 1 block from Truxton Ave and would occasionally see and hear the trains but my wife owns a restaurant on Sumner which would be directly in the shadow of the rails and which will most likely kill the business and the neighborhood. Two lousy choices but the F street through Sumner is the worst.

EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I063 (Mike Ladd, November 20, 2017)

I063-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

I063-2

Refer to Standard Response FB-LGA-Response-SO-02: Business Impacts – Construction/Operation Would Create Too Many Impacts on Businesses.

I063-3

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I064 (Karen Liascos, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #306 DETAIL

Status :	Action Pending
Record Date :	1/16/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Project Email
First Name :	Karen
Last Name :	Liascos
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	
Telephone :	
Email :	karen123k@yahoo.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

I064-1 I own a home on Elm street, very close to the proposed location near F street and Golden State. I am very opposed to this location. All the info I have received tells me the location down town where the current Amtrack train station is and also the train tracks that are All ready in place is a much better choice. I believe there is a lot of drama with the city officials about this issue & I do not feel the city has my best interest in mind as a home owner. It's simple as far as i am concerned!! Don't build it in my neighborhood!! Put it where it should be which is on Truxton!!

EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I064 (Karen Liascos, January 16, 2018)

I064-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I065 (Harry Love, December 20, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #200 DETAIL

Status :	Action Pending
Record Date :	12/20/2017
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	12/20/2017
Submission Method :	Project Email
First Name :	Harry
Last Name :	Love
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	
Email :	harrylove1944@gmail.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

I065-1 To believe that the best route from Shafter through Bakersfield is the 2014 hybrid plan which will bring the train along Truxtun to the current Amtrak station. I support this route because ti best supports the goals of the City of Bakersfield, that is, give an economic boost to the current redevelopment of downtown Bakersfield. From restaurants to hotels, there is a very concerted effort to increase the number o the people using the downtown area. This route would be definitely support that goal.

Harry Love
harrylove1944@gmail.com

EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I065 (Harry Love, December 20, 2017)

I065-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I066 (Karin Magar, December 20, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #205 DETAIL

Status :	Action Pending
Record Date :	12/20/2017
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	12/20/2017
Submission Method :	Project Email
First Name :	Karin
Last Name :	Magar
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	661-301-5614
Email :	karinmagar@gmail.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

Hello,

I066-1 This email is to voice my opinion on where the HSR should be located in Bakersfield. I believe it should be at the downtown Truxtun location. Having it there will provide lots of opportunities for tourism, with lots of access to venues (restaurants, show, shopping) without disrupting existing residential living.
I live VERY close to the F street location. Placing the HSR at F street will only create more traffic problems, reduce access to our residential area, increase noise, reduce home values and many other detriments to an established older neighborhood. This location will not provide any benefit to tourism, or entertainment due to the lack of accessibility to restaurants, shopping, etc.

I066-2 Please do not let our city council's self benefitting interests influence this decision. Look at the facts and decide on the best location that benefits the town, people and our community.
Thank your for your attention to this very important issue!

Karin Magar
Westchester Riveria Resident
661-301-5614

Sent from my iPhone

EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I066 (Karin Magar, December 20, 2017)

I066-1

Refer to Standard Response FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives.

I066-2

The Draft Supplemental EIR/EIS provides an apples-to-apples comparison of the F-B LGA (including the F Street Station) and the May 2014 Project (including the Truxtun Avenue Station). The comparative data in the Draft Supplemental EIR/EIS will aid the Authority Board and FRA in making decisions based on fact.

Submission I067 (Terry Maxwell, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #283 DETAIL

Status :	Action Pending
Record Date :	1/16/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date : Submission	1/16/2018
Method :	Project Email
First Name :	Terry
Last Name :	Maxwell
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	
Email :	mokeswell@gmail.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

I067-1 Please consider the points I have made in this Community Voices article in the Bakersfield Californian.

Thank you,

Terry Maxwell

http://www.bakersfield.com/opinion/community-voices/community-voices-you-should-be-informed-about-the-high-speed/article_31b1284e-efdc-11e7-af75-a77f920407ff.html?utm_medium=social&utm_source=email&utm_campaign=user-share

Sent from my iPad

EIR/EIS Comment :	Yes
Official Comment Period :	Yes

2/13/2019 Community Voices: You should be informed about the High Speed Rail Plan | Community Voices | bakersfield.com

https://www.bakersfield.com/opinion/community -voices/community-voices-you-should-be-informed-about-the-high-speed/article_31b1284e-efdc-11e7-af75-a77f920407ff.html

Community Voices: You Should be informed about the High Speed Rail Plan

By Terry Maxwell Jan 3, 2018



Submission I067 (Terry Maxwell, January 16, 2018) - Continued

The High Speed Rail Project is going to be completed. Not only is it going to be built, it is going to do everything they have promised. The system will have great ridership and pay for itself. It is going to have all of the economic impacts to Bakersfield that have been presented in many workshops that have been conducted over the last two years.

In case you didn't attend one of these workshops, let me fill you in on what they said. By the way, Over 99 percent of the residents of Bakersfield and Kern County would fall in the "did not attend" group.
The new station for Bakersfield will have impacts on housing, commerce, infrastructure needs, traffic, and population. Many of the residents of Bakersfield will work down south or up north. The low cost of housing here will off set the expense of the daily commute on the bullet train.

The station will be surrounded by high rise apartments, condominiums, and businesses. Some of these businesses will be transplants from other parts of the state. The station will be state of the art and resemble the ones in major cities of Europe and Japan. The station will be the center of activity and create an economic boom for businesses that are a reasonable distance from it. It will be imperative that the roads into the station are capable of handling the volume of traffic and there will be simple paths into this station.

Now back to reality. The reason so few people are interested in attending the meetings is either because they don't think HSR will ever get built, are against it being built, or think it is too far into the future (20-30 years) for anyone to care about it. Unfortunately that means we are leaving the decision and responsibility to choose the station's location to a group of people who have their own agenda. Please note: The location have everything to do with what we are getting.

These are two choices for our station. It will go either F Street and Golden State Highway where the Rancho Motel once was or between Truxtun Avenue and California Avenue by the Rabobank and Amtrak station. Support for the station location is being driven by the bty managers office. They want it at F Street and Golden State. If all things were equal, I could argue the merits of each on the infrastructure requirements. The Truxtun location already has streets and roads into it from every direction that are reasonable and simple. The F Street location requires a maze of streets and highways that would need to be altered or built and there would be no simple approach to the station.

2/13/2019 Community Voices: You should be informed about the High Speed Rail Plan | Community Voices | bakersfield.com

All things are not equal, the two stations are vastly different. I originally thought when the city manager's office came up with Locally Generated Alternative (LGA) that the Greyhound bus and GET stations would be relocated right next to the HSR Station. Sorry, not in the plans. The stations themselves are completely different. The Truxtun station does look more like the state of the art stations they showed in the workshops. The EIR for the LGA/F Street Station has a station that looks more like a concrete block at a high sevurity prison and not like the pictures they showed at the workshops (bait and switch?). The Truxtun station, which does look like the beautiful stations around the world, has Amtrak next door and space is provided for buses, making this location potentially a transportation hub. GET and Greyhound could relocate to this site. There is nothing in the plans for such an accommodiation in the LGA/F Street Station.

Just think about how isolated the LGA/F Street location is. If the station is going to impact the economy of Bakersfield positively, wouldn't you want it in the heart of downtown On Truxtun Avenue? Everything downtown would be within walking distance and the revitalization of downtown would get a shot in the arm. Why is the Wart 2 councilman pushing the LFA/F Street location? I don't know, maybe someone should ask him and hen have him defend that position publicly.

I can conjecture why the city manager is pushing the LGA location. He is still sore about the fight he lost with the city of Shafter over annexations on 7th Standard Road. The LGA/F Street Station puts Shafter in a longshot position to get the heavy maintenance facility instead of being in the front runner position. This would be payback (for anyone thinking he is incapable of this you should talk to developers he was unhappy with). There is also the City of Bakersfield corporation yard that HSR would go through. Some or all of the yard would need to be relocated.

Both the city manager and Andrae Gonzales can't seriously believe that the LGA/F St. station is better choice than the Truxtun location. It is not better for business, infrastructure, housing, transportation, or walkability.

Please take the time to voice your opinion to the HSR decision makers by going to FresnoBakersfield@HSR.ca.gov by Jan. 16. It is important.

Terry Maxwell is a former city councilman, and he owns TL Maxwell's restaurant in downtown Bakersfield. p

MORE INFORMATIONp

Submission I067 (Terry Maxwell, January 16, 2018) - Continued

2/13/2019 Community Voices: You should be informed about the High Speed Rail Plan | Community Voices | bakersfield.com



California bullet train costs soar to $77B; opening delayed

Response to Submission I067 (Terry Maxwell, January 16, 2018)

I067-1

Refer to Standard Response FB-LGA-Response-GENERAL-05: Proximity of F Street Station to Downtown and Amtrak Station.

The commenter requests that his January 3, 2018 opinion piece in the Community Voices section of Bakersfield.com be reviewed and any comments made there considered. The article can be found here: http://www.bakersfield.com/opinion/community-voices/community-voices-you-should-be-informed-about-the-high-speed/article_31b1284e-efdc-11e7-af75-a77f920407ff.html?utm_medium=social&utm_source=email&utm_campaign=user-share. The piece referenced was reviewed in preparation of this response.

The commenter states that "the Truxtun location already has streets and roads into it from every direction that are reasonable and simple," while "the F Street location requires a maze of streets and highways that would need to be altered or built" precluding a simple approach to the station.

Both station locations would require reconfiguration of roads and intersections. The F Street station is closer to SR 204, which would require reconfiguring on- and off-ramps. Both stations will be easily accessed from road systems in the vicinity. The F Street Station, as shown in Drawing Number A1801 in Volume III: Station Drawings of the Draft Supplemental EIR/EIS, would be accessible from Chester Avenue, SR 204, 34th Street, and F Street. The Truxtun Avenue Station, as shown in Drawing Number A9804, in Volume III: Station Drawings of the Final EIR/EIS, would be accessible from Union Avenue, Truxtun Avenue, U Street, and 14th Street. Some reconstruction of all access roads for either station would be required for the construction of the station, parking, and approaches.

The commenter states that the conceptual drawings depicting the Truxtun Avenue Station looks more like "state of the art stations" depicted in workshops, while the conceptual drawings depicting the F Street Station show a station that does not look like those shown in the workshops.

Conceptual drawings are not representative of final design. For both the May 2014 Project and the F-B LGA, the Authority would work closely with the City of Bakersfield to

I067-1

develop and refine architectural, site design, and landscape treatments for the station and vicinity that enhance the area's character through coherent and unified design and features that provide interest and integrate visually with the context of nearby commercial and governmental uses. Refer to Section 3.16.4.2 of the Draft Supplemental EIR/EIS and Section 3.16.5.3 of the Fresno to Bakersfield Section Final EIR/EIS for more discussion of the station design process. Conceptual simulations of the Truxtun Avenue Station are shown in Figure 3.16-61 of the Fresno to Bakersfield Section Final EIR/EIS, and conceptual drawings are shown in Drawings A9801 through A9804 of Volume III: Station Drawings of the Fresno to Bakersfield Section Final EIR/EIS. Conceptual simulations of the F Street Station are shown in Figure 3.16-30 of the Draft Supplemental EIR/EIS, and conceptual drawings are shown in Drawing Numbers A9802 and A9803 in Volume III: Station Drawings of the Draft Supplemental EIR/EIS.

The conceptual drawings and examples shown in workshops and other outreach activities were not representative of final station design. The F Street Station is intended to provide visual benefits. A preference for the conceptual design of the Truxtun Avenue Station to the conceptual design of the F Street Station, is largely subjective, but both are modeled to demonstrate the aesthetic benefits to Bakersfield.

The commenter states that while the existing Amtrak station is near to the Truxtun Avenue station, and he conjectures that Golden Empire Transit and Greyhound could relocate to the Truxtun Avenue station site. The commenter claims that there is "nothing in the plans" for similar linkages at the F Street Station.

Refer to Section 3.13 of the Draft Supplemental EIR/EIS for more information about transit connections in the F Street Station area. The Authority will encourage the City of Bakersfield to facilitate transit-oriented development in and around the station. The Kern Council of Governments Metropolitan Bakersfield Transit Center Study (Kern Council of Governments 2015) identified the proposed F Street Station as a possible location for a "Transit Center" in Bakersfield due to anticipated growth and higher demand for transit service. It also identifies the need for connectivity of various existing and future transit service connections. The proposed F Street Station is approximately 1.8 miles from the Bakersfield Amtrak Station and would be designed as a multi-modal transportation hub that would maximize intermodal transportation opportunities, meeting overall project

Response to Submission I067 (Terry Maxwell, January 16, 2018) - Continued

I067-1

objectives consistent with the voter-approved Proposition 1A. The location of the F Street Station would complement existing public transportation, including local buses, intercity buses, and Amtrak trains.

According to Drawing Number A1810, bus drop off locations can be found on either side of the potential Transit Center, allowing for multi-directional connectivity. Roads circle the building, presumably allowing ample space for bus maneuvering. However, please note that this is a potential location and that the potential Transit Center is a project that would be designed, constructed, and maintained by local agencies.

The commenter expresses concerns about the distance between the downtown core and the F Street station, pedestrian access/walkability, and revitalization of the downtown area.

As discussed in Section 3.13 Station Planning, Land Use, and Development of the Draft Supplemental EIR/EIS, the land within the F Street Station site study area is currently developed with a mix of low-density commercial, residential, and industrial uses and vacant parcels. The Truxtun Avenue station location, conversely, is centrally located near the Rabobank Arena, Theater, and Convention Center, Marriott Hotel, and Amtrak station.

While the Truxtun Avenue station location would provide an immediate direct connection to the Amtrak Station and existing downtown amenities, public benefits derived from future transit-oriented development would be concentrated in a relatively small geographic area that is already developed, with little benefit to the rest of the city. The F Street Station site, however, offers opportunities for a comprehensive planning effort to revitalize the greater downtown area through the conversion of auto-oriented corridors to complete streets that prioritize the pedestrian, greater transit and multi-modal connectivity throughout downtown, and the revitalization of underutilized land.

The City of Bakersfield Making Downtown Bakersfield Vision Plan (May 2018; Vision Plan) describes a phased effort to link the F Street Station and the Amtrak Station through the development of transit, bicycle, and pedestrian improvements to enable passengers to transfer from the HSR train to local commuter transit. These improvements include bus rapid transit (BRT) on Chester and California Avenues, a

I067-1

improvements include bus rapid transit (BRT) on Chester and California Avenues, a downtown shuttle, and mobility hubs at the Amtrak Station, HSR station, and the Golden Empire Transit Center. While these services are central to connecting the HSR station and downtown, they provide the added benefit of offering a new alternative form of transportation for non-HSR riders throughout downtown. The Vision Plan also proposes public realm improvements along three corridors to form a pedestrian friendly loop around the downtown area, connecting residential, commercial, and parks, and open space areas and activating the F Street station area.

As discussed in Appendix 8-A of the Draft Supplemental EIR/EIS, because the F Street Station area contains more vacant land compared to the Truxtun Avenue Station, the F Street Station presents more opportunities for infill development, revitalization of existing large buildings, new job creation, and transit-oriented housing. The second phase of implementation detailed in the Vision Plan lays out a framework for redeveloping the area around the F Street station. Garces Circle would be transformed from an automobile-oriented roundabout into a high-density, mixed-use retail, residential and office district. This new district will be supported by rehabilitating adjacent mixed-use and single-family neighborhoods.

In addition to increased opportunities for revitalization, the F Street Station site would involve the loss of fewer homes compared to the Truxtun Avenue Station. The Truxtun Avenue Station would result in the conversion of 53 acres of existing single-family residential land uses and 4 acres of existing multi-family residential uses. The F Street Station would result in the conversion of 1 acre of existing single-family residential and 2 acres of existing multi-family residential land uses.

The commenter questions the support for the F-B LGA from the Ward 2 councilman. The commenter claims that the F-B LGA lessens the chances of the HMF being located in Shafter, and conjectures that the Bakersfield city manager therefore supports the F-B LGA in order to retaliate for perceived political losses to the City of Shafter regarding annexations on 7th Standard Road. This comment is not material to the Draft Supplemental EIR/EIS and does not comment on the content or findings of the environmental document.

Response to Submission I067 (Terry Maxwell, January 16, 2018) - Continued

I067-1

Submission I068 (Terry Maxwell, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #284 DETAIL

Status :	Action Pending
Record Date :	1/16/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Project Email
First Name :	Terry
Last Name :	Maxwell
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	
Email :	mokeswell@gmail.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

I068-1 I am in favor of the station in Bakersfield being located on Truxtun Ave.
Sent from my iPhone

EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I068 (Terry Maxwell, January 16, 2018)

I068-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I069 (Paula Maxwell, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #346 DETAIL

Status :	Action Pending
Record Date :	1/16/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Project Email
First Name :	Paula
Last Name :	Maxwell
Professional Title :	
Business/Organization :	
Address :	2420 Pine Street
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	93301
Telephone :	661-331-9143
Email :	paula@pmcoffice.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

I069-1 I am a citizen of Bakersfield and a registered voter. I want the station to be at Truxtun Avenue. NOT at Golden state. It's ridiculous to even consider this to be anywhere else. The bus station and the Amtrak are already at one location which is on Truxtun Avenue.

Respectfully,

Pauletta Maxwell

2420 Pine Street

Bakersfield, CA 93301

paula@pmcoffice.com

661-331-9143

EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I069 (Paula Maxwell, January 16, 2018)

I069-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I070 (J McKinley, February 17, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #449 DETAIL

Status :	Action Pending
Record Date :	2/20/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	2/17/2018
Submission Method :	Project Email
First Name :	J
Last Name :	McKinley
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	
Email :	amberjuly17@yahoo.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

I070-1 I want to tell you that I want the HSR station down by Truxtun where the Amtrack station is now.

I do not want it up by the Golden State Ave. Now is not the time to try and redevelop that location. I want people to see a nice welcoming station.

Thank you

J. McKinley

Sent from my iPad

EIR/EIS Comment :	Yes
Official Comment Period :	No

Response to Submission I070 (J McKinley, February 17, 2018)

I070-1

Refer to Standard Response FB-LGA-Response-GENERAL-03: Response to Comments Received After the Close of the Public Comment Period, FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I071 (Jim Mehen, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #429 DETAIL

Status :	Action Pending
Record Date :	1/19/2018
Response Requested :	No
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Program Info Line
First Name :	Jim
Last Name :	Mehen
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	CA
Zip Code :	
Telephone :	
Email :	
Email Subscription :	
Cell Phone :	
Add to Mailing List :	Yes
Stakeholder Comments/Issues :	

I071-1 Name is Jim Mehen, I'm in Bakersfield and I'm requesting that it be Fresno, Bakersfield station be on Truxtun and that's it, oh, phone number is 661-663-7334, thank you.

EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I071 (Jim Mehen, January 16, 2018)

I071-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I072 (Anil Mehta, January 9, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #241 DETAIL

Status :	Action Pending
Record Date :	1/9/2018
Response Requested :	Yes
Affiliation Type :	Individual
Interest As :	Business and/or Organization
Submission Date :	1/9/2018
Submission Method :	Project Email
First Name :	Anil
Last Name :	Mehta
Professional Title :	M.D.
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	
Email :	mehtamdinc@sbcglobal.net
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

Case No.34-2014-80001864

EIR/EIS Comment :	Yes
Official Comment Period :	Yes
Attachments :	241_Mehta_email_010918_Original.pdf (5 kb) hsr_2018.pdf (103 kb)

I072-1

I072-2

ANIL MEHTA, M.D. INC.
GASTROENTEROLOGY

3941 San Dimas St. #104
Bakersfield, California 93301

Phone: (661) 322-8466
Fax: (661) 322-5902

I am a gastroenterologist in Bakersfield, who has worked within the Central Valley for more than 20 years, and I have concerns about the Fresno to Bakersfield HSR Section.

There is a child who attends Bethel Christian School and he has been diagnosed with Eosinophilic Esophagitis (EoE), an allergic disorder. EoE affects his esophagus, the part of the gastrointestinal tract that connects the back of the throat to the stomach. His condition can be triggered by environmental allergies and ingestion of allergens. In fact, allergies to basic substances such as dust mites, animals, pollen and molds can play a role in his EoE. His worsening allergic condition has recently necessitated a feeding pump, which he is still on today, even during his academic day at Bethel. With this student in mind, the gravity of the potential health impacts to the stakeholders at Bethel Christian School requires a more thorough analysis than what has been proffered by the Authority in the Final EIR/EIS and LGA.

I also have a patient from Bethel Christian School who is affected by Valley Fever and other respiratory problems. I understand that Carol Bender (RN/Public Health Nurse), who has been active in local transportation development, questioned the HSRA impacts relating to Valley Fever. As she has stated, please consider the following:

Due to the endemic nature of Valley Fever, throughout the State of California and along the High-Speed Rail corridor, the risk of disease and site-specific mitigation for all impacted groups should have been discussed in detail within the core EIR documents. Valley Fever is a disease caused by a fungus of the Coccidioides species, which grows in the soil in semiarid areas. The disease is considered hyperendemic in six California counties (Kern, Kings, Fresno, San Luis Obispo, Tulare, and Madera) that historically have had the highest incidence of coccidioidomycosis. It is a reportable disease in states where it is endemic, including California, New Mexico, Arizona, Nevada, Texas, and Utah. About 150,000 new infections occur annually in the United States.

It is true that the HSRA has recently added, to the final Record of Decision, the Environmental Protection Agency (EPA) base recommendations regarding Valley Fever. It is also true that the Authority revised these in conjunction with the California Department of Public Health. However, these adopted recommendations were simply appended at the conclusion of the EIR process, as an afterthought.

Within the appended documents, stakeholders have been assured by the Authority that: "The proposed project includes a series of fugitive dust reduction measures as design features in Chapter 3.3, including watering areas that will be disturbed and suspending dust-generating activities when wind speed exceeds 25 mph. Based on the application of these measures, the evaluation concludes that the risk of Valley Fever from project construction would be a less-than- significant impact."

Nevertheless, it would appear that the HSRA's dismissive attitude and overly optimistic assumptions are based on simplistic approaches, limited data, and minimal research. One example is the absence of any site-specific research on individual parcels. For example, HSR related documents note that, "...most of the soils that will be affected by the project have been previously disturbed by agriculture. According to information from the California Department of Public Health, cultivated, irrigated soil may be less likely to contain the fungus compared to undisturbed soils." This statement is somewhat misleading, as the entire length of the ICS corridor is considered hyperendemic, and much of the impacted land is, no doubt, highly infected with

Diplomate American Board of Internal Medicine
Diplomate Board of Gastroenterology

Submission I072 (Anil Mehta, January 9, 2018) - Continued

I072-2

Coccidioides. Thus, the overarching and dismissive statements by the HSRA only demonstrate a callous disregard for the health of thousands who currently reside and work along the rail alignment.

The HSRA has acknowledged that construction activity will result in significant spore growth. In fact, they specifically noted that "..wetting soil will enhance the growth of spores..." but they later contest that this is acceptable because ".. it is actually when the soil is dry and disturbed in which the spores are released into the air..." For this reason, the Authority has promised to continuously moisten the soil during construction to avoid the spread of spores. Although this would seem to be an acceptable solution, it does not mitigate the issues related to enhanced spore growth. Furthermore, these measures do not address what will happen once the HSR project is complete. As experts have said "...it is after the watering stops... and the dust becomes airborne, that we may see the cases." This is why there is always an increased incidence of infection after a heavy wet season followed by a prolonged dry spell.

The Authority also justifies their actions by stating, "...in response to comments concerning Coccidioides, received at the May 6, 2014 Authority Board meeting, the HSRA Board of Directors amended its resolution to certify the Final Environmental Impact Report to include guidelines from the Construction Safety and Health Plans (CSHPs) to establish the minimum safety and health guidelines for contractors." These plans include: safety training for workers, accessible washing facilities, provisions for air-conditioned cabs with efficiency particulate air filters, and respiratory protection for all workers. While these measures are commendable, why has the HSRA not promised similar mitigation (e.g., air conditioning units, filtration systems, door sweeps, etc.) for homes, businesses, and organizations that are in close proximity to the construction corridor? It is also concerning that there has been no discussion related to relocation for individuals who have high medical risk factors for disseminated coccidioidomycosis, or those individuals who desire to live in an area that would have a lower risk factor than a hyperendemic HSR construction zone.

I072-3

I072-4

As Mrs. Bender noted above, there has been only scant discussion of the potential health impacts and the dismissive mitigation measures that have been proposed are wholly inadequate. In addition, the excavation and drilling associated with the construction will also significantly worsen the poor air quality near the school. Yet, in the new supplemental document (LGA), Bethel Christian School was completely omitted from the list of impacted schools (See: http://www.hsr.ca.gov/docs/programs/fresno-baker-eir/FBLGA_Draft_EIRS_Vol_2_APPX3_12_C_Effects_on_Childrens_Health_and_Safety.pdf). How can the stakeholders of the First Free Will Baptist Church and its Bethel Christian School participate in the regulatory process associated with the EIR and receive mitigation if they have been excluded from the environmental study?

Anil Mehta, M.D.

Response to Submission I072 (Anil Mehta, January 9, 2018)

I072-1

The commenter indicates the potential health impacts to stakeholders at Bethel Christian School require a more thorough analysis "than what has been proffered by the Authority in the Final EIR/EIS and LGA."

Refer to Technical Appendix 3.12-C of the Draft Supplemental EIR/EIS for an analysis of the effects on Children's Health and Safety due to implementation of the F-B LGA. Appendix 3.12-C discusses potential Air Quality, Hazardous Materials and Wastes, and Parks, Recreation, and Open Space impacts as relevant to children's health and safety. Refer also to the Air Quality and Global Climate Change Technical Report, the Hazardous Materials and Wastes Technical Report, and the Community Impact Assessment Technical Report prepared for the F-B LGA for more information about impacts to children's health and safety. The Bethel Christian School is within the Study Area of both the F-B LGA and the May 2014 Project. The Bethel Christian School was inadvertently omitted as a school in Appendix 3.12-C: Table 3.12-C-2 Schools in the Study Area for the F-B LGA. This mistake has been rectified and revisions to Appendix 3.12-C of the Draft Supplemental EIR/EIS have been made to include Bethel Christian School in Table 3.12-C-2. Refer to Volume II Changes to the Draft Supplemental EIS (Errata).

It should be noted that throughout the Draft Supplemental EIR/EIS (Section 3.4, Noise and Vibration, Table 3.4-21; Section 3.10, Hazardous Materials and Wastes, Table 3.10-2; Section 3.11, Safety and Security, Table 3.11-3; Section 3.12, Socioeconomics and Communities, page 3.12-34; Section 3.16, Aesthetics and Visual Resources, page 3.16-82; and the Supplemental Community Impact Assessment Technical Report for the F-B LGA , Table B-56), Bethel Christian School is disclosed as being near the F-B LGA footprint and is included in the analysis of environmental impacts on schools. When mitigation is indicated for school impacts and where implementation of such mitigation is applicable and warranted, Bethel Christian School is included in the analysis.

Air Quality

As stated in the F-B LGA Air Quality and Global Climate Change Technical Report:

Construction emissions have the potential to cause elevated criteria pollutant concentrations. These elevated concentrations may cause or contribute to exceedances of the NAAQS and CAAQS, which are established concentrations of criteria pollutants

I072-1

of the NAAQS and CAAQS, which are established concentrations of criteria pollutants that provide public health protection. Sensitive receptors (such as schools, residences, and health care facilities) are located near the construction areas in Bakersfield. During construction, sensitive receptors would be exposed to increased concentrations of toxic air contaminants, such as diesel particulate matter, which may present cancer risks. […] The construction emissions associated with the guideway/alignment construction includes several different phases such as mobilization, demolition, earth moving, land clearing, track construction at grade and elevated structures. These emissions were modeled for the May 2014 Project using USEPA's AERMOD atmospheric dispersion model to predict pollutant concentrations at locations near the construction of the guideway/alignment. (Page 7-12)

The modeling for the May 2014 Project informs the conclusions about construction activities associated with the F-B LGA because construction air emissions are largely a function of alignment length. […] According to the construction localized impact air dispersion modeling conducted for the May 2014 Project, construction activities along the guideway/alignment, would not exceed the applicable NAAQS and CAAQS or substantially contribute to further exacerbation of exceedances of PM_{10} and $PM_{2.5}$ standards. The health risk assessment concludes that the incremental increase in cancer risk associated with the DPM emissions from construction equipment exhaust would not exceed the applicable threshold of 10 in 1 million. (Page 7-13)

Refer to Table 7-5 of the F-B LGA Air Quality and Global Climate Change Technical Report, which shows that

mass emission generation associated with the F-B LGA would be similar to the emissions evaluated for the May 2014 Project. Therefore, emissions associated with the F-B LGA would also not be expected to exceed NAAQS or CAAQS or to substantially contribute to further exacerbation of exceedances of PM_{10} and $PM_{2.5}$ standards due to similar site meteorology of the two alignments. Emissions associated with the F-B LGA would be expected to be lower than those estimated for the May 2014 Project. Therefore, implementation of the F-B LGA would also not cause or contribute to exceedances of the NAAQS and CAAQS. (Page 7-13)

Response to Submission I072 (Anil Mehta, January 9, 2018) - Continued

I072-1

Hazardous Materials and Wastes

Appendix 3.12-C and Section 3.10 of the Draft Supplemental EIR/EIS explain that construction activities that have the potential to result in accidental releases of hazardous material and wastes would occur within 0.25 mile of schools. Refer to Table 3.10-2 of the Draft Supplemental EIR/EIS for a list of educational facilities within 0.25 mile of the construction footprint, including Bethel Christian School. Mitigation measure HMW-MM#1 will be implemented to ensure the use of extremely hazardous substances or mixture thereof in a quantity equal to or greater than the state threshold quantity will not occur within 0.25 mile of a school. Implementation of regulatory requirements would reduce the potential for a severe spill to a negligible intensity and, therefore, impacts on children's health and safety would be negligible under NEPA and less-than-significant under CEQA.

Section 3.12 of the Draft Supplemental EIR/EIS (page 3.12-37) discusses operational effects of the May 2014 Project and F-B LGA. Operation of the project is not expected to impact children's safety. During operation, the Fresno to Bakersfield Section HSR, including the F-B LGA, would have beneficial effects on air quality because reduced traffic congestion would lower emissions. Operation of the Fresno to Bakersfield Section HSR with the F-B LGA would benefit children's health as a result of improvements in air quality throughout the HSR project area, including the study area for the F-B LGA.

Refer to Appendix 3.12-C of the Fresno to Bakersfield Section Final EIR/EIS which explains that the HSR project would not affect products or substances (i.e., water, soil, and food) that a child is likely to ingest, use, be exposed to, or come in contact with. The analysis contained in the Draft Supplemental EIR/EIS confirms these findings for the F-B LGA. For a detailed list of environmental elements with potential impacts during construction or operation of the HSR project, discussions of these impacts, and descriptions of how the impacts relate to children's health and safety, refer to the following tables in Section 3.0, Environmental Consequences, in Appendix 3.12-C of the Final EIR/EIS:

•Table 3.12-C6: Construction Impacts on Children's Health and Safety

I072-1

•Table 3.12-C7: Project Impacts on Children's Health and Safety

•Table 3.12-C8: Station and HMF Impacts on Children's Health and Safety

Response to Submission I072 (Anil Mehta, January 9, 2018) - Continued

I072-2

Refer to Standard Response FB-LGA-Response-S&S-01: Mitigating the Exposure to Valley Fever.

The commenter, a gastroenterologist in Bakersfield, indicates that a patient of his, also a student at Bethel Christian School, is affected by Valley Fever and other respiratory problems. The commenter refers to requests made by Carol Bender (RN/Public Health Nurse) that information on Valley Fever be considered and included in the Final Supplemental EIS.

The commenter cites the Authority's acknowledgement that wetting soil increases spore growth, as well as the Authority's commitment to keeping soil moist during construction to prevent the spread of spores, which occurs when soil is dry. The commenter expresses concern for health and safety due to spore spread after construction has ended and the soil dries.

The commenter notes that mitigation measures are in place to protect workers, but expresses concern that the Authority has not addressed relocation for individuals who have high medical risk factors for disseminated coccidioidomycosis, or those individuals who desire to live in an area that would have a lower risk factor than a hyperendemic HSR construction zone.

Section 3.11 of the Draft Supplemental EIR/EIS (page 3.11-18) discusses Valley Fever and provides construction-period mitigation measures to reduce potential impact from Valley Fever to those with direct exposure to disturbed soils: the construction workers developing the project. Measures implemented to reduce impacts to construction workers would extend to reduce indirect impacts to the rest of the communities living and working in the vicinity of HSR construction corridors.

I072-3

The commenter states that the excavation and drilling associated with the construction of the F-B LGA would significantly worsen the poor air quality near Bethel Christian School in Bakersfield. Section 3.3.5.2 of the Draft Supplemental EIR/EIS includes a discussion of construction emissions and associated air quality impacts resulting from the F-B LGA. Mitigation Measures AQ-MM #1 through and AQ-MM #6, as reflected in Section 3.3.8.1 of the Draft Supplemental EIR/EIS, would reduce adverse air quality effects related to construction.

I072-4

The commenter indicates that the Draft Supplemental EIR/EIS omitted Bethel Christian School from the list of impacted schools in Appendix 3.12-C Effect on Children Health and Safety. A review of Appendix 3.12-C revealed that Bethel Christian School had inadvertently been omitted from Table 3.12-C-2, Schools in the Study Area for the F-B LGA. This mistake has been rectified and revisions to Appendix 3.12-C have been made to include Bethel Christian School in Table 3.12-C-2. Refer to Volume II Changes to the Draft Supplemental EIR/EIS (Errata).

It should be noted that throughout the Draft Supplemental EIR/EIS (Section 3.4, Noise and Vibration, Table 3.4-21; Section 3.10, Hazardous Materials and Wastes, Table 3.10-2; Section 3.11, Safety and Security, Table 3.11-3; Section 3.12, Socioeconomics and Communities, page 3.12-34; and Section 3.16, Aesthetics and Visual Resources, page 3.16-82), Bethel Christian School is disclosed as being near the F-B LGA footprint and is included in the analysis of environmental impacts on schools. In the Supplemental Community Impact Assessment Technical Report for the F-B LGA in Table B-56, Bethel Christian School is listed as a Religious Facility rather than a school. This has also been corrected. When mitigation is indicated for school impacts and where implementation of such mitigation is applicable and warranted, Bethel Christian School is included in the analysis.

Submission I073 (Stephen Montgomery, December 28, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #230 DETAIL

Status :	Action Pending
Record Date :	1/2/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	12/28/2017
Submission Method :	Project Email
First Name :	Stephen
Last Name :	Montgomery
Professional Title :	
Business/Organization :	
Address :	2115 1st Street
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	93304-2707
Telephone :	661-496-6585
Email :	samonty@pacbell.net
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

I073-1 The proposed site, F St. at Golden State is not satisfactory.

It violates best practices and from an urban planning standpoint the Truxtun downtown site is far more practical.

Let's not repeat past mistakes of siting assets in less than satisfactory places for no better reason than it enhances the property values of some developer.Let's do the right thing and follow best practices.

Stephen A. Montgomery
2115 1st Street
Bakersfield CA 93304-2707
661-496-6585

EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I073 (Stephen Montgomery, December 28, 2017)

I073-1

Refer to Standard Response FB-LGA-Response-GENERAL-05: Proximity of F Street Station to Downtown and Amtrak Station, FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

Submission I074 (Terry Moore, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #409 DETAIL

Status :	Action Pending
Record Date :	1/17/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Project Email
First Name :	Terry
Last Name :	Moore
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	
Email :	trm1992@icloud.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

I074-1 I want the high speed rail station at Truxtun Ave location.

Sent from my iPhone

EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I074 (Terry Moore, January 16, 2018)

I074-1

Refer to Standard Response FB-LGA-Response-GENERAL-10: Comments with Opinion Only.